



## Planning and Transportation Committee

**Date:** TUESDAY, 15 DECEMBER 2015

**Time:** 10.30 am

**Venue:** LIVERY HALL

**Members:**

Michael Welbank (Chairman)	Gregory Jones QC
Marianne Fredericks (Deputy Chairman)	Deputy Henry Jones
Oliver Lodge	Alderman Professor Michael Mainelli
Randall Anderson	Paul Martinelli
Alex Bain-Stewart	Brian Mooney
David Bradshaw	Deputy Alastair Moss
Dennis Cotgrove	Sylvia Moys
Revd Dr Martin Dudley	Graham Packham
Peter Dunphy	Judith Pleasance
Emma Edhem	Deputy Henry Pollard
Alderman Peter Estlin	Alderman William Russell
Sophie Anne Fernandes	James de Sausmarez
Deputy Bill Fraser	Tom Sleigh
George Gillon	Graeme Smith
Alderman Timothy Hailes	Angela Starling
Graeme Harrower	Patrick Streeter
Deputy Brian Harris	Deputy James Thomson
Christopher Hayward	

**Enquiries:** Katie Odling  
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Lunch will be served in Guildhall Club at 1pm

**N.B:** Part of this meeting may be subject to audio or visual recording.

John Barradell  
Town Clerk and Chief Executive

# AGENDA

## Part 1 - Public Agenda

1. **APOLOGIES**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**  
To agree the public minutes and summary of the meeting held on 17 November 2015.  

**For Decision**  
(Pages 1 - 6)
4. **TOWN PLANNING AND DEVELOPMENT APPLICATIONS**  
Report of the Chief Planning Officer and Development Director.  

**For Information**  
(Pages 7 - 26)
5. **VALID APPLICATIONS LIST FOR COMMITTEE**  
Report of the Chief Planning Officer and Development Director.  

**For Information**  
(Pages 27 - 30)
6. **REPORTS RELATIVE TO PLANNING APPLICATIONS**
  - a) 120 Moorgate London EC2M 6UR  

**For Decision**  
(Pages 31 - 96)
  - b) Guildhall Yard London EC2P 2EJ  

**For Decision**  
(Pages 97 - 108)
7. **CITY OF LONDON AIR QUALITY STRATEGY 2015 - 2020 - UPDATE**  
Report of the Director of Markets and Consumer Protection.  

**For Information**  
(Pages 109 - 128)
8. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT**
  - a) Anti-terrorism regulation order (ATTRO)  

**For Decision**  
(Pages 129 - 144)
  - b) Towards a City Freight Strategy - Interim report  

**For Decision**  
(Pages 145 - 156)
  - c) Body Worn Cameras (Bodycams): Civil Enforcement Officers (Parking)

**For Information**  
(Pages 157 - 176)

d) Local Development Scheme 2015

**For Decision**  
(Pages 177 - 190)

e) Response to the Mayor's public consultation on the Draft Central Activities  
Zone Supplementary Planning Guidance

**For Decision**  
(Pages 191 - 206)

f) Update on Office to Residential Permitted Development Rights and City of  
London Exemption

**For Information**  
(Pages 207 - 210)

g) Department of the Built Environment, Business Plan Progress Report for Q2  
2015/18

**For Information**  
(Pages 211 - 220)

9. **CITY FUND DECLARATION - 125 WOOD STREET, EC2**

Report of the City Surveyor.

**For Decision**  
(Pages 221 - 226)

10. **HOUSING AND PLANNING BILL**

Report of the Remembrancer.

**For Decision**  
(Pages 227 - 232)

11. **REVENUE AND CAPITAL BUDGETS - 2016/17**

Joint report of the Chamberlain, Director of the Built Environment and Director of  
Culture, Heritage & Libraries.

**For Decision**  
(Pages 233 - 248)

12. **OPERATIONAL PROPERTY**

Joint report of the Chamberlain and the City Surveyor.

**For Decision**  
(Pages 249 - 258)

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

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

15. **EXCLUSION OF THE PUBLIC**

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

## **Part 2 - Non-public Agenda**

16. **HIGHWAY MAINTENANCE CONTRACT RATE**  
Report of the Director of the Built Environment.  

**For Decision**  
(Pages 259 - 264)
17. **DEBT ARREARS - DEPARTMENT OF THE BUILT ENVIRONMENT - PERIOD ENDING 30/09/15**  
Report of the Director of the Built Environment.  

**For Information**  
(Pages 265 - 272)
18. **PUBLIC CAR PARKS – PROVISION OF LIFE CARE PLANS FOR EACH MULTI STOREY CAR PARK STRUCTURE**  
Joint report of the City Surveyor and the Director of Built Environment.  

**For Decision**  
(Pages 273 - 308)
19. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
20. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

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

## PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 17 November 2015

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

### **Present**

#### **Members:**

Michael Welbank (Chairman)	Deputy Henry Jones
Marianne Fredericks (Deputy Chairman)	Oliver Lodge
Randall Anderson	Alderman Professor Michael Mainelli
David Bradshaw	Paul Martinelli
Dennis Cotgrove	Brian Mooney
Revd Dr Martin Dudley	Deputy Alastair Moss
Peter Dunphy	Sylvia Moys
Sophie Anne Fernandes	Graham Packham
Deputy Bill Fraser	Judith Pleasance
Alderman Timothy Hailes	Alderman William Russell
Graeme Harrower	James de Sausmarez
Deputy Brian Harris	Tom Sleigh
Christopher Hayward	Graeme Smith
Gregory Jones QC	Patrick Streeter

#### **Officers:**

Simon Murrells	- Assistant Town Clerk
Katie Odling	- Town Clerk's Department
David Arnold	- Town Clerk's Department
Sabina Johal	- Town Clerk's Department
Bella Longman	- Town Clerk's Department
Simon Owen	- Chamberlain's Department
Deborah Cluett	- Comptroller and City Solicitor's Department
Peter Bennett	- City Surveyor
Tom Leathart	- City Surveyor's Department
Carolyn Dwyer	- Director of Built Environment
Annie Hampson	- Department of the Built Environment
Steve Presland	- Department of the Built Environment
Paul Beckett	- Department of the Built Environment
Iain Simmons	- Department of the Built Environment
Gwyn Richards	- Department of the Built Environment
Alan Rickwood	- City of London Police

#### **1. APOLOGIES**

Apologies for absence were received from Alex Bain-Stewart, Alderman Peter Estlin, George Gillon, Deputy Henry Pollard, Graeme Smith and Deputy James Thomson.

2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**

Gregory Jones, QC declared a non-pecuniary interest in respect of item 7c as a Member of the Leather Sellers Company and advised that he would participate in the debate but would abstain from voting.

3. **MINUTES**

RESOLVED – That the minutes of the meeting held on 27 October 2015 be approved.

4. **TOWN PLANNING AND DEVELOPMENT APPLICATIONS**

The Committee received a report of the Chief Planning Officer and Development Director in respect of the development and advertisement applications dealt with under delegated authority.

RESOLVED – That the report be noted.

5. **VALID APPLICATIONS LIST FOR COMMITTEE**

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

RESOLVED – That the report be noted.

6. **PATERNOSTER SQUARE: DECLARATION OF CITY WALKWAY**

The Committee considered a report of the Director of the Built Environment regarding the declaration of city walkway through Paternoster Square.

In response to a question, the City of London Police representative advised the Committee that the Force had sufficient powers to maintain public safety or security (including Section 14 of the Public Order Act).

RESOLVED – That,

- a) all that way or place including Paternoster Square, Paternoster Lane, Paternoster Row, Canon Alley, Queen's Head Passage, Rose Street and White Hart Street shown hatched black on city walkway declaration plan CWDP - 01 - 08 dated 11 June 2008 be declared to be a city walkway; and
- b) the Town Clerk be authorised to insert an appropriate date for the coming into force of this resolution.

7. **SUGAR QUAY, LOWER THAMES STREET LONDON EC3R 6EA**

The Committee received a report of the Chief Planning Officer and Development Director which informed that following a hearing on 7 October 2015, an Inspector appointed by the Secretary of State for Communities and Local Government dismissed an appeal made by Sugar Quay Holdings Limited against the City of London Corporation against a failure to determine that a planning obligation should be modified.

RESOLVED – That the report be noted.

## 8. REPORTS RELATIVE TO PLANNING APPLICATIONS

### 8.1 BT Payphones, Outside 4 St Paul's Churchyard London EC4M 8AY

**Proposal:** Conversion of two BT K6 payphone kiosks to combination payphone and ATM booth and ancillary ATM secure room.

**Registered Plan No.:** 15/00190/FULL

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

RESOLVED – That planning permission and Listed Building Consent be refused for the reasons set out in the attached schedule.

### 8.2 22 Bishopsgate London EC2N

**Proposal:** Construction of a building arranged on three basement floors, ground and 61 upper floors plus mezzanines and plant comprising floorspace for use within classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (Sui Generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (200,527sq.m GEA).

**Registered Plan No.:** 15/00764/FULEIA

The Chief Planning Officer detailed site and surrounding information to Members and advised of the following amendments to the report -

- Page 117. In the bottom row of figures the Mayoral CIL figure was amended from 29,091,202 to 26,091,202
- Page 59: The floor area figure in the Subject para and in the summary (both Page 59 of the agenda) was amended from 200,527 sq.m to 200,714 sq.m.
- Page 94: At para 184 the second “not” in line 5 to be deleted.

Members were informed that a late letter of objection had been received from a member of the public, a copy of which was tabled at the meeting. In addition, a letter had also been received from London Borough of Lambeth which contained no objection.

**Pedestrian movement** – Members were informed that a detailed Pedestrian Comfort Modelling assessment had been carried out, however, further work would be undertaken regarding pedestrian movement as part of a wider City project. Pedestrian space was considered crucial given that there were areas which required stopping-up.

**Small and Medium Sized Enterprises (SMEs)** – Members noted that in order to attract and encourage small, start-up businesses the developers stated that they would commit to providing 50 workspaces at 50% of the market rent for their first five years in the building. It was agreed that the marketing plan for this piece of work should be shared with the Committee.

**Wind** – Members noted that the “skirt” was an integral part of the design with a function to deflect wind away from the ground. Members noted that once the detail regarding wind the canopies was known, a report is brought back to the Committee for a decision as opposed to being dealt with under delegated authority.

The Committee discussed the public realm benefits, most particularly the free public viewing gallery – the need for a booking system and timed hours were queried. It was noted that a booking system would be required due to security. Officers had requested longer visiting hours for the public; however, the developers were unwilling to commit to these on the free access element.

Upon being put to the vote, the application was approved: Vote: 23 in favour, 1 abstention.

RESOLVED – That,

- a) planning permission be granted for the above proposal in accordance with the details set out in the attached schedule subject to:
  - the Mayor of London being given 14 days to decide whether to allow the Corporation to grant planning permission as recommended, or to direct refusal, or to determine the application himself (Article 5(1)(a) of the Town & Country Planning (Mayor of London) Order 2008);
  - planning obligations and other agreements being entered into under Section 106 of the Town & Country Planning Act 1990 and Section 278 of the highway Act 1980 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been executed;
- b) in principle it be approved that the land affected by the building which are currently public highway and land over which the public have right of access may be stopped up to enable the development to proceed and, upon receipt of the formal application, officers be instructed to proceed with arrangements for advertising and making of a Stopping-up Order for the various areas under the delegation arrangements approved by the Court of Common Council.
- c) Officers be instructed to negotiate and execute obligations in respect of those matters set out in "Planning Obligations" under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980.

At this point, the time limit for Committee meetings as set out in Standing Order No 40 had been reached, but there being a two-thirds majority of the Committee present who voted in favour of an extension, the Committee agreed to continue the meeting.

9. **ANNUAL ON-STREET PARKING ACCOUNTS 2014/15 AND UTILISATION OF ACCRUED SURPLUS ON HIGHWAY IMPROVEMENTS AND SCHEMES**

The Committee received a report of the Chamberlain which provided details of the on-street parking accounts for 2014/2015 and utilisation of the accrued surplus on highway improvements and schemes.

RESOLVED – That the report be noted.

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

**Re-development of Queensbridge House/target completion date for the Riverside Walkway around Queenhithe** – In response to a question Members were informed that the Queensbridge House development was to be built in two phases, firstly the southern part and secondly the northern part.

The development lease for the southern part had been signed and demolition had started and was due to finish by April 2016. Construction on the southern part, where the Riverside Walkway was, could then commence and should be finished by mid-2018.



The northern section was held up by the TfL dispute and the High Court heard the case at the end of October and the judge is expected to provide his judgement in early December 2015. Members noted that a negotiated deal on this particular site was unlikely to be agreed with TfL before the result is known. If the Corporation managed to win the main argument then only a small part of the development would be impacted and the Developer could make a minor amendment to the current scheme to avoid the TfL claim.

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

There were no items of urgent business.

**12. EXCLUSION OF THE PUBLIC**

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

**13. NON-PUBLIC MINUTES**

RESOLVED – That the non-public minutes of the meeting held on 27 October 2015 be approved.

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

There were no questions.

**15. 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 12.45 pm**

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Chairman

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# Agenda Item 4

<b>Committee:</b>	<b>Date:</b>	<b>Item no.</b>
Planning and Transportation	15 <sup>th</sup> December 2015	
<b>Subject:</b>		
Delegated decisions of the Chief Planning Officer and Development Director		
<b>Public</b>		

1. Pursuant to the instructions of your Committee, I attach for your information a list detailing development and advertisement applications determined by the Chief Planning Officer and Development Director or those so authorised under their delegated powers since my report to the last meeting.
2. Any questions of detail arising from these reports can be sent to [plans@cityoflondon.gov.uk](mailto:plans@cityoflondon.gov.uk).

## DETAILS OF DECISIONS

Registered Plan Number & Ward	Address	Proposal	Decision & Date of Decision
15/00978/LBC Aldersgate	70 Defoe House Barbican London EC2Y 8DN	Installation of suspended ceilings and replacement of sliding doors to kitchen.	Approved 03.11.2015
15/01003/LBC Aldersgate	512 Bunyan Court Barbican London EC2Y 8DH	Refurbishment of bathroom including alteration to bathroom door. Addition of free standing element of furniture into bedroom.	Approved 12.11.2015
15/01011/LBC Aldersgate	2 Defoe House Barbican London EC2Y 8DN	Replacement of all internal doors with new full height doors. Replacement of fixed glazed panels with solid panels.	Approved 12.11.2015
15/01035/ADVT Aldersgate	200 Aldersgate Street London EC1A 4HD	Installation and display of: (i) internally illuminated lettering bonded onto the existing glazing at fascia level measuring 0.5m high x 1.45m wide situated at a height above ground level of 3.23m;	Approved 12.11.2015

		and (ii) one internally illuminated projecting sign measuring 0.6m high x 0.6m wide situated at a height above ground level of 3.13m.	
15/01161/LBC Aldersgate	107 Thomas More House Barbican London EC2Y 8BU	Internal alterations including: replacement of existing two part sliding room divider panels between living room and study with new like for like two part sliding panels with modern track gear; removal of existing sliding door between kitchen and living room; insertion of new stud walls and new joinery.	Approved 01.12.2015
15/01070/TCA Aldgate	71 Fenchurch Street London EC3M 4BR	Works of pruning to a Gleditsia.	No objections to tree works - TCA  17.11.2015
15/00893/ADVT Aldgate	Bankside House 107 - 112 Leadenhall Street London EC3A 4AF	Display of (i) one fascia sign comprising internally illuminated neon lettering measuring 0.845m high by 1.665m wide at a height of 2.3 m above ground floor level and three neon illuminated golf clubs located over north entrance; (ii) one LED back lit sign measuring 0.4m high by 1.0m wide at a height of 0.5m above ground floor level fixed to the balustrade.	Approved 19.11.2015
15/01030/FULL Aldgate	65 - 68 Leadenhall Street London EC3A 2AD	Installation of rooftop plant and enclosure.	Approved 24.11.2015
15/01069/TPO Aldgate	Lloyds Register 71 Fenchurch Street London EC3M 4BR	Works of pruning to a London Plane and Tree of Heaven.	Approved 01.12.2015
15/01020/ADVT Bassishaw	1 Aldermanbury Square London EC2V 7HR	Installation and display of i) two internally illuminated fascia signs measuring 0.60m	Approved 12.11.2015

		high x 1.140m wide located at a height of 2.866m above ground level; and ii) one non-illuminated plaque measuring 0.224m high x 0.411m wide located at a height of 1.55m above ground level.	
15/00956/MDC Bishopsgate	4 & 5 Devonshire Square London EC2M 4YD	Details of materials; fenestration and entrances; and soffits, handrails and balustrades pursuant to condition 3 (a) (b) (c) part of planning permission 14/00849/FULL dated 15/12/2014 and condition 2 (a) (b) (c) part of Listed Building Consent 14/00875/LBC dated 20/11/2014.	Approved 05.11.2015
15/00960/FULL Bishopsgate	7 Artillery Lane London E1 7LP	Installation of new shopfront.	Approved 05.11.2015
15/00965/ADVT Bishopsgate	7 Bishopsgate Churchyard London EC2M 3TJ	Installation and display of (i) One externally illuminated projecting sign measuring 0.6m high by 0.6m wide situated at a height above ground of 2.25 m.	Approved 05.11.2015
15/00930/MDC Bishopsgate	117 Bishopsgate London EC2M 3TH	Submission of details of the new facade, ground floor elevations, retained facades including new windows, entrances and shopfronts, flank wall and junctions, soffits, handrails and balustrades, window cleaning equipment, plant and other excrescences at roof level pursuant to condition 15 (b), (c), (d), (e), (f), and (g) of planning permission dated 23rd June 2014 (13/01199/FULMAJ).	Approved 12.11.2015
15/00941/MDC Bishopsgate	Stone House (128-140 Bishopsgate - 77-84 Houndsditch)	Details of an Addendum to the Written Scheme of Investigation for an	Approved 12.11.2015

	Staple Hall (87-90 Houndsditch) 142-150 Bishopsgate 1-3 & 5 Stone House Court 1-17 Devonshire Row (odd Numbers) London EC2	archaeological watching brief pursuant to condition 44 of planning permission dated 8 May 2014, application number 11/00905/FULL as amended by 14/00355/NMA.	
15/01013/FULL Bishopsgate	Broadgate Tower 201 Bishopsgate London EC2M 3AB	Installation of 19 microwave dishes mounted on support poles (9 x 0.6m, 7 x 1.2m and 3 x 0.3m). Installation of five equipment cabinets set on a non penetrating plinth on the rooftop of the lift motor room.	Approved 12.11.2015
15/01014/MDC Bishopsgate	16 & 17 Devonshire Square London EC2M 4SQ	Submission of Environmental Management Scheme pursuant to condition 4 of planning permission dated 02.06.2015 (App No 15/00179/FULL).	Approved 12.11.2015
15/01091/MDC Bishopsgate	Bunge House 15 - 25 Artillery Lane London E1 7LP	Details of external materials pursuant to condition 4(a) of planning permission (application no. 14/00293/FULL.) dated 19th June 2014.	Approved 19.11.2015
15/00657/FULMAJ Bishopsgate	1 Finsbury Avenue London EC2M 2PF	Refurbishment and extension of existing building including: (i) part restoration and replacement of existing façade; (ii) removal of connecting bridge links and canopy over Whitecross Place, ground level granite clad kerbing and existing rooftop plant; (iii) extension of the basement and the provision of two additional floors of office accommodation (Class B1) and rooftop plant (total increase in floorspace 6,254 sq.m. GIA); (iv) change of use of ground floor from office (Class B1) and retail (Class A1, A3, A4) to office	Approved 24.11.2015

		(Class B1) (1,256sq.m.), flexible retail (Class A1, A2, A3 or A4) (687 sq.m.) and flexible use of either office (Class B1) or retail (Class A1, A2, A3 or A4) (1,183sq.m.); (v) provision of disabled car parking and cycle parking.	
15/01018/FULL Bread Street	St Nicholas Cole Abbey 114 Queen Victoria Street London EC4V 4BJ	Retention of glass balustrade and stone paving to southern terrace of church.	Approved 19.11.2015
15/01027/MDC Bridge And Bridge Without	9-10 Philpot Lane London EC3M 8AA	Details of ground floor openings, entrances and shopfronts pursuant to condition 4(e) pursuant planning permission dated 2nd July 2015 (App No. 15/00342/FULL).	Approved 05.11.2015
15/01021/CLOPD Bridge And Bridge Without	Peninsular House 30-36 Monument Street London EC3R 8LJ	Application for a certificate of lawful development for alterations to the ground floor front elevation.	Grant Certificate of Lawful Development 12.11.2015
15/00932/FULL Broad Street	87 Old Broad Street London EC2M 1JB	Installation of a new entrance door into ground floor retail unit fronting Old Broad Street	Approved 03.11.2015
15/00934/ADVT Broad Street	87 Old Broad Street London EC2M 1JB	Installation and display of one non illuminated fascia sign measuring 2.22m wide x 0.2m high situated at a height above ground level of 2.73m	Approved 03.11.2015
15/00952/FULL Broad Street	105 Old Broad Street London EC2N 1EX	Replacement of existing manual swing door, manual revolving door and power assisted door sets with new framed revolving doors and pass door systems. Omission of large canopy to manual revolving door.	Approved 12.11.2015
15/01052/FULL	19 Great Winchester Street	Erection of 7th & 8th floor extension (165 sqm gia),	Approved

Broad Street	London EC2N 2BH	erection of replacement roof level plant room, re-cladding of building, installation of replacement windows and sub-division of building with additional entrance onto Great Winchester Street.	26.11.2015
15/00832/MDC Candlewick	1 King William Street London EC4N 8DH	Details of sewer vents to roof level pursuant to condition 5 planning permission dated 1 October 2013 (13/00366/FULMAJ)	Approved 12.11.2015
15/00575/MDC Candlewick	32 Lombard Street London EC3V 9BQ	Submission of details of site survey of the proposed finished floor levels at basement and ground floor levels in relation to the existing highway pursuant to condition 6 of planning permission dated 21st July 2015 (App No 14/01103/FULL).	Approved 19.11.2015
15/00696/MDC Candlewick	32 Lombard Street London EC3V 9BQ	Submission of details of security measures within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device pursuant to condition 20 of planning permission dated 21st July 2015 (App No 14/01103/FULL).	Approved 19.11.2015
15/00908/MDC Candlewick	32 Lombard Street London EC3V 9BQ	Submission of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental affects and a Deconstruction Logistics Plan pursuant to conditions 2 and 4 of planning permission dated 30th May 2015 (14/01103/FULL).	Approved 20.11.2015
15/01031/LBC Candlewick	Mitsubishi Trust House 24 Lombard Street	Minor internal alterations and works of refurbishment of the building including the removal	Approved 24.11.2015



	London EC3V 9AJ	of existing plasterboard partitions, replacement new partitions, reconfiguring the existing air conditioning and replacing existing ceiling and lighting.	
15/01038/LDC Candlewick	1 King William Street London EC4N 8DH	Details of four internal glazed screens pursuant to condition 3 listed building consent 13/00367/LBC dated 4th July 2013.	Approved 24.11.2015
15/00921/NMA Candlewick	24 King William Street London EC4R 9AJ	Application under Section 96A of the Town and Country Planning Act 1990 for a non material amendment to planning permission dated 11th May 2015 (App No 14/01096/FULMAJ) to enable minor alterations to the ground floor, basement and roof plans and minor alterations to the elevations.	Approved 01.12.2015
15/00911/PODC Castle Baynard	Salisbury Square House 8 Salisbury Square London EC4Y 8AP	Submission of details of the Local Procurement Strategy - Construction Phase pursuant to the requirements of the requirements of clause 2.1 of schedule 3 of the section 106 agreement dated 16 June 2015 pursuant to planning permission 14/01141/FULL.	Approved 03.11.2015
15/01040/MDC Castle Baynard	6 - 8 Bouverie Street London EC4Y 8AX	Details of rooftop mesh to the installed rooftop plant enclosure pursuant to condition 3 of planning permission dated 14 August 2014 (ref: 13/00424/FULL).	Approved 03.11.2015
15/00999/ADVT Castle Baynard	23 Bride Lane London EC4Y 8DT	Installation and display of: (i) two backlit fascia signs measuring 0.46m high x 1.15m wide located at a height above ground level of 3.8m; and (ii) two non-illuminated projecting signs measuring 0.6m high x 0.75m wide	Approved 12.11.2015

		located at a height above ground level of 2.73m.	
15/01034/TTT Castle Baynard	Blackfriars Bridge Paul's Walk London	Partial discharge of schedule 3 requirements relating to details of excavation and duct laying at Blackfriars Bridge and Victoria Embankment pursuant to BLABF17 of the Thames Water Utilities (Thames Tideway Tunnel) order 2014 as amended.	Approved  24.11.2015
15/00938/MDC Castle Baynard	St Andrews House 18 St Andrew Street London EC4A 3AG	Details of environmental management and vehicle logistics during demolition works pursuant to conditions 2 and 4 of planning permission dated 14 May 2014 (ref: 14/00247/FULL).	Approved  26.11.2015
14/01093/MDC Cheap	100 Cheapside London EC2V 6DY	Plant Noise Assessment Report pursuant to conditions 13, 14 and 15 of planning permission dated 5th March 2013 (ref: 12/00772/FULL).	Approved  03.11.2015
15/01051/ADVT Cheap	125 Wood Street London EC2V 7AN	Installation and display of one externally illuminated projecting sign measuring 0.6 metres wide by 0.6 metres high displayed at a height of 2.7 metres above ground level.	Approved  26.11.2015
15/01096/ADVT Coleman Street	London Wall Place 121-123 London Wall Place London EC2 5DH	Retention of five non-illuminated hoarding signs measuring (i) 3.0m high by 172m wide at ground level (ii) 3.0m high by 18.85m wide at ground level (iii) 3.0m high by 119m wide at ground level (iv) 3.0m high by 41m wide at ground level (v) 3.0m high by 27m wide at ground level.	Approved  03.11.2015
15/01054/ADVT Coleman Street	4 London Wall Buildings London EC2M 5NT	Installation and display of one lettering only illuminated projecting sign measuring 0.61m in diameter at a height	Approved  24.11.2015

		above ground of 2.91m.	
15/01055/LBC Coleman Street	4 London Wall Buildings London EC2M 5NT	Installation of a projecting sign.	Approved 24.11.2015
15/01001/LBC Cripplegate	28 Crescent House Goswell Road London EC1M 7AA	Installation of a barber pole.	Approved 12.11.2015
15/00979/LBC Cripplegate	Level -1 Barbican Arts And Conference Centre Silk Street London EC2Y 8DS	Construction to form a new equipment store within the concourse at Level -1.	Approved 19.11.2015
15/01049/LBC Cripplegate	333 Cromwell Tower Barbican London EC2Y 8NB	Installation of suspended ceilings and reconfiguration of non-structural internal walls and doors.	Approved 24.11.2015
15/01064/LBC Cripplegate	City of London School For Girls St Giles' Terrace Barbican London EC2Y 8BB	Installation of metal railings along west side of the lake adjacent to the City of London School for Girls.	Approved 01.12.2015
15/00977/FULL Cripplegate	City of London School For Girls St Giles' Terrace Barbican London EC2Y 8BB	Installation of metal railings along west side of the lake adjacent to the City of London School for Girls.	Approved 01.12.2015
15/01140/LBC Cripplegate	221 Cromwell Tower Barbican London EC2Y 8DD	Internal alterations including: proposed installation of suspended ceilings, erection of new partition walls, replacement, relocation and removal of doors and installation of internal fittings.	Approved 01.12.2015
15/00887/FULL Cordwainer	62 Cheapside London EC2V 6BP	Retention of 5 no. replacement rooftop air conditioning units at second floor level at the rear of the building.	Approved 19.11.2015

15/00994/LBC Cornhill	3 Royal Court London EC3V 3LN	Strip out of existing office fittings and fixtures, minor internal alterations and refit as offices for Centre Management at part ground and part first floor levels.	Approved 12.11.2015
15/01092/LBC Cornhill	Royal Exchange Cornhill London EC3V 3DG	Installation of water-proof membrane to the basement vaults of the Royal Exchange Shops (9, 19 +21).	Approved 01.12.2015
15/00840/LBC Dowgate	1 - 2 Laurence Pountney Hill London EC4R 0EU	(i) Refurbishment and extension of existing redundant roof top plant room to provide staff dining / presentation area; (ii) Refurbishment of existing flat roof area for use as external terrace including erection of metal balustrade and clear glass wind screen behind; (iii) Associated internal enabling works at fourth floor and roof levels.	Approved 03.11.2015
15/00958/FULL Dowgate	1 - 2 Laurence Pountney Hill London EC4R 0EU	(i) Refurbishment and extension of existing redundant roof top plant room to provide staff dining / presentation area; (ii) Refurbishment of existing flat roof area for use as external terrace including erection of metal balustrade and clear glass wind screen behind.	Approved 03.11.2015
15/00961/FULL Dowgate	6 Dowgate Hill London EC4R 2SU	Refurbishment and alterations to entrance doorways within the Dowgate Hill elevation.	Approved 05.11.2015
15/00962/LBC Dowgate	6 Dowgate Hill London EC4R 2SU	Refurbishment and alterations to entrance door systems within Dowgate Hill elevation.	Approved 05.11.2015
15/00989/MDC Dowgate	Cannon Green Building 27 Bush Lane London EC4R 0AN	Details of a Demolition Works Management Plan and Construction Management Plan pursuant to conditions 2 and 3 of planning permission	Approved 10.11.2015

		14/01011/FULL dated 05/02/15.	
15/00460/PODC 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	Part submission of a Construction Impact Mitigation scheme (Phase 1) pursuant to schedule 2 paragraph 15.1 of the agreement dated 29 May 2013 varied by agreement dated 13 March 2015 planning application reference 14/00432/FULMAJ.	Approved 03.11.2015
15/00776/MDC Farringdon Within	5 - 7 Ireland Yard London EC4V 5EH	Details of a scheme of works, London Stock Brick and Victorian blue tile samples and details of Crittall windows and doors and proposed sign to the Friar Street entrance pursuant to conditions 2 and 3a, 3b and 3c of planning permission dated 14th July 2015 (pp ref: 15/00167/FULL).	Approved 05.11.2015
15/00974/MDC Farringdon Within	Mitre House 160 Aldersgate Street London EC1A 4DD	Details of rainwater attenuation and the position and size of green roofs and pursuant to conditions 7 and 11 (in part) of planning permission dated 30 April 2015 (ref: 15/00086/FULMAJ).	Approved 05.11.2015
15/00975/MDC Farringdon Within	Mitre House 160 Aldersgate Street London EC1A 4DD	Environmental Management Plans and Logistics Plan pursuant to conditions 2, 3, 4 and 5 of planning permission dated 30 April 2015 (App No 15/00086/FULMAJ).	Approved 05.11.2015
15/01063/MDC Farringdon Within	Mitre House 160 Aldersgate Street London EC1A 4DD	Air Quality Neutral Assessment pursuant to condition 8 of planning permission dated 30 April 2015 (app ref: 15/00086/FULMAJ).	Approved 05.11.2015
15/01113/PODC Farringdon Within	160 Aldersgate Street London EC1A 4DD	Submission of details of the Local Training Skills and Job Brokerage Strategy (Schedule 3 paragraph 5.2 and 5.6) and	Approved 10.11.2015

		the Local Procurement Strategy (Schedule 3, paragraph 4.1) for demolition and construction phases pursuant to Schedule 3 of the S106 agreement signed in relation to planning application reference 15/00086/FULMAJ dated 30 April 2015.	
15/01136/PODC Farringdon Within	Mitre House 160 Aldersgate Street London EC1A 4DD	Submission of details of the Highways Schedule of Condition pursuant to Schedule 3 paragraph 9.1 of the S106 agreement signed in relation to planning application reference 15/00086/FULMAJ dated 30 April 2015.	Approved  10.11.2015
15/00976/ADVT Farringdon Within	60 Ludgate Hill London EC4M 7AW	Installation and display of: two internally illuminated projecting signs measuring 0.6 metres wide by 0.3 metres high displayed at a height of 2.8 metres above ground on the Ludgate Hill elevation and 2.7 metres above ground on the Old Bailey elevation.	Approved  12.11.2015
15/00863/MDC Farringdon Within	12 East Passage London EC1A 7LP	Details of the revised facade to the extension, external materials, new windows and doors, railings, junctions with adjoining premises, the flank wall of the extension, a scheme of protection for neighbouring occupiers from noise, dust and other environmental effects of construction and an acoustic report specifying the noise levels in the bedrooms pursuant to the discharge of conditions 2 a, b, c, d, e, f, 3 and 4 of planning permission 12/00782/FULL dated 4th October 2012.	Approved  19.11.2015
15/00987/MDC	Site Bounded By 34-38, 39-41, 45-47	Submission of details: (i) a scheme for protecting nearby	Approved

Farringdon Within	& 57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1	residents and commercial occupiers from noise, dust and other environmental effects of the construction (phase 1); (ii) a construction method statement (phase 1); (iii) cycle parking (phase 1); (iv) a construction logistics plan (phase 1); (v) wheelchair housing; (vi) a deconstruction logistics plan (phase 2); (vii) a demolition method statement (phase 2); (viii) a scheme for the protecting nearby residents and commercial occupiers from noise, dust and other environment effects of demolition of phase 2 of the development; (ix) traffic circulation (phase 2) and (x) a programme of archaeological work (phase 2) pursuant to the discharge of conditions 13, 27 (part), 34 (part), 39 (part), 41, 11 (part), 8 (part), 14 (part), 17 (part) and 21 (part) of planning permission 15/00417/FULMAJ dated 24th July 2015.	19.11.2015
15/01024/FULL Farringdon Within	City Temple 31 Holborn Viaduct London EC1A 2DE	Minor exterior works to rooftop including a new cable safe system, replacement roof insulation, installation of access ladders and guard rails to allow safe access to the roof for regular maintenance.	Approved  19.11.2015
15/01025/LBC Farringdon Within	City Temple 31 Holborn Viaduct London EC1A 2DE	Minor exterior works to rooftop including a new cable safe system, replacement roof insulation, installation of access ladders and guard rails to allow safe access to the roof for regular maintenance.	Approved  19.11.2015
15/01087/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,	Details of a programme of archaeological work pursuant to condition 21 (in part) for Phase 2 of planning permission dated 24th July	Approved  01.12.2015

	61A & 62 Bartholomew Close, London EC1	2015 (application number 15/00417/FULMAJ).	
15/01037/MDC Farringdon Without	54 Fleet Street London EC4Y 1JU	Residential Noise Impact Assessment pursuant to condition 4 of planning permission dated 6 August 2015 (ref: 15/00624/FULL).	Approved  03.11.2015
15/01077/PODC Farringdon Without	25 - 26 Furnival Street London EC4A 1JT	Submission of details of a Schedule of Highway Condition Survey pursuant to Schedule 3 paragraph 6.1 of the S106 agreement signed in relation planning permission 14/00866/FULL dated 27/04/2015.	Approved  03.11.2015
15/00833/FULL Farringdon Without	St Andrew's Church 5 St Andrew Street London EC4A 3AB	Installation of metal handrails to steps at north-west entrance to church.	Approved  05.11.2015
15/01005/MDC Farringdon Without	Temple Bar House 23 Fleet Street London EC4Y 1AA	Details of proposed window and fire escape pursuant to condition 2 of planning permission 15/00302/FULL dated 30th July 2015.	Approved  05.11.2015
15/00983/LBC Farringdon Without	Ground Pair South 4 Paper Buildings King's Bench Walk London EC4Y 7EX	Internal alterations comprising: the formation of a new opening between two rooms, door alterations, extension of the existing comfort cooling system and installation of new shelves and cupboards.	Approved  12.11.2015
15/01009/ADVT Farringdon Without	The Cursitor Building 35 Chancery Lane London WC2A 1EL	Installation and display of three non-illuminated hoarding advertisement panels measuring: (i) 1.2m high x 1.2m wide at a height of approximately 1.2m above ground level; (ii) 1.2m high x 18m wide at a height of approximately 1.2 m above ground level; and (iii) 2.4m high x 1.2m wide at ground	Approved  12.11.2015



		level.	
15/01017/MDC Farringdon Without	2 Hosier Lane London EC1A 2AL	Submission of: (i) a scheme for protecting nearby residents and surrounding occupiers from noise, dust and other environmental effects of the works and (ii) details of the proposed window frames pursuant to the discharge of conditions 2 and 3 (a) of planning permission 14/01090/FULL dated 14th May 2015.	Approved  12.11.2015
15/01023/LBC Farringdon Without	10 Furnival Street London EC4A 1AB	Internal works to the first floor of the building comprising the relocation of air conditioning units, change of comms room door positioning, the installation of new focus rooms, provision of glass wall and partition to divide meeting room. Installation of new access card reader at the entrance of Chancery Exchange.	Approved  19.11.2015
15/00876/MDC Farringdon Without	188 Fleet Street London EC4A 2HT	Details of materials, new windows, new balustrades, handrails, soffits and a scheme for protecting surrounding occupiers from noise, dust and other environmental effects of the works pursuant to the discharge of conditions 2 (a), (b), (c) and 4 of planning permission 14/00813/FULL dated 28th July 2015.	Approved  24.11.2015
15/01006/LDC Farringdon Without	1 Fleet Street London EC4Y 1BD	Discharge of condition 3 pursuant to application ref 15/00675/LBC dated 18th August 2015.	Approved  24.11.2015
15/01072/LBC Farringdon Without	1 Inner Temple Lane London EC4Y 1AF	Retention of internal partition walls, WC and tea point.	Approved  01.12.2015

15/00385/MDC Langbourn	120 Fenchurch Street London EC3M 5BA	Details of security measures pursuant to condition 13 of planning permission dated 30/03/2012 (11/00854/FULEIA).	Approved 05.11.2015
15/00765/LBC Langbourn	43 - 52 Leadenhall Market London EC3V 1LT	Alterations and installation of plant at roof level.	Approved 10.11.2015
15/00990/MDC Langbourn	Land Bounded By Fenchurch Street, Fen Court, Fenchurch Avenue & Billiter Street (120 Fenchurch Street) London EC3	Details of a Bearing Pile and Plunge Column Installation Method Statement pursuant to condition 5 (in part) of planning permission dated 30/03/2012 (11/00854/FULEIA).	Approved 10.11.2015
15/00992/FULL Langbourn	43 - 52 Leadenhall Market London EC3V 1LT	Installation of two air conditioning condensers at roof level.	Approved 10.11.2015
15/00809/FULL Langbourn	35 - 37 Leadenhall Market London EC3V 1LR	Installation of two condenser units and louvred enclosure at roof top level.	Approved 19.11.2015
15/00810/LBC Langbourn	35 - 37 Leadenhall Market London EC3V 1LR	Installation of two condenser units and louvred enclosure at roof top level.	Approved 19.11.2015
15/01048/FULL Langbourn	85 Gracechurch Street London EC3V 0AA	Removal of ten existing a/c units and the installation of one new a/c unit at 8th floor level.	Approved 24.11.2015
15/00244/MDC Langbourn	Land Bounded By Fenchurch Street, Fen Court, Fenchurch Avenue & Billiter Street (120 Fenchurch Street) London EC3	Details of a piling method statement pursuant to condition 12 of planning permission dated 30/03/2012 (11/00854/FULEIA).	Approved 26.11.2015
15/01065/FULL Langbourn	1 George Yard London EC3V 9DF	External alterations to the ground floor entrance.	Approved 26.11.2015
15/01039/FULL	Beaufort House 15	Change of use at part ground	Approved

Portsoken	St Botolph Street London EC3A 7DT	floor and part basement level from office (Class B1) use and restaurant (Class A3) use to gymnasium (Class D2) use. [1,143sq.m GIA]	19.11.2015
15/00875/MDC Portsoken	St Botolph Without Aldgate Aldgate High Street London EC3N 1AB	Details of a method statement for the removal, restoration and relocation of the Mocatta Drinking Fountain and temporary removal of the Police Public Call Box pursuant to conditions 9 and 10 of planning permission dated 3 February 2015 (application number 14/00986/FULL) and condition 2 of the listed building consent dated 12 February 2015 (application number 14/00987/LBC).	Approved 01.12.2015
15/01015/FULL Queenhithe	62 Upper Thames Street London EC4V 3EH	Application under Section 73 of the Town and Country Planning Act 1990 to vary condition 6 of planning permission 11/00907/FULL dated 13.12.12 to amend the wording of the condition to allow "the removal of existing windows".	Approved 05.11.2015
15/01228/MDC Queenhithe	Tower of St Mary Somerset Church 211 Upper Thames Street London EC4	Details of a programme of archaeological work pursuant to Condition 10 of planning permission dated 12 May 2005 (application number 05/00194/FULL).	Approved 01.12.2015
15/00967/FULL Tower	Lloyds Chambers 1 Portsoken Street London E1 8BT	Installation of one 37.1cm square panel antenna on the roof.	Approved 03.11.2015
15/00970/FULL Tower	1 America Square London EC3N 2LS	Installation of two external condenser units, one louvred acoustic screen, satellite aerial equipment and the replacement of four windows with four external louvre	Approved 05.11.2015

		panels at roof top level on the 7th floor roof.	
15/01133/LDC Tower	10 Trinity Square London EC3N 4AJ	Details of secondary glazing pursuant to condition 4(k) [In Part] of listed building consent (application no. 14/00778/LBC) dated 16th January 2015.	Approved 10.11.2015
15/01012/ADVT Tower	Unit 3 70 Mark Lane London EC3R 7NQ	Installation and display of one internally illuminated projecting sign measuring 0.68m high x 0.68m wide situated at a height above ground level of 4.04m.	Approved 12.11.2015
15/00995/MDC Tower	10 Trinity Square London EC3N 4AJ	Details of roof terrace surfaces, handrails and balustrades pursuant to condition 10 (e) of planning permission (application no. 11/00317/FULMAJ) dated 29th March 2012 and condition 4 (d) of listed building consent 14/00778/LBC dated 16th January 2015.	Approved 19.11.2015
15/00902/MDC Tower	Bowring House 28 Great Tower Street London EC3R 5AT	Submission of Interim Travel Plan pursuant to Condition 23 (in part) of planning permission 13/00360/FULL dated 27.02.2014.	Approved 24.11.2015
15/00816/FULL Vintry	30 Cannon Street London EC4M 6XH	Installation of replacement windows from ground to fifth floor level (excludes glazing to ground floor entrances and selected windows in the Bread Street elevation).	Approved 25.11.2015
15/00912/LDC Walbrook	The Bank of England Threadneedle Street London EC2R 8AH	Submission of details of acoustic treatment pursuant to Condition 3 of listed building consent 15/00175/LBC dated 9th April 2015.	Approved 10.11.2015
15/00742/FULL	The Bank of	Installation of 3 boiler flues	Approved

Walbrook	England Threadneedle Street London EC2R 8AH	and 2 generator flues extending from basement level to roof level.	12.11.2015
15/00763/LBC Walbrook	The Bank of England Threadneedle Street London EC2R 8AH	Installation of 3 boiler flues and 2 generator flues extending from basement level to roof level.	Approved 12.11.2015
15/01117/TCA Walbrook	9 Ironmonger Lane London EC2V 8EY	Works of pruning to an Indian Bean tree.	No objections to tree works - TCA 01.12.2015

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# Agenda Item 5

<b>Committee:</b>	<b>Date:</b>	<b>Item no.</b>
Planning and Transportation	15 December 2015	
<b>Subject:</b> Valid planning applications received by Department of the Built Environment		
<b>Public</b>		

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](mailto:plans@cityoflondon.gov.uk).

## DETAILS OF VALID APPLICATIONS

Application Number & Ward	Address	Proposal	Date of Validation
15/00449/FULL Aldersgate	Bunyan Court, Beech Gardens, Barbican, London, EC2Y 8EA	Installation of security gate and enclosure within stairwell.	19/11/2015
15/01128/FULL Aldgate	38-41 Houndsditch, London, EC3A 7DB	Rear extension at 5th floor level.	28/10/2015
15/00972/FULL Aldgate	6 Bevis Marks, London, EC3A 7BA	Installation of a new shopfront.	03/11/2015
15/01131/FULL Aldgate	Gartmore House, 8 Fenchurch Place, London, EC3M 4AJ	Installation of three condenser units and associated louvered screen at roof level. Installation of a 0.62m satellite dish at roof level.	12/11/2015
15/01180/FULL Aldgate	115 Houndsditch, London, EC3A 7BR	Creation of a roof terrace at 5th floor on the existing flat roof.	17/11/2015
15/01152/FULL Aldgate	Irongate House, 22-30 Dukes Place, London, EC3A 7HX	(i) Replacement of roof plant at roof level and installation of a new enclosure, (ii) Installation of a new glazed screen at ground floor level, (iii) New roof over existing stair at roof level (iv) Installation of new louvres within existing plant room wall.	18/11/2015

15/01201/FULL Aldgate	Irongate House, 22 Dukes Place, London, EC3A 5DE	(i) Replacement of roof plant at roof level and installation of a new enclosure, (ii) Installation of a new glazed screen at ground floor level to create 133sq.m of new floorspace, (iii) New roof over existing stair at roof level (iv) Installation of new louvres within existing plant room wall.	18/11/2015
15/01207/FULL Aldgate	Bevis Marks House, 24 Bevis Marks, London, EC3A 7JB	Change of use of part basement from Class B1(a) (offices) to Class D2 (assembly and leisure) (350sq.m).	20/11/2015
15/01115/FULL Billingsgate	3 Minster Court, London, EC3R 7DD	Refurbishment of the existing building comprising: (i) change of use of part basement, mezzanine, lower ground and upper ground floors from Class B1 use (Office) to a range of flexible uses of either Class A1 (Retail); A2 (Financial and Professional); A3 (Restaurants and Cafes); A4 (Drinking establishments); B1 (Office); D1 (non-residential institutions); and D2 (assembly and leisure); (ii) external alterations including the part cladding of external pillars and arches at ground floor levels; replacement of existing glazing and ventilation grills and provision for new entrances at ground floor levels; alterations to the existing office entrance and glazing above to the corner of Great Tower Street and Mincing Lane; relocation of the existing office entrance on the north elevation; (iii) replacement of ventilation grills with windows on the northern elevation at floors 1-7; (iv) the provision of cycle parking and off street vehicle servicing at basement level.	03/11/2015
15/01149/FULL Bridge And Bridge Without	37-39 Eastcheap, London, EC3M 1DT	Change of use of the basement of Nos. 37-39 Eastcheap and part of the ground floor unit at No 39 from A1 (shops) use to either A3 (restaurants and cafes) or A4 (drinking establishments) use.	02/11/2015



15/01100/FULL Bridge And Bridge Without	41 Eastcheap, London, EC3M 1DT	Installation of a new entrance door and glazed screens to replace the existing recessed revolving door; external floor mounted wall wash lights at the base of new screens; new planter boxes to ground floor front elevation window sills. Internal refurbishment including the infilling of internal rear stair and remodelling of interior lift lobbies and toilets.	16/11/2015
15/01084/FULL Castle Baynard	1 Plough Place, London, EC4A 1DE	Installation of three sets of bi-fold doors in lieu of windows.	10/11/2015
15/01177/FULL Castle Baynard	1A Fetter Lane, London, EC4A 1BR	Minor Material Amendment to planning permission 1400609/FULL for the change of use of ground floor (with basement) from Class A1 (Retail) to Class D1 (Dental Surgery) to allow implementation of the permission without the addition of a lift.	16/11/2015
15/01050/FULL Cheap	125 Wood Street, London, EC2V 7AN	Modification to existing louvre panel over fire exit door in conjunction with installation of internal plant.	22/10/2015
15/01122/FULL Cheap	125 Wood Street, London, EC2V 7AN	Installation of 2 No. External Condenser Units at roof level and new millimeter wave point to point antenna.	26/10/2015
15/01053/FULL Cheap	1 Carey Lane, London, EC2V 8AE,	Alterations to level five amenity terrace.	30/10/2015
15/01164/FULL Cordwainer	19-28 Watling Street & 10 Bow Lane, London, EC4M 9BR	Alterations to the office entrance at 25 Watling Street including realignment and replacement of the doors and fenestration; alterations to the office entrance at 10 Bow Lane including realignment and replacement of the doors and other alterations associated with the refurbishment of the properties including replacement door, fenestration and balustrade to the rear fourth floor terrace, bicycle parking at ground level, painting of the front facade of 25 Watling Street and new plant at roof level.	06/11/2015
15/01196/FULL Cordwainer	49-52 Bow Lane, London, EC4M 9DJ	Change of use of the first floor from retail (A1) to office (B1(a)) and associated works to use the existing fire escape as an office entrance.	12/11/2015
15/01130/FULL Farringdon Within	Harp House, 83 - 86 Farringdon Street, London, EC4A 4BL	Installation of six solar photovoltaic (PV) panels at roof top level.	27/10/2015

15/01120/FULL Farringdon Within	71 - 73 Carter Lane, London, EC4V 5EQ	Erection of a two storey roof top extension for office (B1) use and plant room. Use of part of the basement and part ground floor for flexible retail (A1) / office (B1) / Non-residential Institution (D1), extension of existing escape stair, new windows and entrance at ground floor level on Carter Lane and new rear entrance door.	04/11/2015
15/01156/FULL Farringdon Without	St Bartholomew's Hospital, West Smithfield, London, EC1A 7BE	Retention of a temporary facilities management yard on the former children's play area and part of Little Britain until 01 May 2017.	05/11/2015
15/01121/FULL Farringdon Without	22 West Smithfield, London, EC1A 9HY	Change of use of the ground floor and basement area from Class Use A1 (Shops) to Class Use A4 (Drinking establishment).	10/11/2015
15/01058/FULL Tower	The Chamberlain Hotel, 130 - 135 Minories, London, EC3N 1NU	To replace the existing ground floor timber panelling to the lower section of the windows with glazing and frame detail to match the upper section.	02/11/2015
15/01182/FULL Tower	55 Mark Lane, London, EC3R 7NE	Installation of intake louvre and exhaust louvre on level 2 of the eastern elevation.	11/11/2015
15/01163/FULL Tower	Bakers Hall, 7 Harp Lane, London, EC3R 6DP	Installation of an external service riser with associated screening on the south-eastern elevation between ground and second floor levels.	12/11/2015
15/01220/FULL Tower	58 Fenchurch Street, London, EC3M 4AB	Installation of six condenser units and new enclosure at ground floor level to the rear.	18/11/2015
15/01225/FULL Tower	10 Trinity Square, London, EC3N 4AJ	Replacement of windows on lower ground and basement levels with louvres.	24/11/2015
15/01066/FULL Vintry	Thames Court, 1 Queenhithe, London, EC4V 3DX	Installation of six air conditioning units within an enclosure at roof level.	02/11/2015

# Agenda Item 6a

<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	15 December 2015
<b>Subject:</b> 120 Moorgate London EC2M 6UR Erection of a building to comprise office (Use Class B1 use) and retail (Classes A1 - A3 use) floorspace with associated parking, servicing and plant and retained bank (Class A2) at basement, ground floor and first floor (total GEA 18,457sq.m, height 56.28m AOD). This is a revision (received on 21st September 2015) to the 2011 scheme (11/00231/FULMAJ) proposing a reduction in building volume by stepping back the rear facade onto South Place Mews at 7th to 10th floor levels.	<b>Public</b>
<b>Ward:</b> Coleman Street	<b>For Decision</b>
<b>Registered No:</b> 11/00231/FULMAJ	<b>Registered on:</b> 5 April 2011
<b>Conservation Area:</b> Finsbury Circus	<b>Listed Building:</b> No

## Summary

The proposals seek to amend a previously submitted scheme where your Committee resolved to grant planning permission but details relating to the S106 agreement were yet to be determined. The revision to the previous scheme relates to setting back the upper four storeys to respond to neighbour issues relating to rights to light matters.

Planning permission is sought for the redevelopment of the building on the corner of Moorgate and South Place. The proposed building provides offices (Class B1) and three new retail units (Class A1 and/or A3) and comprises 3 basements, ground, part seven floors and part ten floors above in the form of two interlocking blocks. The existing Barclays Bank (Class A2) at ground, upper basement and first floor would be retained in situ within new facades.

An objection has been received from the Twentieth Century Society on the grounds that 120 Moorgate, built by Richard Seifert and Partners in 1971-72 is a notable example of Brutalist architecture and that the principle of demolishing this building of architectural and historical significance should now be reconsidered and the building retained.

The scale, bulk and design of the proposed development would preserve and enhance the character and appearance of the Finsbury Circus Conservation

Area. The existing 1970's building is not considered to make a positive contribution to the character and appearance of the Finsbury Circus Conservation Area. It is considered that the design and form of the proposed development would not adversely affect the setting of the adjoining listed building at Britannic House and setting other nearby listed buildings.

The proposed revised scheme does not alter my considerations of the previous 2011 scheme in that the proposed development complies with the policy for the provision of office use in a prime location close to a Crossrail Station.

It is concluded that the proposal accords with the development plan as a whole, that it would preserve the setting of listed buildings and preserve or enhance the character or appearance of the Finsbury Circus Conservation Area, and that it is acceptable subject to the imposition of conditions and to a Section 106 agreement and any necessary agreements under Section 278 of the Highways Act 1980 being entered into to cover the matters set out in the report.

### **Recommendation**

(1) That you authorise the Chief Planning Officer to determine the above application for the above proposal in accordance with the details set out in the attached schedule subject to:

(a) planning obligations and other agreements being entered into under Section 106 of the Town & Country Planning Act 1990 and Section 278 of the Highway Act 1980 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been executed;

(2) That your Officers be instructed to negotiate and execute obligations in respect of those matters set out in "Planning Obligations" under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980.

# Site Location Application Plan



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ADDRESS:  
120 Moorgate

CASE NO.  
11/00231/FULMAJ

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



DEPARTMENT OF PLANNING & TRANSPORTATION



11/00231/FULMAJ

120 Moorgate

## **Main Report**

### **Site**

1. The proposed development site consists of a single building on the corner of Moorgate and South Place situated close to the City of London boundary with the London Borough of Islington. The building is prominent in views when entering the City from the north along Finsbury Pavement and when viewed west to east along Ropemaker Street.
2. The existing 1970's building was designed by Richard Seifert and Partners and comprises 3 basements, ground and eight upper floors totalling 13,563 square metres. The building has five retail units at ground and first floor level comprising of 1,938 square metres in A1/A2 use. The existing building rises to a height of 47.40 metres AOD. The site and all its retail frontages form part of the Moorgate Principal Shopping Centre as defined in the Local Plan 2015.
3. There is vehicular access from South Place Mews at the rear of the building to the parking areas on all three basement levels and a service bay is currently provided at ground floor level.
4. The building lies within the Finsbury Circus Conservation Area. To the south and adjoining the building on Moorgate is Britannic House which is a grade II\* listed building by Sir Edwin Lutyens. In addition, there are a number of listed grade II buildings at the rear of the property in Finsbury Circus.

### **Proposal**

5. The proposals seek to amend a previously submitted scheme where your Committee resolved to grant planning permission for partial redevelopment of the building to provide offices (Class B1) use on the upper floors, and new retail units (Class A1-A3) at ground and basement levels and retained bank (Class A2) use on the 19<sup>th</sup> July 2011 but details relating to the S106 agreement remain to be determined. The revision to the previous scheme relates to setting back the upper four storeys at the rear of the site to respond to issues relating to rights to light matters.
6. Planning permission is sought for partial redevelopment of the building to provide offices (Class B1) use on the upper floors, and new retail units (Class A1-A3) at ground and basement levels and retained bank (Class A2) use at part middle and upper basement, ground and first floor levels. The proposed building would be in the form of two interlocking blocks. The development would comprise 3 basements, ground and seven upper floors in the front block on Moorgate and 3 basements, ground and ten floors in the rear block. The tenth floor would accommodate an area of enclosed plant and there would be two extensive green roofs, lift overrun, photovoltaic panels and cleaning equipment on the roof.
7. The proposed development would provide a total of 13,450 square metres of office space with three retail units at first floor, ground and on two basement levels totalling 3,515 square metres of which 1,481 square metres is Barclays Bank. The plant area, parking and servicing

incorporate a further 2,134 square metres. The total floorspace of the development is 19,110 square metres (GEA), creating an uplift of 5,547 square metres of floor space.

8. Barclays Bank currently occupies the corner of the building on Moorgate and South Place. It would be retained within its existing structure at middle basement, upper basement, ground and first floor level and would be incorporated in the new building with new frontages to Moorgate and South Place. The retained bank has a floorspace of 1481 square metres, of which 312 square metres is at ground floor level. Barclays Bank occupies the premises under a tenancy expiring in 2035.

### **History**

9. Planning permission and conservation area consent were granted on 26th June 2007 for the demolition of the existing building and construction of a building comprising 3 basements, ground and eight upper storeys, with a 9th floor screened plant room, lift over run and window cleaning cradle. The development provided a total of 14,541 square metres of floorspace. Four retail units were proposed at ground, and basement with frontages to Moorgate and South Place providing 2,974 square metres of retail A1 and A2 floorspace. The proposal allowed for the potential to create retail space at mezzanine level (916sqm). (App No's 06/01065/FULMAJ and 06/01066/CAC).
10. Applications were submitted to extend the time limit for implementation of this planning permission and conservation area consent and these have been reported for approval subject to the applicant entering into a Section 106 agreement. (10/00347/FULL and 10/00348/CAC). The Section 106 has not been engrossed and these applications remain undetermined.
11. Applications for planning permission and conservation area consent were submitted for a redevelopment scheme to accommodate the retention of Barclays Bank who occupies part of the site. The applications were reported to the Planning and Transportation Committee on the 19<sup>th</sup> July 2011 and received a resolution to grant subject to the applicants entering into to a Section 106 agreed. These applications remain undetermined (11/00231/FULMAJ and 11/00232/CAC).

### **Consultations**

12. The current scheme submitted in September 2015 has been advertised on site and in the local press. All previous consultees, objectors and the neighbouring owners at 1 Finsbury Circus have been reconsulted.
13. The views of other City of London departments have been taken into account in the preparation of this scheme. Some detailed matters remain to be dealt with under conditions, a Section 106 agreement and a Section 278 agreement.



14. Transport for London (TfL) requested a financial Crossrail contribution via a Section 106 agreement in order to satisfy London Plan policy 6.5 the associated Supplementary Planning Guidance (SPG) 'Use of planning obligations in the funding of Crossrail (April 2013). TfL has advised that Moorgate, which forms part of the Strategic Road Network, should not be blocked during the construction of the proposed development and temporary obstructions should be kept to a minimum. A Delivery and Servicing Plan (DSP), Construction Logistic Plan (CLP) and Travel Plan, in line with Transport for London guidance, have been requested by TfL to be secured by condition or Section 106 agreement.
15. The Lutyens Trust has been reconsulted and no response has been received. They previously raised objections to the 2011 scheme" *The Trust considers that two of the major heritage issues concern the impact of the proposed demolition of the existing building on the Finsbury Circus Conservation Area, and the setting of the Grade II\* listed Britannic House adjoining the application site. If demolition is acceptable, then the replacement building must be appropriate development in terms of its impact on the two designated heritage assets itemised above. The Trust recognises that there are other listed buildings in the vicinity, and that the impact on their settings is a material consideration. However, the Trust's remit does not include them.*

*The existing building has a rigid horizontality that is alien to the subtle rhythms generated by the Moorgate facade of Britannic House. While there has been recent reappraisal of the work of Seifert, I agree that No. 120 Moorgate is an element in the conservation area that cannot be considered as a heritage asset. The provisions of PPS 5 HE9.5 for those elements which do not make a positive contribution are the appropriate policy context within which to assess justification of proposed demolition. Planning authorities should take into account the desirability of enhancing or better revealing the significance of the conservation area through development of that element.*

*However, the setting of Britannic House (and of other listed buildings) brings consideration of the proposals under PPS HE10. As a Grade II\* listed building BH is a designated heritage asset of the highest significance (HE9.1). Moreover that policy refers to harm to significance through 'development within its setting'. Such loss would 'require clear and convincing justification' and 'substantial harm to ... designated heritage assets of the highest significance ... should be wholly exceptional'*

*The Trust has no problems with the demolition of the existing building, but considers that the proposed redevelopment would bring substantial harm to the character and appearance of the Finsbury Circus Conservation Area under HE10, and to the setting of Britannic House under HE9.2.*

*While I recognise that the lower part of the proposed replacement building has recognised the scale of the facade of Britannic House, and has provided a neutral and consistent rhythms to its fenestration, which would bring continuity, the upper storeys are set back a token distance*

*so that the upper part of the redevelopment would loom in front and above the mansard on Britannic House, and would be obtrusive in the townscape context and setting. The visualisations are ample demonstration of the unacceptability of the impact of the upper part of the proposed redevelopment.*

*Overall, the Trust considers that the proposed redevelopment fails to provide an appropriate replacement for its context and due to its harmful impact on designated heritage assets, one of which is 'of the highest significance' – the adjacent Britannic House. Consequently we have concluded that conservation area consent for demolition of the existing building should be refused, as well as planning permission for its replacement."*

16. The Twentieth Century Society were reconsulted and objected on the following grounds: *"No 120 Moorgate was built by Richard Seifert and Partners in 1971-72 and is a notable example of Brutalist architecture. It was designed to accommodate shops on the ground floor with seven floors of offices above. The building is clad in horizontal concrete slabs that alternate with bands of glazing. The contrast between the two materials is most pronounced and the fenestration lets the concrete appear to float. At street level .... There has also been a resurgence of interest in the work of Seifert, with several more of his office buildings recently listed, such as 1 Kemble Street and the Alpha Tower in Birmingham- both now designated grade II (in 2015 and 2014 respectively). In our view, when permission for demolition of this was first granted in 2007, relatively little was understood about the significance of the architect and quality of his designs. This situation has now changed, and the Society considers that the principle of demolishing this building of architectural and historical significance should now be reconsidered. For the above reasons we wish to register our objection to the scheme."* A copy of the letter is attached to this report.
17. City Heritage Society has been reconsulted but no response has been received.
18. Historic England did not wish to comment in detail and recommended that the application be determined in accordance with national and local guidelines.
19. The Conservation Area Advisory Committee were consulted on the 2011 submission and objected. The Committee has been reconsulted on the revised scheme and commented that *"The Committee, whilst considering the proposal to be an improvement on that submitted in 2011, objected to the design on the basis of treatment of the facade which was detrimental to the Conservation Area in this key City location."*
20. The London Borough of Islington has been reconsulted but no response has been received.
21. London Underground has been consulted and raised no objection subject to a condition being attached to the permission to ensure that the development does not impact on the existing London Underground transport infrastructure.

22. Crossrail Limited were consulted and raised no objection subject to the appropriate condition being attached requiring details of foundation design, noise, vibration and settlement to mitigate against the effects of Crossrail, of ground movement arising from the development and details regarding concurrent workings.
23. Thames Water has been consulted and raised no objection subject to appropriate conditions being attached to the permission.

### **Policies**

24. The development plan consists of the London Plan 2015 and the City of London Local Plan 2015. The London Plan sets out the Mayor's vision for London up to 2036, and includes policies aimed at delivering employment growth of 57,000 or 13.5% in the City of London in this period. The London Plan identifies the City as falling within London's Central Activities Zone (CAZ) and requires that planning policy should sustain and enhance the City as a "strategically important, globally-orientated financial and business centre", ensuring that development of office provision is not strategically constrained and that provision is made for a range of occupiers, especially financial and business services. To deliver office growth, the Plan encourages the renewal, modernisation and increase in the office stock, where there is strategic and local evidence of sustained demand for office-based activities.
25. The London Plan requires that new development should not adversely affect the safety of the transport network and should take account of cumulative impacts of development on transport requirements. New development is required to be of the highest architectural quality and not cause harm to the amenity of surrounding land and buildings, in respect of overshadowing, wind and micro climate.
26. London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
27. There are relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations, Sustainable Design and Construction, Bank Conservation Area, as well as the City of London Community Infrastructure Levy Charging Schedule. There is relevant Mayoral supplementary planning guidance in respect of Sustainable Design and Construction, London View Management Framework, Accessible London, Control of Dust and Emissions during Construction and Demolition, and Use of Planning Obligations in the funding of Crossrail and the Mayoral CIL.
28. Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay.

## **Considerations**

29. The Corporation, in determining the planning application has the following main statutory duties to perform:-
- To have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990);
  - To determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004);
  - For development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990) and;
  - For development within or adjoining a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area and its setting (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
30. Paragraph 131 of the NPPF advises, “In determining planning applications, local planning authorities should take account of:
- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
  - the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
  - the desirability of new development making a positive contribution to local character and distinctiveness.”
31. The NPPF states at paragraph 14 that “at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking ..... For decision-taking this means: approving development proposals that accord with the development plan without delay...” It further states at Paragraph 2 that:
- “Planning Law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise”.
32. It states at paragraph 7 that sustainable development has an economic, social and environmental role.

33. The principal issues in considering this application are:
- The extent to which the proposals comply with Government policy advice (NPPF).
  - The extent to which the proposals comply with the relevant policies of the London Plan and the Local Plan.
  - The impact of the proposal on heritage assets.
  - The impact on the nearby buildings and spaces, including daylight/sunlight and amenity.
34. The main design considerations in this case are whether the existing building makes a positive contribution to the character of the Conservation Area, and to assess whether the scale, bulk and appearance of the proposed development would preserve and enhance the character and appearance of the Finsbury Circus Conservation Area, its effect on the setting of the adjoining listed building, Britannic House Grade II\* and its impact as an important corner building on local views in and of the Conservation Area and on other Heritage Assets.

#### Economic Development Issues

35. London's status as a world city is founded to a substantial degree on its concentration of international service activities and, most noticeably, by the clustering of financial and business services in the City of London.
36. The importance that is attached to the maintenance and enhancement of the City's role as one of the world's leading financial and business centres is reflected in the policies of the Local Plan and London Plan, particularly policies CS1 and 2.10.
37. Policy CS1 seeks to increase office floorspace, particularly 'encouraging the assembly and development of large sites, where appropriate, to meet the accommodation needs of the City's biggest occupiers'.
38. The proposed building would provide 13,000sq.m (GEA) of high quality office accommodation to meet the demands of the City's commercial occupiers; an increase of 4,930sq.m (GEA) in office floorspace. Using the London Plan's assumed density of one person per 12sq.m (NIA) the number of office workers in the new building could be 772 compared to 477 in the existing buildings.

#### Revised scheme

39. The revision to the previous 2011 scheme relates solely to setting back of the upper four storeys (level 7 to 10) at the rear of the site to respond to issues relating to rights to light matters and minor amendments to address new policy requirements (cycle spaces and energy saving measures).

40. The revised scheme complies with policies for the provision of offices. There is a continuing need for additional office space since the original application was submitted in 2011, particularly in the context of Crossrail opening in 2018/19 and the benefit of maximising opportunities to provide office accommodation within close proximity of the Crossrail station entrances at Liverpool Street and Moorfields.
41. Building stock in the immediate vicinity has to be increased and upgraded to accommodate the inevitable increase in occupier demand. This location, combined with its gateway positioning and prominence warrants a larger building and one of high quality.
42. This site is ideally located to benefit from the proximity of the Crossrail line now under construction. Office use on this site would complement the core business function of the City by taking advantage of the substantial public transport improvements created by Crossrail and realise the potential for rejuvenation of the area, in accordance with CS5, North of the City Key City Places strategy.

#### Loss of the Existing Building

43. NPPF requires an assessment to be carried out of the potentially affected heritage asset before the assessment of the impact of design proposals. Policy 7.8 to 7.10 sets out the evidence base by which the assessment of the significance of heritage assets is to be made. Paragraph 7.31 expands on Policy 7.8, stating that: "Heritage assets such as conservation areas make a significant contribution to local character and should be protected from inappropriate development that is not sympathetic in terms of scale, materials, details and form. Development that affects the setting of heritage assets should be of the highest quality of architecture and design, and respond positively to local context and character."
44. The existing building on the application site dates from the early 1970's and was designed in the brutalist style by Richard Seifert and Partners. The building is faced in aggregate concrete and comprises horizontal concrete slabs and wide bands of glazing, all floating above a substantially glazed ground floor elevation incorporating a distinctive Y shaped pier on the corner of Moorgate and South Place. The building comprises two linked sections. The principal section addresses Moorgate and is 8 storeys high rising to 9 storeys with a roof plant enclosure on the corner of Moorgate and South Place. The lower section of the building steps back on South Place and rises to 7 storeys. The building is not visible from Finsbury Circus.
45. The Twentieth Century Society consider the existing building to be a notable example of Brutalist architecture by Richard Seifert and also they consider the significance of the architect is now better understood than when the demolition was first granted in 2007.
46. Although the building may be a worthy example of the Brutalist style and an example of Seifert's work it is not considered to be a convincing building architecturally and its contribution to this part of the Finsbury Circus Conservation Area is a poor one. For the set out below reasons.

The building rises sheer on the street frontages to a height well above the dominant parapet height of Britannic House resulting in an incongruous relationship. This is further emphasised by the heavy and simple detailing of the facades. The dark grey concrete contrasts with the surrounding Portland Stone and brick buildings within the conservation area and to the lighter glass and metal building within the London Borough of Islington, directly to the north. In addition, the strident and exaggerated horizontal appearance of the elevation appears ill-fitting alongside the vertical emphasis of the elevations along Moorgate. For these reasons the building is not considered to be an undesignated heritage asset. As such, the building is considered to harm the setting of surrounding heritage assets and make a negative contribution and therefore neither preserves or enhance the character and appearance of the Finsbury Circus Conservation Area.

47. Finsbury Circus Conservation Area comprises of an area bound by London Wall, Moorgate, South Place, Eldon Street and Blomfield Street with Finsbury Circus at its centre and focus. This formal plan was laid out in 1815 for housing and following expiry of the original leases was redeveloped in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries to provide a number of large commercial office buildings. Those buildings were principally designed in the neo-classical style with high quality stone facades and ornate classical detailing. The most notable is the Lutyen's grade II\* listed Britannic House, which lies directly to the south of the application site and has frontages onto Finsbury Circus and Moorgate.

#### Height and Bulk

48. The current proposals include stepping back the rear facades at 7<sup>th</sup> to 10<sup>th</sup> floor levels at the rear of the building to respond to neighbour rights to light matters. This would result in the loss of 537 sq.m in relation to the 2011 scheme.
49. As proposed in 2011, the scheme would involve an increase in bulk towards the northern end / South Place elevation when compared to the 2007 scheme. The height is considered appropriate given the building's location on an important street corner, and is not dissimilar to the corner building on the opposite side of the South Place junction (the Helican Building on Finsbury Pavement), resulting in a better and more comfortable balance to the blocks framing the junction of Moorgate and South Place.
50. The height and bulk of the building is diminished by the manner in which the upper / rear block is set back from the front block as a separate visual element. The front block, which is 8 storeys high (40m), shares the same building line and height with Britannic House to the south. The 11 storeys (56.28m AOD) rear block is of significant scale is set back from the Moorgate frontage by 4.5m and from the South Place frontage by some 1.5m. This is considered to be an adequate set back to ensure that the upper storeys would appear as a recessive architectural element.

## Design

51. As proposed in 2011, the current design approach of the building is of two interlocking rectangular blocks. The front block has a facing grid of faience and a rear block faced in aluminium. Although similar in elevational design the blocks would read as separate elements but appear as a single architectural composition with a strong sense of integrity.
52. The front block is designed to relate to the scale and character of the buildings to the south along Moorgate. In particular, the building's parapet would line up with the eaves line of Britannic House and Electra House and the grid framework relates to the strong vertical and horizontal detailing of Britannic House. The faience will relate satisfactorily with the Portland stone of both Britannic House and Electra House.
53. The grid of faience incorporates subtle but significant detailing to enhance the sense of modelling and hierarchy to the elevation. These include a double fin detail at second floor level, a cruciform junction between third and fourth floor level and faience spandrels above first floor level which are recessed from the projecting mullions. The horizontal frame detailing would relate satisfactorily with the strong horizontal cornice and string course detailing of Britannic House. There is a satisfactory interplay between the vertical and horizontal elements on the elevation.
54. The proposed materials of an off-white / cream faience, dark grey anodised aluminium, grey granite stallrisers and clear glazing incorporating integral stainless steel mesh are of high quality, durable and complementary. Samples of materials are reserved by condition.
55. Other than the 8.5 metre wide office reception in the centre of the Moorgate elevation all of the ground floor elevations on Moorgate and South Place would be in retail use which would enliven the street frontage. The office entrance is expressed by a double height, three bay framing of dark grey anodised aluminium which creates an appropriate focal point on the Moorgate elevation.
56. The roof would incorporate areas of roof planting and photovoltaic panels and would be free of intrusive plant housings or over-runs.
57. The vehicular servicing bay is appropriately located on the rear elevation and is integrated in the building design.

## Impact on Conservation Areas

58. The proposal is not considered to harm the character and appearance of the Finsbury Circus Conservation Area. A small horizontal sliver of the roof of the proposal would be visible above River Plate House from Finsbury Circus and this element is seen against the backdrop of the City Point and Ropemakers Towers. Similarly, in the view west along South Place the northeast elevation of the building would be seen against the backdrop of City Point tower and the proposal is considered appropriate in design, bulk and materials.



59. The small street block almost opposite the site bounded by Eldon Street, Finsbury Avenue and Wilson Street is located within the Bunhill Fields / Finsbury Square Conservation Area in the London Borough of Islington. The proposed re-development is not considered to harm the setting of this Conservation Area. The proposal would be seen against the backdrop of the City Point and Ropemaker Place towers and an eight storey hotel on the north side of South Place (currently under construction). Such a relationship of more modest scaled buildings viewed against a backdrop of higher buildings is characteristic of this part of the City.

#### Impact on Setting of nearby listed buildings

60. The development adjoins the Grade 2\* listed Britannic House designed by Edwin Lutyens and built in 1927 and is an elaborately carved Portland stone building in a free classical style.
61. The design of the redevelopment proposal has an abstract simplicity which is considered appropriate so as not to visually compete with the refined and intricate detailing of both Britannic House and Electra House further to the south.
62. The Lutyens Trust previously objected to the 2011 proposal in terms of the impact of the upper part of the building on the setting of Britannic House and in particular it argued that the upper part of the redevelopment would loom in front of and above the mansard of Britannic House and would therefore appear obtrusive to the setting of the listed building.
63. Although the proposal is significantly higher than Britannic House it would not visually compete or be harmful to it. In this respect, the upper storeys would appear as a backdrop element. The roofline of Britannic House is currently not an intact and unaltered roofline and is compromised by the existing party wall and plant rooms and in this part of the City views of listed buildings are seen against a backdrop of taller buildings.
64. The impact of the proposal on the Grade 2 listed London Guildhall University (Electra House) is limited. The most significant impact would be from the junction of Moorgate and London Wall where the lower and upper parts of the development would be visible to the north of Britannic House but against the backdrop of the similar scaled Helican House on Finsbury Pavement. This wider view encompasses the large scale developments of Moor House and the City Point tower and the dynamic contrast in scale between modest scaled historic buildings and large scale new developments is a distinctive characteristic of this townscape. The proposed scheme would not harm the setting of the Grade 2 listed modest Victorian terraced buildings of 118 and 118a London Wall and 83 and 87 Moorgate.

65. A little to the south of the site and on the opposite side of Moorgate is the Grade 2 listed 137-141 Moorgate, a red brick and Portland stone building from 1900. The scheme would have a very limited impact on this listed building and would not appear as a significant backdrop to the building from street level views.

#### The London Views Management Framework

66. The proposal falls within the Landmark Background Assessment Area of the Protected Vista of St Paul's Cathedral from Westminster Pier (View 8 within the LVMF). The proposed development is significantly lower than the view threshold and would be concealed from view.
67. The proposal would be concealed from view from Assessment Points of the River Prospects 16B.1 and 16B.2 from Gabriel's Wharf and Waterloo Bridge (15B.1 and 15B.2) and would have no impact on these views.

#### Retail Use

68. The proposed development would increase the gross retail provision on the site to 3,424 square metres from 3,003 square metres within the Moorgate Principal Shopping Centre.
69. The development would retain the existing bank A2 use in situ and increase the retail use by 511 square metres. 1005 square metres would be located at ground floor level. The majority of the Moorgate and South Place shopping frontages would be occupied by retail uses. A condition has been included to ensure that no less than 70% of the retail frontage excluding Barclays Bank is in A1 shop use. The increase in retail provision is welcome and accords with the Core Strategy and Local Plan policies.

#### Servicing

70. The servicing and refuse collection for the offices and retail uses within the development would take place from service yard at the rear of the building accessed from South Mews Place. The service yard provides sufficient space for vehicles to turn, a refuse collection point and a ramped access to the upper basement. The proposed servicing arrangements would be an improvement on the current situation. The enlarged service yard would allow vehicles to access and egress the yard in a forward gear, which is not possible currently. The proposed temporary holding area is a welcomed improvement as it avoids the likelihood of smaller vehicles waiting on the public highway.
71. The refuse would be stored in the middle basement and refuse would then be transferred via the service lift to the ground floor for collection. The refuse would be stored in the temporary refuse collection area within the service yard. Details of the refuse store and facilities are required by condition.

72. The proposed development would be car free, with the exception of one disabled parking space located at ground floor level. No motor cycle parking is proposed which accords with policy as no car parking is provided.
73. Bicycle parking is provided for 144 cycles and associated changing and showering facilities in accordance with the London Plan and Local Plan standards.
74. A Travel Plan would be required prior to occupation of the development under the terms of the Section 106 agreement.

#### Access

75. The proposals indicate revolving doors with side pass doors at the main office entrance on Moorgate. However, the applicant has agreed to provide further revised details of the entrance door to provide an automatic slide door which is welcomed as an improvement to the accessibility of the development. Level access would be provided to the office and all the retail units.

#### Energy and Sustainability

76. The applicants have submitted an Energy Statement and a Sustainability Statement including a BREEAM pre-assessment carried out against the BREEAM 2014 New Construction Scheme which indicates a predicted score of 73.30%, achieving a BREEAM "Excellent" rating with the potential to achieve additional credits above this. Areas which would be targeted to achieve further credits include water consumption and surface water run-off.
77. The Sustainability Statement and the BREEAM rating take account of sustainable design and construction measures that contribute to the adaption of the built environment to climate change and to carbon dioxide emissions savings. The proposals include brown and landscaped roofs to increase biodiversity and rain water attenuation, and to improve the outlook from neighbouring buildings.
78. The energy strategy is based on measures to reduce the overall energy demand through a combination of passive design measures and active systems. These include a facade treatment with a degree of solar control, using external shading combined with high performance glazing and a controlled amount of glazing within the elevations. The lighting design would seek to maximise the use of natural day lighting. However, due to poor local air quality and noise pollution in the area, the use of natural ventilation is not proposed.
79. The carbon emissions savings would be further increased by the installation of 200sq.m of photovoltaic panels on the available roof space. This measure would contribute a 4.31% reduction in carbon dioxide emissions. The submitted energy strategy demonstrates that the development has the potential to achieve an overall 35% carbon emission reduction over a Building Regulations compliant building. The London Plan sets a target for major developments to achieve an overall

carbon dioxide emission reduction of 40% from 2013-2016, through the use of on-site renewable energy generation. A detailed post construction assessment would be required and if the assessment demonstrates that the target is not met on site the applicant would be required to meet the shortfall through a cash in lieu contribution.

#### Sustainable Urban Drainage Systems

80. Rainwater storage and rainwater harvesting is proposed to address sustainable drainage. The proposed range of climate change adaptation and sustainable design measures is considered to be acceptable, subject to further details to be considered under the conditions.

#### Demolition and Construction

81. A Demolition and Construction Method Statement for the scheme is required by condition.

#### Archaeology

82. The existing building has three basement levels and the construction would have removed all archaeological remains on the site. The proposed building's additional piles and new lift shafts would not impact on archaeology.

#### **Planning Obligations and Community Infrastructure Levy**

83. Under Section 106 of the Town & Country Planning Act 1990 an agreement or planning obligation can be made between parties, usually the developer and the local authority, or a unilateral undertaking can be submitted by a prospective developer:
- restricting the development or use of land in any specified way;
  - requiring specified operations or activities to be carried out in, on or under or over the land;
  - requiring the land to be used in any specified way; or
  - requiring a sum or sums to be paid to the authority on a specified date or dates or periodically.
84. Planning obligation arrangements were modified by the Community Infrastructure Levy Regulations 2010 as amended ('the CIL Regulations'). The Regulations introduce statutory restrictions on the use of planning obligations to clarify their proper purpose, and make provision for planning obligations to work alongside any Community Infrastructure Levy ('CIL') arrangements which local planning authorities may elect to adopt.
85. Regulation 122 states that it is unlawful for a planning obligation to constitute a reason to grant planning permission when determining a planning application if the obligation does not meet all the following tests:
- necessary to make the development acceptable in planning terms;
  - directly related to the development; and
  - fairly and reasonably related in scale and kind to the development.

86. Regulation 123 states that a planning obligation may not constitute a reason to grant planning permission to the extent that it provide funding for infrastructure included in the regulations “Regulation 123” list as the type of infrastructure on what CIL will be spent on.
87. The National Planning Policy Framework (March 2012) stated that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. The policy repeated the tests set out above and states that where planning obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled. (NPPF paragraphs 203-206).

### **Mayor of London Policies**

#### **Mayoral Community Infrastructure Levy (CIL)**

88. London Plan Policy 8.3 requires the Mayoral CIL to be paid by developers to help fund strategically important infrastructure, initially focussing on Crossrail until 2019. The Mayor has set a charge of £50 per sq.m and this applies to all development over 100sq.m (GIA) except social housing, education related development, health related development and development for charities for charitable purposes.

#### **Mayoral Planning Obligations**

89. Since April 2010 the Mayor of London has sought contributions towards the cost of funding Crossrail through the negotiation of planning obligations in accordance with London Plan Policy 6.5. Mayoral planning obligations are payable by developers according to an indicative level of charges for specific uses set out in the Mayoral SPG (April 2013): offices (£140 per sq.m net gain in GIA floorspace), retail (£90) and hotels (£61) provided there is a net gain of 500sq.m.
90. Where developments are liable for both Mayoral CIL and Mayoral planning obligations, the Mayor would not double charge. Mayoral CIL payments will be used as a credit towards the Mayoral planning obligation liability. Therefore, the Mayoral planning obligation liability can be reduced by the Mayoral CIL.
91. At the time of preparing this report the Mayoral CIL has been calculated to be £229,500. The full Mayoral planning obligation has been calculated to be £628,625. This would be reduced to £399,125 after deduction of the Mayoral CIL. It should be noted that these figures may be subject to change should there be a variation in the CIL liability at the point of payment and should therefore only be taken as indicative figures at this point.

92. Under the CIL regulations the City Corporation is able to retain 4% of the Mayoral CIL income for administration costs, the remainder will be forwarded to the Mayor of London. The whole of the Mayoral planning obligation received will be forwarded to the Mayor. An additional £3,500 Mayoral planning obligation administration and monitoring charge will be payable to the City Corporation. The total contributions due in accordance with the Mayoral CIL and Mayoral planning obligation policies are summarised below:

<b>Liability in accordance with the Mayor of London's policies</b>	<b>Contribution £</b>	<b>Forwarded to the Mayor</b>	<b>Retained by City Corporation</b>
Mayoral Community Infrastructure Levy payable	229,500	220,320	9,180
Mayoral planning obligation net liability*	399,125	399,125	Nil
Mayoral planning obligation administration and monitoring charge	3,500	Nil	3,500
<b>Total liability in accordance with the Mayor of London's policies</b>	<b>632,125</b>	<b>619,445</b>	<b>12,680</b>

\*Net liability is on the basis of the CIL charge remaining as reported and could be subject to variation.

### **City of London's Planning Obligations SPG policy**

#### City Planning Obligations

93. The City introduced its CIL on 1<sup>st</sup> July 2014 and will be chargeable in addition to the Mayoral CIL and Mayoral planning obligations. CIL will be charged at a rate of £75 per sq.m for Offices, £150 for Residential Riverside, £95 for Residential rest of the city and £75 for all other uses. At the time of preparing this report the City CIL has been calculated to be £344,250.
94. Under the CIL regulations the City Corporation is able to retain 5% of the CIL income for administrative costs. The contributions collected will be used to fund the City's infrastructure needs to meet the requirements of the City's Development Plan.

95. On 1<sup>st</sup> July 2014 the City's Supplementary Planning Document on Planning Obligations was adopted. City Planning Obligations would be payable by developers in accordance with the Planning Obligations SPD on new commercial developments where there is a net increase of 500sq.m or more of Gross Internal Area. The policy seeks contributions towards Affordable Housing (£20 per sq.m), Local Training, Skills and Job Brokerage (£3 per sq.m) and Carbon Offsetting (£60 per tonne of carbon offset) where carbon reduction targets have not been met. The section 106 agreement would normally follow the agreement template available on the City of London website.
96. In this case the proposed net increase in floorspace would be 4590sq.m. (GIA) On the basis of the figure indicated in the Supplementary Planning Document, the planning obligation figure would be £105,570. It is the City's practice that all financial contributions should be index-linked with reference to the appropriate index from the date of adoption of the SPD, 1st July 2014 to the date of permission.
97. The contributions will be paid in accordance with the Supplementary Planning Document as follows:

<b>Liability in accordance with the City of London's policies</b>	<b>Contribution £</b>	<b>Available for Allocation £</b>	<b>Retained for Administration or monitoring Charge £</b>
City Community Infrastructure Levy	<b>344,250</b>	<b>327,038</b>	<b>17,212.50</b>
City Planning Obligation Affordable Housing	<b>91,800</b>	<b>90,882</b>	<b>918</b>
City Planning Obligation Local, Training, Skills and Job Brokerage	<b>13,770</b>	<b>13,632</b>	<b>137.70</b>
City Planning Obligation non-financial administration and monitoring charge	<b>2,000</b>	<b>Nil</b>	<b>2,000</b>
<b>Total liability in accordance with the City of London's policies</b>	<b>451,820</b>	<b>431,552</b>	<b>20,268.2</b>

98. I have set out below the details that I am recommending concerning the planning obligations. All of the proposals are considered to be necessary to make the application acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development and meet the above tests contained in the CIL Regulations and in government policy. I would also request that I be given delegated authority to continue to negotiate and agree the terms of the proposed obligations as necessary.

### Affordable Housing

99. The Affordable Housing contribution will be used for the purpose of off-site provision of affordable housing in suitable locations in or near to the City of London in accordance with the London Plan. The applicant will be required to pay this contribution on or before the implementation of the planning permission.

### Local Training, Skills and Job Brokerage

100. The Local Training, Skills and Job Brokerage contribution will be applied to the provision of training and skills initiatives, including job brokerage, in the City or City fringes. The Developer will be required to pay this contribution on or before the implementation of planning permission.

### Highway Reparation and other Highways obligations

101. The cost of any reparation works required as a result of the development will be the responsibility of the Developer.
102. If required, prior to implementation and based on the City's standard draft, the developer will be obligated to enter into an agreement under Section 278 of the Highways Act 1980 to meet the cost of highway works that are necessary to meet the burden placed on the highway network by the development.

### Utility Connections

103. The development will require connection to a range of utility infrastructure. Early engagement by the applicant about utilities infrastructure provision will allow for proper co-ordination and planning of all works required to install the utility infrastructure, particularly under public highway, so as to minimise disruption to highway users. A s106 covenant will therefore require the submission of draft and final programmes for ordering and completing service connections from utility providers in order that the City's comments can be taken into account, and will require that all connections are carried out in accordance with the programme. Details of the utility connection requirements of the Development including all proposed service connections, communal entry chambers, the proposed service provider and the anticipated volume of units required for the Development will also be required.

### Method Statement, Plans and Audits

#### Delivery and Servicing Management Plan (or by condition)

104. The developer would be required to submit for approval a Delivery and Servicing Management Plan prior to occupation. In the event of any breach of the Management Plan, the developer will be required to resubmit a revised document, and should the developer default on this requirement, the City will be given the ability to provide a replacement plan. The operation of the Delivery and Servicing Management Plan will be subject to an annual review.



### Travel Plan

105. The developer would be required to submit both interim and full Travel Plans prior to occupation and six months after occupation respectively. The obligations in relation to this shall apply for the life of the building

### Local Training, Skills and Job Brokerage Strategy (Construction)

106. The applicant will be required to submit for approval details of the Local Training, Skills and Job Brokerage Strategy (Construction) in line with the aims of the City Corporation's Employment Charter for Construction. This Charter aims to maximise job opportunities in the City for residents of the City fringes and offer employment and training opportunities to local people wishing to begin a career in construction. The Strategy will be submitted in two stages: one to be submitted prior to the First Preparatory Operation Date in respect of the Preparatory Operations; the second to be submitted prior to Implementation in respect of the Main Contract Works Package.
107. The Economic Development Office is able to introduce the Developer or its Contractor and Sub-Contractors to local training providers and brokerage agencies to discuss their site-specific skills needs and to identify suitable local people to fill opportunities on site. The Developer is encouraged to liaise with the Economic Development Office at the earliest stage in the development process in order that the strategy can be submitted prior to commencement.

### Local Procurement

108. The developer has agreed to submit for approval a Local Procurement Strategy prior to commencement of demolition. The Local Procurement Strategy shall include details of: initiatives to identify local procurement opportunities relating to the construction of the development; initiatives to reach a 10% target for local procurement, from small to medium sized enterprises in the City and City fringes; the timings and arrangements for the implementation of such initiatives; and suitable mechanisms for the monitoring of the effectiveness of such initiatives e.g. a local procurement tracker can be used to capture this information.
109. The developer will be required at the 6 month stage, or half way through the project (whichever is earliest), to report to the City of London Corporation's Economic Development Office on their performance against the 10% local procurement target.
110. The Economic Development Officer is able to provide information and guidance to the Developer its Contractor and Sub-Contractors. The Developer is encouraged to liaise with the Economic Development Officer at the earliest stage in the development process in order that the strategy can be submitted prior to implementation

### Carbon Offsetting

111. The London Plan sets a target for major developments to achieve an overall carbon dioxide emission reduction of 40% from 2013-2016, through the use of on-site renewable energy generation. A detailed post construction assessment will be required and if the assessment demonstrates that the target is not met on site the applicant will be required to meet the shortfall through cash in lieu contribution. The contribution will be secured through the section 106 agreement, at an initial cost of £60 per tonne of carbon to be offset, calculated over a 30 year period. The financial contribution for carbon off-setting will be required on Completion or prior to occupation of the development.

### Monitoring and Administrative Costs

112. A 10 year repayment period would be required where by any unallocated sums would be returned to the developer 10 years after practical completion of the development. Some funds may be set aside for future maintenance purposes.

113. The applicant will pay the City of London's legal costs incurred in the negotiation and execution of the legal agreement and the City Planning Officer's administration costs in respect of the same. 1% of the total contribution (secured under the City's SPG) will be allocated to the monitoring of the agreement.

114. Separate additional administration and monitoring fees will be applied in relation to the Crossrail Contribution.

### Conclusion

115. The proposed revised scheme does not alter the conclusions of the previous 2011 scheme in that the proposed development complies with the policy for the provision of office use. There is a further pressing need since the original application due to the impending completion of Crossrail in 2018/19.

116. This application supports the strategic objective of the City of London to promote the City as the leading international financial and business centre and the building would provide an increase in high quality floorspace designed to meet the requirements of office users and provide increased retail facilities in a Principal Shopping area. The proposal is considered to have a positive impact on the character and appearance of the Finsbury Circus Conservation Area and the neighbouring listed building and would respond more positively to the street scene.

117. The proposal is in compliance with relevant development plan policies when read as a whole, and it is recommended that planning permission be granted subject to conditions, a CIL payment and a Section 106 agreement being entered into to cover matters set out in the report.

## **Background Papers**

### Internal

#### 2011

Memorandum	19.04.2011	Department of Environmental Services (Cleansing)
Letter	26.04.2011	Department of Community and Children's Services
Memorandum	18.04.2011	Department of Environment Services (Contract and Drainage)
Memorandum	19.04.2011	Department of Environmental Services
Memorandum	08.06.2011	Department of Environmental Services (Cleansing)

#### 2015

Letter	07.10.2015	Access Adviser to GVA
Memo	09.10.2015	Waste and Amenity Manager

### External

#### 2011

Report	05.04.2011	Design and Access Statement Lifschutz Davidson Sandiland (drawings are superseded).
Report	05.04.2011	Planning Statement GVA Planning Consultants
Report	05.06.2011	Townscape, heritage and visual impact assessment Professor Robert Tavernor Consultancy
Report	05.04.2011	PPS 5 Statement Consultants
Report	05.04.2011	Transport Statement WSP UK
Report	05.04.2011	Energy Statement Norman Disney and Young
Report	05.04.2011	Sustainability Statement Norman Disney and Young
Report	05.04.2011	Acoustic Report Cole Jarman
Report	05.04.2011	Design and Access Statement GVA Planning Consultants
Report	30.06.2011	Design Update Lifschutz Davidson Sandilands
Report	04.07.2011	Carbon Emissions for Energy Statement Norman Disney and Young
Email	18.05.2011	Transport for London
Email	16.05.2011	Crossrail Limited
Letter	19.04.2011	English Heritage
Letter	10.05.2011	The Lutyens Trust
Letter	05.05.2011	Conservation Area Advisory Committee
Email	05.05.2011	London Borough of Islington
Email	27.06.2011	Martin Hall GVA
Email	29.06.2011	Martin Hall GVA

#### 2015

Letter	18.08.2015	MOLAS
Report	04.2015	Planning Statement GVA

Report	09.2015	Design and Access Statement Lifschutz Davidson Sandilands
Report	09.2015	Townscape and Heritage Visual Impact Miller Hare
Report	09.2015	Transport Assessment Addendum WSP
Report	11.09.2015	Acoustic Report-revised Cole Jarmam
Report	11.09.2015	Energy Strategy Norman Disney & Young
Report	11.09.2015	Sustainability Statement Rev 0.2 Norman Disney & Young
Report	11.09.2015	Security Statement WSP
Report	07.2015	SUDS/Drainage Strategy Report
Email	21.10.2015	Table of Representations rec'd and Consultant Team Response

Existing drawings numbered 0814A X051; X114; X115; X116; X117; X118; X119; X120; X121; X122; X123; X124; X125; X126; X127; X154; X155; X166; X167; X168; X169.

Letter	12.10.2015	Historic England
Email	20.10.2015	Crossrail Ltd
Email	21.10.2015	TfL Planning
Email	23.10.2015	London Underground
Letter	02.11.2015	Twentieth Century Society
Letter	19.11.2015	Conservation Area Advisory Committee

## **Appendix A**

### **London Plan Policies**

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

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

Policy 2.12 Identify, protect and enhance predominantly residential neighbourhoods within CAZ and develop sensitive mixed use policies to ensure that housing does not compromise CAZ strategic functions elsewhere in the zone.

Policy 4.1 Promote and enable the continued development of a strong, sustainable and increasingly diverse economy; Support the distinctive and crucial contribution to London's economic success made by central London and its specialist clusters of economic activity; Promote London as a suitable location for European and other international agencies and businesses.

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

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

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

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

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

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

Policy 5.9 Reduce the impact of the urban heat island effect in London and encourage the design of places and spaces to avoid overheating and

excessive heat generation, and to reduce overheating due to the impacts of climate change and the urban heat island effect on an area wide basis.

Policy 5.10 Promote and support urban greening, such as new planting in the public realm (including streets, squares and plazas) and multifunctional green infrastructure, to contribute to the adaptation to, and reduction of, the effects of climate change.

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

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

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

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

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

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

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

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

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

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

Policy 7.6 Buildings and structures should:

- a be of the highest architectural quality
- b be of a proportion, composition, scale and orientation that enhances,

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

**Policy 7.7** Tall and large buildings should be part of a plan-led approach to changing or developing an area by the identification of appropriate, sensitive and inappropriate locations. Tall and large buildings should not have an unacceptably harmful impact on their surroundings. Applications for tall or large buildings should include an urban design analysis that demonstrates the proposal is part of a strategy that would meet the criteria set out in this policy.

**Policy 7.15** Minimise existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals and separate new noise sensitive development from major noise sources.

### Relevant Local Plan Policies

#### ***CS1 Provide additional offices***

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

#### ***CS3 Ensure security from crime/terrorism***

To ensure that the City is secure from crime, disorder and terrorism, has safety systems of transport and is designed and managed to satisfactorily accommodate large numbers of people, thereby increasing public and corporate confidence in the City's role as the world's leading international financial and business centre.

#### ***CS4 Seek planning contributions***

To manage the impact of development, seeking appropriate developer contributions.

#### ***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.

#### ***CS5 Meet challenges facing North of City***

To ensure that the City benefits from the substantial public transport improvements planned in the north of the City, realising the potential for rejuvenation and "eco design" to complement the sustainable transport infrastructure.

#### ***CS16 Improving transport and travel***

To build on the City's strategic central London position and good transport infrastructure to further improve the sustainability and efficiency of travel in, to, from and through the City.

#### ***CS20 Improve retail facilities***

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

#### ***DM10.1 New development***

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

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
- b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;



- c) appropriate, high quality and durable materials are used;
- d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;
- e) development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets;
- f) the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints;
- g) plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that would adversely affect the character, appearance or amenities of the buildings or area will be resisted;
- h) servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design;
- i) there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;
- j) the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
- k) there is provision of amenity space, where appropriate;
- l) there is the highest standard of accessible and inclusive design.

### ***DM10.2 Design of green roofs and walls***

- 1) To encourage the installation of green roofs on all appropriate developments. On each building the maximum practicable coverage of green roof should be achieved. Extensive green roofs are preferred and their design should aim to maximise the roof's environmental benefits, including biodiversity, run-off attenuation and building insulation.
- 2) To encourage the installation of green walls in appropriate locations, and to ensure that they are satisfactorily maintained.

### ***DM10.5 Shopfronts***

To ensure that shopfronts are of a high standard of design and appearance and to resist inappropriate designs and alterations. Proposals for shopfronts should:

- a) respect the quality and architectural contribution of any existing shopfront;
- b) respect the relationship between the shopfront, the building and its context;
- c) use high quality and sympathetic materials;
- d) include signage only in appropriate locations and in proportion to the shopfront;

- e) consider the impact of the installation of louvres, plant and access to refuse storage;
- f) incorporate awnings and canopies only in locations where they would not harm the appearance of the shopfront or obstruct architectural features;
- g) not include openable shopfronts or large serving openings where they would have a harmful impact on the appearance of the building and/or amenity;
- h) resist external shutters and consider other measures required for security;
- i) consider the internal treatment of shop windows (displays and opaque windows) and the contribution to passive surveillance;
- j) be designed to allow access by users, for example, incorporating level entrances and adequate door widths.

### ***DM10.8 Access and inclusive design***

To achieve an environment that meets the highest standards of accessibility and inclusive design in all developments (both new and refurbished), open spaces and streets, ensuring that the City of London is:

- a) inclusive and safe for of all who wish to use it, regardless of disability, age, gender, ethnicity, faith or economic circumstance;
- b) convenient and welcoming with no disabling barriers, ensuring that everyone can experience independence without undue effort, separation or special treatment;
- c) responsive to the needs of all users who visit, work or live in the City, whilst recognising that one solution might not work for all.

### ***DM12.2 Development in conservation areas***

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

### ***DM12.3 Listed buildings***

1. To resist the demolition of listed buildings.
2. To grant consent for the alteration or change of use of a listed building only where this would not detract from its special architectural or historic interest, character and significance or its setting.

### ***DM12.4 Archaeology***

1. To require planning applications which involve excavation or ground works on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development.
2. To preserve, protect, safeguard and enhance archaeological monuments, remains and their settings in development, and to seek a public display and interpretation, where appropriate.
3. To require proper investigation and recording of archaeological remains as an integral part of a development programme, and publication and archiving of results to advance understanding.

### ***DM15.1 Sustainability requirements***

1. Sustainability Statements must be submitted with all planning applications in order to ensure that sustainability is integrated into designs for all development.
2. For major development (including new development and refurbishment) the Sustainability Statement should include as a minimum:
  - a) BREEAM or Code for Sustainable Homes pre-assessment;
  - b) an energy statement in line with London Plan requirements;
  - c) demonstration of climate change resilience measures.
3. BREEAM or Code for Sustainable Homes assessments should demonstrate sustainability in aspects which are of particular significance in the City's high density urban environment. Developers should aim to achieve the maximum possible credits to address the City's priorities.
4. Innovative sustainability solutions will be encouraged to ensure that the City's buildings remain at the forefront of sustainable building design. Details should be included in the Sustainability Statement.
5. Planning conditions will be used to ensure that Local Plan assessment targets are met.

### ***DM15.2 Energy and CO2 emissions***

1. Development design must take account of location, building orientation, internal layouts and landscaping to reduce likely energy consumption.
2. For all major development energy assessments must be submitted with the application demonstrating:
  - a) energy efficiency - showing the maximum improvement over current Building Regulations to achieve the required Fabric Energy Efficiency Standards;
  - b) carbon compliance levels required to meet national targets for zero carbon development using low and zero carbon technologies, where feasible;
  - c) where on-site carbon emission reduction is unviable, offsetting of residual CO2 emissions through "allowable solutions" for the lifetime of the building to achieve national targets for zero-carbon homes and non-domestic buildings. Achievement of zero carbon buildings in advance of national target dates will be encouraged;
  - d) anticipated residual power loads and routes for supply.

### ***DM15.3 Low and zero carbon technologies***

1. For development with a peak heat demand of 100 kilowatts or more developers should investigate the feasibility and viability of connecting to existing decentralised energy networks. This should include investigation of the potential for extensions of existing heating and cooling networks to serve the development and development of new networks where existing networks are not available. Connection routes should be designed into the development where feasible and connection infrastructure should be incorporated wherever it is viable.
2. Where connection to offsite decentralised energy networks is not feasible, installation of on-site CCHP and the potential to create new localised decentralised energy infrastructure through the export of excess heat must be considered
3. Where connection is not feasible or viable, all development with a peak heat demand of 100 kilowatts or more should be designed to enable connection to potential future decentralised energy networks.
4. Other low and zero carbon technologies must be evaluated. Non combustion based technologies should be prioritised in order to avoid adverse impacts on air quality.

### ***DM15.3 Low and zero carbon technologies***

1. For development with a peak heat demand of 100 kilowatts or more developers should investigate the feasibility and viability of connecting to existing decentralised energy networks. This should include investigation of the potential for extensions of existing heating and cooling networks to serve the development and development of new networks where existing networks are not available. Connection routes should be designed into the development where feasible and connection infrastructure should be incorporated wherever it is viable.
2. Where connection to offsite decentralised energy networks is not feasible, installation of on-site CCHP and the potential to create new localised decentralised energy infrastructure through the export of excess heat must be considered
3. Where connection is not feasible or viable, all development with a peak heat demand of 100 kilowatts or more should be designed to enable connection to potential future decentralised energy networks.
4. Other low and zero carbon technologies must be evaluated. Non combustion based technologies should be prioritised in order to avoid adverse impacts on air quality.

### ***DM15.4 Offsetting carbon emissions***

1. All feasible and viable on-site or near-site options for carbon emission reduction must be applied before consideration of offsetting. Any remaining carbon emissions calculated for the lifetime of the building that cannot be mitigated on-site will need to be offset using "allowable solutions".
2. Where carbon targets cannot be met on-site the City Corporation will require carbon abatement elsewhere or a financial contribution, negotiated through a S106 planning obligation to be made to an approved carbon offsetting scheme.
3. Offsetting may also be applied to other resources including water resources and rainwater run-off to meet sustainability targets off-site where on-site compliance is not feasible.

### ***DM15.5 Climate change resilience***

1. Developers will be required to demonstrate through Sustainability Statements that all major developments are resilient to the predicted climate conditions during the building's lifetime.
2. Building designs should minimise any contribution to the urban heat island effect caused by heat retention and waste heat expulsion in the built environment.

### ***DM15.6 Air quality***

1. Developers will be required to consider the impact of their proposals on air quality and, where appropriate, provide an Air Quality Impact Assessment.
2. Development that would result in deterioration of the City's nitrogen dioxide or PM10 pollution levels will be resisted.
3. Major developments will be required to maximise credits for the pollution section of the BREEAM or Code for Sustainable Homes assessment relating to on-site emissions of oxides of nitrogen (NOx).
4. Developers will be encouraged to install non-combustion low and zero carbon energy technology. A detailed air quality impact assessment will be required for combustion based low and zero carbon technologies, such as CHP plant and biomass or biofuel boilers, and necessary mitigation must be approved by the City Corporation.
5. Construction and deconstruction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts.
6. Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should terminate above the roof height of the tallest building in the development in order to ensure maximum dispersion of pollutants.

### ***DM16.1 Transport impacts of development***

1. Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications during both construction and operation, in particular addressing impacts on:
  - a) road dangers;
  - b) pedestrian environment and movement;
  - c) cycling infrastructure provision;
  - d) public transport;
  - e) the street network.
2. Transport Assessments and Travel Plans should be used to demonstrate adherence to the City Corporation's transportation standards.

### ***DM16.3 Cycle parking***

1. On-site cycle parking must be provided in accordance with the local standards set out in Table 16.2 or, for other land uses, with the standards of the London Plan. Applicants will be encouraged to exceed the standards set out in Table 16.2.
2. On-street cycle parking in suitable locations will be encouraged to meet the needs of cyclists.

### ***DM16.4 Encouraging active travel***

1. Ancillary facilities must be provided within new and refurbished buildings to support active transport modes such as walking, cycling and running. All commercial development should make sufficient provision for showers, changing areas and lockers/storage to cater for employees wishing to engage in active travel.
2. Where facilities are to be shared with a number of activities they should be conveniently located to serve all proposed activities.

### ***DM16.5 Parking and servicing standards***

1. Developments in the City should be car-free except for designated Blue Badge spaces. Where other car parking is exceptionally provided it must not exceed London Plan's standards.
2. Designated parking must be provided for Blue Badge holders within developments in conformity with London Plan requirements and must be marked out and reserved at all times for their use. Disabled parking spaces must be at least 2.4m wide and at least 4.8m long and with reserved areas at least 1.2m wide, marked out between the parking spaces and at the rear of the parking spaces.
3. Except for dwelling houses (use class C3), whenever any car parking spaces (other than designated Blue Badge parking) are provided, motor cycle parking must be provided at a ratio of 10 motor cycle parking spaces per 1 car parking space. At least 50% of motor cycle parking spaces must be at least 2.3m long and at least 0.9m wide and all motor cycle parking spaces must be at least 2.0m long and at least 0.8m wide.
4. On site servicing areas should be provided to allow all goods and refuse collection vehicles likely to service the development at the same time to be conveniently loaded and unloaded. Such servicing areas should provide sufficient space or facilities for all vehicles to enter

and exit the site in a forward gear. Headroom of at least 5m where skips are to be lifted and 4.75m for all other vehicle circulation areas should be provided.

5. Coach parking facilities for hotels (use class C1) will not be permitted.
6. All off-street car parking spaces and servicing areas must be equipped with the facility to conveniently recharge electric vehicles.
7. Taxi ranks are encouraged at key locations, such as stations, hotels and shopping centres. The provision of taxi ranks should be designed to occupy the minimum practicable space, using a combined entry and exit point to avoid obstruction to other transport modes.

### ***DM17.2 Designing out construction waste***

New development should be designed to minimise the impact of deconstruction and construction waste on the environment through:

- a) reuse of existing structures;
- b) building design which minimises wastage and makes use of recycled materials;
- c) recycling of deconstruction waste for reuse on site where feasible;
- d) transport of waste and construction materials by rail or river wherever practicable;
- e) application of current best practice with regard to air quality, dust, hazardous waste, waste handling and waste management

### ***DM18.2 Sustainable drainage systems***

1. The design of the surface water drainage system should be integrated into the design of proposed buildings or landscaping, where feasible and practical, and should follow the SuDS management train (Fig T) and London Plan drainage hierarchy.
2. SuDS designs must take account of the City's archaeological heritage, complex underground utilities, transport infrastructure and other underground structures, incorporating suitable SuDS elements for the City's high density urban situation.
3. SuDS should be designed, where possible, to maximise contributions to water resource efficiency, biodiversity enhancement and the provision of multifunctional open spaces.



### ***DM19.2 Biodiversity and urban greening***

Developments should promote biodiversity and contribute to urban greening by incorporating:

- a) green roofs and walls, soft landscaping and trees;
- b) features for wildlife, such as nesting boxes and beehives;
- c) a planting mix which encourages biodiversity;
- d) planting which will be resilient to a range of climate conditions;
- e) maintenance of habitats within Sites of Importance for Nature Conservation.

### ***DM1.1 Protection of office accommodation***

To refuse the loss of existing (B1) office accommodation to other uses where the building or its site is considered to be suitable for long-term viable office use and there are strong economic reasons why the loss would be inappropriate. Losses would be inappropriate for any of the following reasons:

- a) prejudicing the primary business function of the City;
- b) jeopardising the future assembly and delivery of large office development sites;
- c) removing existing stock for which there is demand in the office market or long term viable need;
- d) introducing uses that adversely affect the existing beneficial mix of commercial uses.

### ***DM1.5 Mixed uses in commercial areas***

To encourage a mix of commercial uses within office developments which contribute to the City's economy and character and provide support services for its businesses, workers and residents.

### ***DM20.1 Principal shopping centres***

1. Within Principal Shopping Centres (PSCs) the loss of retail frontage and floorspace will be resisted and additional retail provision will be encouraged. Proposals for changes between retail uses within the PSC will be assessed against the following considerations:

- a) maintaining a clear predominance of A1 shopping frontage within PSCs, refusing changes of use where it would result in more than 2 in 5 consecutive premises not in A1 or A2 deposit taker use;
- b) the contribution the unit makes to the function and character of the PSC;
- c) the effect of the proposal on the area involved in terms of the size of the unit, the length of its frontage, the composition and distribution of retail uses within the frontage and the location of the unit within the frontage.

2. Proposals for the change of use from shop (A1) to financial and professional service (A2) restaurant and cafes (A3) drinking establishments (A4) or hot food takeaways (A5), use at upper floor and basement levels will normally be permitted, where they do not detract from the functioning of the centre.

### ***DM18.2 Sustainable drainage systems***

1. The design of the surface water drainage system should be integrated into the design of proposed buildings or landscaping, where feasible and practical, and should follow the SuDS management train (Fig T) and London Plan drainage hierarchy.

2. SuDS designs must take account of the City's archaeological heritage, complex underground utilities, transport infrastructure and other underground structures, incorporating suitable SuDS elements for the City's high density urban situation.

3. SuDS should be designed, where possible, to maximise contributions to water resource efficiency, biodiversity enhancement and the provision of multifunctional open spaces.

### ***DM3.2 Security measures***

To ensure that security measures are included in new developments, applied to existing buildings and their curtilage, by requiring:

- a) building-related security measures, including those related to the servicing of the building, to be located within the development's boundaries;
- b) measures to be integrated with those of adjacent buildings and the public realm;
- c) that security is considered at the concept design or early developed design phases of all development proposals to avoid the need to retro-fit measures that impact on the public realm;
- d) developers to seek recommendations from the City of London Police Architectural Liaison Officer at the design stage. New development should meet Secured by Design principles;
- e) the provision of service management plans for all large development, demonstrating that vehicles seeking access to the building can do so without waiting on the public highway;
- f) an assessment of the environmental impact of security measures, particularly addressing visual impact and impact on pedestrian flows.

### ***CS15 Creation of sustainable development***

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

## SCHEDULE

APPLICATION: 11/00231/FULMAJ

**120 Moorgate London EC2M 6UR**

**Erection of a building to comprise office (Use Class B1 use) and retail (Classes A1 - A3 use) floorspace with associated parking, servicing and plant and retained bank (Class A2) at basement, ground floor and first floor (total GEA 18,457sq.m, height 56.28m AOD). This is a revision (received on 21st September 2015) to the 2011 scheme (11/00231/FULMAJ) proposing a reduction in building volume by stepping back the rear facade onto South Place Mews at 7th to 10th floor levels.**

## 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 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site deconstruction of the existing buildings has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).  
REASON: To ensure that deconstruction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14 and the following policy of the Local Plan: DM15.6, DM16.1. These details are required prior to demolition in order that the impact on the transport network is minimised from the time that development starts.
- 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 (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).

REASON: To ensure that construction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to construction work commencing in order that the impact on the transport network is minimised from the time that construction starts.

- 4 Details of facilities and methods to accommodate construction vehicles and deliveries during demolition and the construction of the building hereby approved are to be submitted to and approved by the Local Planning Authority in writing prior to the commencement of work and no demolition or construction shall be carried out other than in accordance with the approved details and methods.

REASON: To ensure that the obstruction of the local highway network by construction vehicles is minimised in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM16.1. These details are required prior to commencement in order that the impact on the highway network is minimised from the time that development starts.

- 5 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during demolition shall be submitted to and approved in writing by the Local Planning Authority prior to any demolition taking place on the site. 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 demolition process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The demolition shall not be carried out other than in accordance with the approved scheme.

REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to demolition in order that the impact on amenities is minimised from the time that development starts.

- 6 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during construction shall be submitted to and approved in writing by the Local Planning Authority prior to any construction work taking place on the site. 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 construction process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority.

The development shall not be carried out other than in accordance with the approved scheme.

REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to construction in order that the impact on amenities is minimised from the time that the construction starts.

- 7 None of the development hereby permitted shall be commenced until detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority which:-

(iv) Mitigate the effects on Crossrail, of ground movement arising from development.

REASON: The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs C1 (iv) of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

- 8 None of the development hereby permitted shall be commenced until a method statement has been submitted to, and approved in writing, by the Local Planning Authority to include arrangements to secure that, during any period when concurrent construction is taking place of both the permitted development and of the Crossrail structures and tunnels in or adjacent to the site of the approved development, the construction of the Crossrail structures and tunnels is not impeded.

REASON: To ensure that the development does not prejudice construction of Crossrail and to protect the amenity of occupiers of the proposed building in accordance with the following policies of the Local Plan: CS5, DM16.1.

- 9 The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for

all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- (i) provide details on all structures;
- (ii) accommodate the location of the existing London Underground structures and tunnels;
- (iii) accommodate ground movement arising from the construction thereof;

and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

REASON: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2015 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

- 10 No piling or construction of basements using penetrative methods shall take place until it has been demonstrated that there would be no unacceptable risk to below ground utilities infrastructure, details of which shall be approved in writing by the Local Planning Authority in liaison with Thames Water before such works commence and the development shall be carried out in accordance with the approved details.

REASON: To ensure that below ground utilities infrastructure is protected in accordance with the following policy of the Local Plan: DM2.1.

- 11 Before any works including demolition are begun a survey of the highways and other land at the perimeter of the site shall be carried out and submitted to the Local Planning Authority showing the existing Ordnance Datum levels of the adjoining streets and open spaces.

REASON: To ensure continuity between the level of existing streets and the finished floor levels in the proposed building and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.8, DM16.2. These details are required prior to commencement in order to create a record of the conditions prior to changes caused by the development.

- 12 Before any works thereby affected are begun full details of the Sustainable Drainage Systems shall:
- (a) be submitted to and approved in writing by the Local Planning Authority. The details submitted must demonstrate compliance with the NPPF policies and practice guidance on flood risk and the Non-Statutory Technical Standards for sustainable drainage systems (DEFRA March 2015); and
  - (b) thereafter be maintained as approved throughout the lifetime of the building.

REASON: To improve sustainability, reduce flood risk and water run-off rates in accordance with the following policies of the Local Plan: DM15.5 and DM18.1.

- 13 The development shall incorporate such measures as are necessary within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device, details of which

must be submitted to and approved in writing by the Local Planning Authority before any construction works hereby permitted are begun.  
REASON: To ensure that the premises are protected from road vehicle borne damage within the site in accordance with the following policy of the Local Plan: DM3.2. These details are required prior to construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 14 Before any construction works hereby permitted are begun the following details and information shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:  
(a) details of provision within the building facades for the inclusion of street lighting.  
REASON: In the interests of public safety and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: CS3, DM10.1.
- 15 The following alterations to the scheme shall be submitted to and approved in writing by the City of London as Local Planning Authority before the relevant part of the works are commenced on site unless otherwise agreed in writing by the Local Planning Authority:  
a) Details of a horizontal louvred screen over the roof area housing the plant to be provided to conceal the plant in views from upper storey windows (comprising of 1: 50 scale roof plan and cross-section);  
(b) Details of the main office entrance doors to provide an automatic sliding doors;  
REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM3.2, DM10.1, DM10.5, DM12.2.
- 16 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:  
(a) particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;  
(b) details of the proposed new facade(s) including typical details of the fenestration and entrances;  
(c) details of a typical bay of the development;  
(d) details of ground floor elevations;  
(e) details of junctions with adjoining premises;  
(f) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level;



REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM3.2, DM10.1, DM10.5, DM12.2.

- 17 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the building shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented and brought into operation before the development is occupied and shall be so maintained for the life of the building.  
REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policy of the Local Plan: DM10.1. These details are required prior to piling or construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 18 No less than 70 % of the new retail frontage on Moorgate and South Place (excluding the existing retail space hatched blue and red on drawing X104) shall be used for purposes falling with Class A1 of the Town & Country Planning (Use Classes Order) 1987 (as amended) and shall be so used for the life of the building.  
REASON: To ensure that retail facilities are provided in accordance with the following policies of the Local Plan: DM 20.1.
- 20 (a) 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 window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.  
(b) Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.  
(c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.  
REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 21 Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a

scheme to be submitted to and approved in writing by the Local Planning Authority.

REASON: In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Local Plan: DM15.7.

- 22 No live or recorded music shall be played that it can be heard outside the premises or within any residential or other premises in the building.

REASON: To safeguard the amenity of the adjoining premises and the area in general in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

- 23 The refuse collection and storage facilities shown on the drawings hereby approved shall be provided and maintained throughout the life of the building for the use of all the occupiers.

REASON: To ensure the satisfactory servicing of the building in accordance with the following policy of the Local Plan: DM17.1.

- 24 Prior to the occupation of the office accommodation hereby approved the area shown for retail purposes on the deposited plans shall be constructed to shell and core.

REASON: To ensure that retail facilities are provided in accordance with the following policies of the Local Plan: DM20.1, DM20.2, DM20.3.

- 25 The proposed office development sharing a party element with non-office premises shall be designed and constructed to provide resistance to the transmission of sound. The sound insulation shall be sufficient to ensure that NR40 is not exceeded in the proposed office premises due to noise from the neighbouring non-office premises and shall be permanently maintained thereafter.

A test shall be carried out after completion but prior to occupation to show the criterion above have been met and the results shall submitted to and approved in writing by the Local Planning Authority.

REASON: To protect the amenities of occupiers of the building in accordance with the following policy of the Local Plan: DM15.7.

- 26 Designated car parking space shall be provided on the site for use by people with disabilities in accordance with the requirements of the London Plan and the space shall be marked out accordingly and maintained throughout the life of the building and be readily available for use by disabled occupiers and visitors without charge to the individual end users of the parking.

REASON: To ensure provision of suitable parking for people with disabilities in accordance with the following policy of the Local Plan: DM16.5.

- 27 No plant or telecommunications equipment shall be installed on the exterior of the building except as may be approved by the Local Planning Authority in writing.

REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.

- 28 Details of the position and size of the green roof, the type of planting and the contribution of the green roof to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.  
REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Local Plan: DM18.2, DM19.2.
- 29 The threshold of all vehicular access points shall be at the same level as the rear of the adjoining footway.  
REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Local Plan: DM10.8, DM16.2.
- 30 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of 144 pedal cycles. The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.  
REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Local Plan: DM16.3.
- 31 The threshold of all vehicular access points shall be at the same level as the rear of the adjoining footway.  
REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Local Plan: DM10.8, DM16.2.
- 32 The development shall be designed to allow for the retro-fit of heat exchanger rooms to connect into a district heating network if this becomes available during the lifetime of the development.  
REASON: To minimise carbon emissions by enabling the building to be connected to a district heating and cooling network if one becomes available during the life of the building in accordance with the following policies of the Local Plan: DM15.1, DM15.2, DM15.3, DM15.3, DM15.4.
- 33 No doors or gates shall open over the public highway.  
REASON: In the interests of public safety
- 34 Changing facilities and showers shall be provided adjacent to the bicycle parking areas and maintained throughout the life of the building

for the use of occupiers of the building in accordance with the approved plans.

REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Local Plan: DM16.4.

- 36 Before any construction works hereby permitted are begun details of rainwater harvesting and grey water recycling systems shall be submitted to and approved in writing by the local planning authority.  
REASON: To improve sustainability and reduce flood risk by reducing potable water demands and water run-off rates in accordance with the following policies of the Local Plan: DM15.1, DM15.5. These details are required prior to construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 37 Provision shall be made for disabled people to obtain access to the offices and to each retail unit via their respective principal entrances without the need to negotiate steps and shall be maintained for the life of the building.  
REASON: To ensure that disabled people are able to use the building in accordance with the following policy of the Local Plan: DM10.8.
- 38 Before any construction works hereby permitted are begun a detailed assessment of further measures to improve carbon dioxide emissions savings and the BREEAM rating shall be submitted to and approved in writing by the local planning authority.  
REASON: To minimise carbon emissions and provide a sustainable development in accordance with the following policy of the Local Plan: DM15.1, DM15.3. These details are required prior to construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 39 A post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion.  
REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Local Plan: CS15, DM15.1, DM15.2.
- 40 Except as may be approved in writing by the Local Planning Authority the loading and unloading areas must remain ancillary to the use of the building and shall be available at all times for that purpose for the occupiers thereof and visitors thereto.  
REASON: To ensure that satisfactory servicing is maintained in accordance with the following policy of the Local Plan: DM16.5.

- 41 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: drawings numbered 0814A P114; P115; P116; P117;P118; P119; P120; P121; P122; P123; P124; P125 Rev A; P126 Rev A; P 27; P154; P155; P156; P166; P167; P168; P169; P170; P6004; P6005; P6006 and X104; Letter 18.08.2015 from MOLAS and Email dated 21.10.2015 Table of Representations rec'd and Consultant Team Response GVA.  
REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

## INFORMATIVES

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

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

a full pre application advice service has been offered;

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

- 2 The Mayoral Community Infrastructure Levy is set at a rate of £50 per sq.m on "chargeable development" and applies to all development over 100sq.m (GIA) or which creates a new dwelling.

The City of London Community Infrastructure Levy is set at a rate of £75 per sq.m for offices, £150 per sq.m for Riverside Residential, £95 per sq.m for Rest of City Residential and £75 on all other uses on "chargeable development".

The Mayoral and City CIL charges will be recorded in the Register of Local Land Charges as a legal charge upon "chargeable development" when development commences. The Mayoral CIL payment will be passed to Transport for London to support Crossrail. The City CIL will be used to meet the infrastructure needs of the City.

Relevant persons, persons liable to pay and owners of the land will be sent a "Liability Notice" that will provide full details of the charges and to whom they have been charged or apportioned. Please submit to the

City's Planning Obligations Officer an "Assumption of Liability" Notice (available from the Planning Portal website: [www.planningportal.gov.uk/cil](http://www.planningportal.gov.uk/cil)).

Prior to commencement of a "chargeable development" the developer is required to submit a "Notice of Commencement" to the City's Section 106 Planning Obligations Officer. This Notice is available on the Planning Portal website. Failure to provide such information on the due date may incur both surcharges and penalty interest.

- 3 During the construction phase of the development, the City of London Corporation encourages all owners/developers to commit to the principles outlined in the City of London Corporation's Local Procurement Charter, i.e.

- to identify opportunities for local small to medium sized businesses to bid/tender for the provision of goods and services;

- aim to achieve the procurement of goods and services, relating to the development, from small to medium sized businesses based in the City and the surrounding boroughs, towards a target of 10% of the total procurement spend;

- or where the procurement of goods and services is contracted out

- ensure the above two principles are met by inserting local procurement clauses in the tender documentation issued to contractors or subcontractors (further information can be found in our 'Guidance note for developers').

For additional details please refer to the City of London's 'Local Procurement Charter' and 'Local Procurement - Guidance Note for City Developers'. These documents can be found at

[http://www.cityoflondon.gov.uk/Corporation/LGNL\\_Services/Environment\\_and\\_planning/Planning](http://www.cityoflondon.gov.uk/Corporation/LGNL_Services/Environment_and_planning/Planning)

Further guidance can be obtained by contacting the 'City Procurement Project' which provides free advice to City based businesses and City developers. They can signpost you to local supplier databases, give one to one advice and provide written guidance via the City of London Corporation's Local Purchasing Toolkit and other resources.

To access free support in procuring locally please call 020 7332 1532 or email [city.procurement@cityoflondon.gov.uk](mailto:city.procurement@cityoflondon.gov.uk)

- 4 The Department of the Built Environment (Transportation & Public Realm Division) must be consulted on the following matters which require specific approval:

(a) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.

(b) The incorporation of street lighting and/or walkway lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to the exterior of any building fronting any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the City. Early discussion with the Department of the Built Environment Transportation and Public Realm Division is recommended to ensure the design of the building provides for the inclusion of street lighting.

(c) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window sill, rainwater pipe, oil fuel inlet pipe or box, carriageway entrance, or any other projection beneath, over or into any public way (including any cleaning equipment overhanging any public footway or carriageway).

You are advised that highway projection licences do not authorise the licensee to trespass on someone else's land. In the case of projections extending above, into or below land not owned by the developer permission will also be required from the land owner. The City Surveyor must be consulted if the City of London Corporation is the land owner. Please contact the Corporate Property Officer, City Surveyor's Department.

(d) Permanent Highway Stopping-Up Orders and dedication of land for highway purposes.

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

(i) Carriageway crossovers.

(j) Servicing arrangements, which must be in accordance with the City of London Corporation's guide specifying "Standard Highway and Servicing Requirements for Development in the City of London".

- 5 Thames Water advise that a Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms

should be completed on line via  
[www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality).

- 6 Where groundworks not shown on the approved drawings are to take place below the level of the existing structure (including works for underpinning, new lift pits, foundations, lowering of floor levels, new or replacement drainage, provision of services or similar) prior notification should be given in writing to the Department of the Built Environment in order to determine whether further consents are required and if the proposed works have archaeological implications.
- 7 The Crime Prevention Design Advisor for the City of London Police should be consulted with regard to guidance on all aspects of security, means of crime prevention in new development and on current crime trends.
- 8 The correct street number or number and name must be displayed prominently on the premises in accordance with regulations made under Section 12 of the London Building Acts (Amendment) Act 1939. Names and numbers must be agreed with the Department of the Built Environment prior to their use including use for marketing.
- 9 The Director of Markets and Consumer Protection (Environmental Health Team) advises that:

#### Noise and Dust

(a)

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

(b)

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

(c)

Failure to notify the Markets and Consumer Protection Department of the start of the works or to provide the working documents will result in



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

(d)

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

#### Air Quality

(e)

Compliance with the Clean Air Act 1993

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

#### Boilers and CHP plant

(f)

The City is an Air Quality Management Area with high levels of nitrogen dioxide. All gas boilers should therefore meet a dry NO<sub>x</sub> emission rate of <40mg/kWh in accordance with the City of London Air Quality Strategy 2011.

(g)

All gas Combined Heat and Power plant should be low NO<sub>x</sub> technology as detailed in the City of London Guidance for controlling emissions from CHP plant and in accordance with the City of London Air Quality Strategy 2011.

(h)

When considering how to achieve, or work towards the achievement of, the renewable energy targets, the Markets and Consumer Protection Department would prefer developers not to consider installing a biomass burner as the City is an Air Quality Management Area for fine particles and nitrogen dioxide. Research indicates that the widespread use of these appliances has the potential to increase particulate levels in London to an unacceptable level. Until the Markets and Consumer Protection Department is satisfied that these appliances can be

installed without causing a detriment to the local air quality they are discouraging their use. Biomass CHP may be acceptable providing sufficient abatement is fitted to the plant to reduce emissions to air.

(i)

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

#### Standby Generators

(j)

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

(k)

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

#### Cooling Towers

(l)

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

#### Food Hygiene and Safety

(m)

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

(q)

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

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

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

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

Ventilation systems for extracting and dispersing any emissions and cooking smells to the external air must be discharged at roof level and designed, installed, operated and maintained in accordance with manufacturer's specification in order to prevent such smells and emissions adversely affecting neighbours.

(r)

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

10 Transport for London has indicated its preparedness to provide guidelines in relation to the proposed location of the CrossRail structures and tunnels, ground movement arising from the construction of the running tunnels, and noise and vibration arising from the use of the running tunnels. Applicants are encouraged to discuss the guidelines with the Crossrail Engineer in the course of preparing detailed design and method statements.

11 The grant of approval under the Town and Country Planning Acts does not overcome the need to also obtain any licences and consents which may be required by other legislation. The following list is not exhaustive:

(a) Works affecting Transport for London operational land and structures:

Borough Integration and Partnerships  
Transport for London  
Windsor House  
42-50 Victoria Street  
London, SW1H 0TL

(b) Works in proximity to the line of the Crossrail project:

Cross London Rail Links Limited  
Portland House  
Bressenden Place  
London, SW1E 5BH

## City of London Conservation Area Advisory Committee

Mr. Ted Rayment,  
Department of Planning,  
Corporation of London,  
P.O. Box 270,  
Guildhall,  
London, EC2P 2EJ

5 May 2011

Dear Sir,

At its meeting on 28<sup>th</sup> April 2011 the City of London Conservation Area Advisory Committee considered the following planning application and reached the decision given below:

**C.50 11/00231/FULMAJ – 120 Moorgate, London EC2M 6UR**

**Finsbury Circus Conservation Area/Coleman Street Ward. No Ward Club rep.**

Partial demolition of existing building and erection of a building to comprise office (Use Class B1 use) and retail (Classes A1-A3 use) floor space with associated parking, servicing and plant (total GEA19, 110sq.m height 56.28m AOD), retained bank A3 use at part basement, ground floor and first floor (total of 511.5sq.m).

**11/000232/CAC - 120 Moorgate, London EC2M 6UR**

**Finsbury Circus Conservation Area/Coleman Street Ward. No Ward Club rep.**

Partial demolition of existing building retained part basement, part ground floor and part first floor.

The Committee, whilst considering the proposal to be an improvement on the previous application thought the design was rather old fashioned and unimaginative and requested that the officers discuss with the applicants the possibility of providing greater definition and developing the proposal further.

I should be glad if you would bring the views of the Committee to the attention of the Planning & Transportation Committee.

Yours faithfully,



Mrs. Julie Fox  
Secretary

# THE LUTYENS TRUST

To protect the spirit and substance of the work of Sir Edwin Lutyens

Architectural Adviser: Dr Mervyn Miller  
11, Silver Street, Ashwell, Baldock. HERTS SG7 5QJ  
Tel/Fax: 01462 742685; Email: [REDACTED]  
Registered Charity No. 326776

MKM/MKM/LUT11010  
10 May 2011

Beverley Bush  
Case Officer  
City of London  
Department of Planning & Transportation  
PO Box 270  
Guildhall  
LONDON EC2D 2EJ

Dear Ms Bush

**120 MOORGATE EC2M 6UR: Ref: 11/00231/FULMAJ**

Thank you for consulting The Lutyens Trust about this application. I must apologise for delay in replying, some of which was caused by your authority addressing the covering letter to Goddards. Please ensure that any further consultations are sent to the Ashwell address, printed on this heading, until further notice.

The Trust considers that two of the major heritage issues concern the impact of the proposed demolition of the existing building on the Finsbury Circus Conservation Area, and the setting of the Grade II\* listed Britannic House adjoining the application site. If demolition is acceptable, then the replacement building must be appropriate development in terms of its impact on the two designated heritage assets itemised above. The Trust recognises that there are other listed buildings in the vicinity, and that the impact on their settings is a material consideration. However, the Trust's remit does not include them.

The existing building has a rigid horizontality that is alien to the subtle rhythms generated by the Moorgate façade of Britannic House. While there has been recent reappraisal of the work of Seifert, I agree that No. 120 Moorgate is an element in the conservation area that cannot be considered as a heritage asset. The provisions of PPS 5 HE9.5 for those elements which do not make a positive contribution are the appropriate policy context within which to assess justification of proposed demolition. Planning authorities should take into account the desirability of enhancing or better revealing the significance of the conservation area through development of that element.

However, the setting of Britannic House (and of other listed buildings) brings consideration of the proposals under PPS HE10. As a Grade II\* listed building BH is a designated heritage asset of the highest significance (HE9.1). Moreover that policy refers to harm to significance through 'development within its setting'. Such loss will 'require clear and convincing

justification' and 'substantial harm to ... designated heritage assets of the highest significance ... should be wholly exceptional'.

The Trust has no problems with the demolition of the existing building, but considers that the proposed redevelopment will bring substantial harm to the character and appearance of the Finsbury Circus Conservation Area under HE10, and to the setting of Britannic House under HE9.2.

While I recognise that the lower part of the proposed replacement building has recognised the scale of the façade of Britannic House, and has provided a neutral and consistent rhythms to its fenestration, which will bring continuity, the upper storeys are set back a token distance so that the upper part of the redevelopment will loom in front and above the mansard on Britannic House, and will be obtrusive in the townscape context and setting. The visualisations are ample demonstration of the unacceptability of the impact of the upper part of the proposed redevelopment.

Overall, the Trust considers that the proposed redevelopment fails to provide an appropriate replacement for its context and due to its harmful impact on designated heritage assets, one of which is 'of the highest significance' – the adjacent Britannic House. Consequently we have concluded that conservation area consent for demolition of the existing building should be refused, as well as planning permission for its replacement.

Yours sincerely

Dr Mervyn Miller, Chartered Architect and Town Planner  
Architectural Adviser

c.c. Martin Lutyens, Chairman, The Lutyens Trust  
Margaret Richardson, Trustee, The Lutyens Trust  
Claire Hill, Hon. Secretary, The Lutyens Trust



Ms Beverley Bush  
Department of the Built Environment  
City of London  
PO Box 270  
Guildhall  
London EC2P 2EJ

Sent by email: [PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)

2 November 2015

Our ref: 07 01 06

Dear Ms Bush,

**Application ref: 11/00231/FULMAJ**  
**120 Moorgate London EC2M 6UR**

Thank you for consulting the Twentieth Century Society on the above planning application for the redevelopment of 120 Moorgate. We wish to object to the proposals for the reasons set out below.

No 120 Moorgate was built by Richard Seifert and Partners in 1971-72 and is a notable example of Brutalist architecture. It was designed to accommodate shops on the ground floor with seven floors of offices above. The building is clad in horizontal concrete slabs that alternate with wide bands of glazing. The contrast between the two materials is most pronounced and the fenestration lets the concrete appear to float.

At street level at the corner of the building Seifert uses a Y-shaped pier that is characteristic for his work of this period becoming more and more pronounced as an abstraction of the modernist piloti – 120 Moorgate exemplifies the most extreme illustration of this development with the asymmetrical form of this support displaying a sculptural flamboyance.

The Y-shaped piloti motif had become primarily a decorative device for Seifert at his Grade II listed Centre Point built 1961-66 where the precast external mullions for the partially load bearing external façade are essentially stacked-up piloti. They are faceted and inverted and repeated hundreds of times. Erno Goldfinger described Centrepoint as 'London's first Pop-Art skyscraper' because of this abstraction of the piloti. At 120 Moorgate the Y-shaped piloti returns as a structural component. Demonstratively positioned at the corner of the building, it is curiously crippled in its appearance.

There are other good details such as the concrete corner blocks that lend a perceived sense of stability to the glazed bands. Although at second glance they are obviously stylized elements: at the top where they adjoin the concrete slabs they are recessed and at the bottom they are separated from the intermittent concrete bands by a gap just before they touch - this emphasises the illusion of lightness. There are other nice building details: the recesses left out of the concrete slabs

above the shops for signage, and the formal double height entrance which is well articulated. At street level there is also some use of grey glass mosaic tiling, a material typical for the architecture of this era and especially so for Seifert.

There has also been a resurgence of interest in the work of Seifert, with several more of his office buildings recently listed, such as 1 Kemble Street and the Alpha Tower in Birmingham – both now designated grade II (in 2015 and 2014 respectively). In our view, when permission for demolition of this building was first granted in 2007, relatively little was understood about the significance of the architect and quality of his designs. This situation has now changed, and the Society considers that the principle of demolishing this building of architectural and historical significance should now be re-considered. For the above reasons we wish to register our objection to the scheme.

I trust these comments are useful to you. Should you have any queries, please do not hesitate to contact me at this office.

Yours sincerely

/

**Henrietta Billings**  
**Senior Conservation Adviser**  
**Twentieth Century Society**

**Remit:** The Twentieth Century Society was founded in 1979 and is the national amenity society concerned with the protection, appreciation, and study of post-1914 architecture, townscape and design. The Society is acknowledged in national planning guidance as the key organisation concerned with the modern period and is a constituent member of the Joint Committee of the National Amenity Societies. Under the procedures set out in *ODPM Circular 09/2005*, all English local planning authorities must inform the Twentieth Century Society when an application for listed building consent involving partial or total demolition is received, and they must notify us of the decisions taken on these applications.



**CITY OF LONDON CONSERVATION AREA ADVISORY COMMITTEE  
CASES 19<sup>th</sup> November 2015**

**CASES**

**C.130 11/00231/FULMAJ - 120 Moorgate, London EC2M 6UR 11/00231/FULMAJ**

**Finsbury Circus Conservation Area/Coleman Street Ward. No Ward Club rep.**

The Committee, whilst considering the proposal to be an improvement on that submitted in 2011, objected to the design on the basis of the treatment of the façade which was detrimental to the Conservation Area in this key City location.

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## City of London Conservation Area Advisory Committee

Mr. Ted Rayment,  
Department of the Built Environment,  
Corporation of London,  
P.O. Box 270,  
Guildhall,  
London, EC2P 2EJ

1<sup>st</sup> December 2015

Dear Sir,

At its meeting on 19<sup>th</sup> November 2015 the City of London Conservation Area Advisory Committee considered the following planning application and reached the decision given below:

**C.130 11/00231/FULMAJ - 120 Moorgate, London EC2M 6UR 11/00231/FULMAJ  
Finsbury Circus Conservation Area/Coleman Street Ward. No Ward Club rep.**

The Committee, whilst considering the proposal to be an improvement on that submitted in 2011, objected to the design on the basis of the treatment of the façade which was detrimental to the Conservation Area in this key City location.

I should be glad if you would bring the views of the Committee to the attention of the Planning and Transportation Committee.

Yours faithfully,

Mrs. Julie Fox  
Secretary

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<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	15 December 2015
<b>Subject:</b> Guildhall Yard London EC2P 2EJ Use of the Guildhall Yard for up to 15 markets and 40 events not ancillary to the function of the Corporation of London per year.	<b>Public</b>
<b>Ward:</b> Bassishaw	<b>For Decision</b>
<b>Registered No:</b> 15/00748/FULLR3	<b>Registered on:</b> 15 July 2015
<b>Conservation Area:</b> Guildhall	<b>Listed Building:</b> No

### Summary

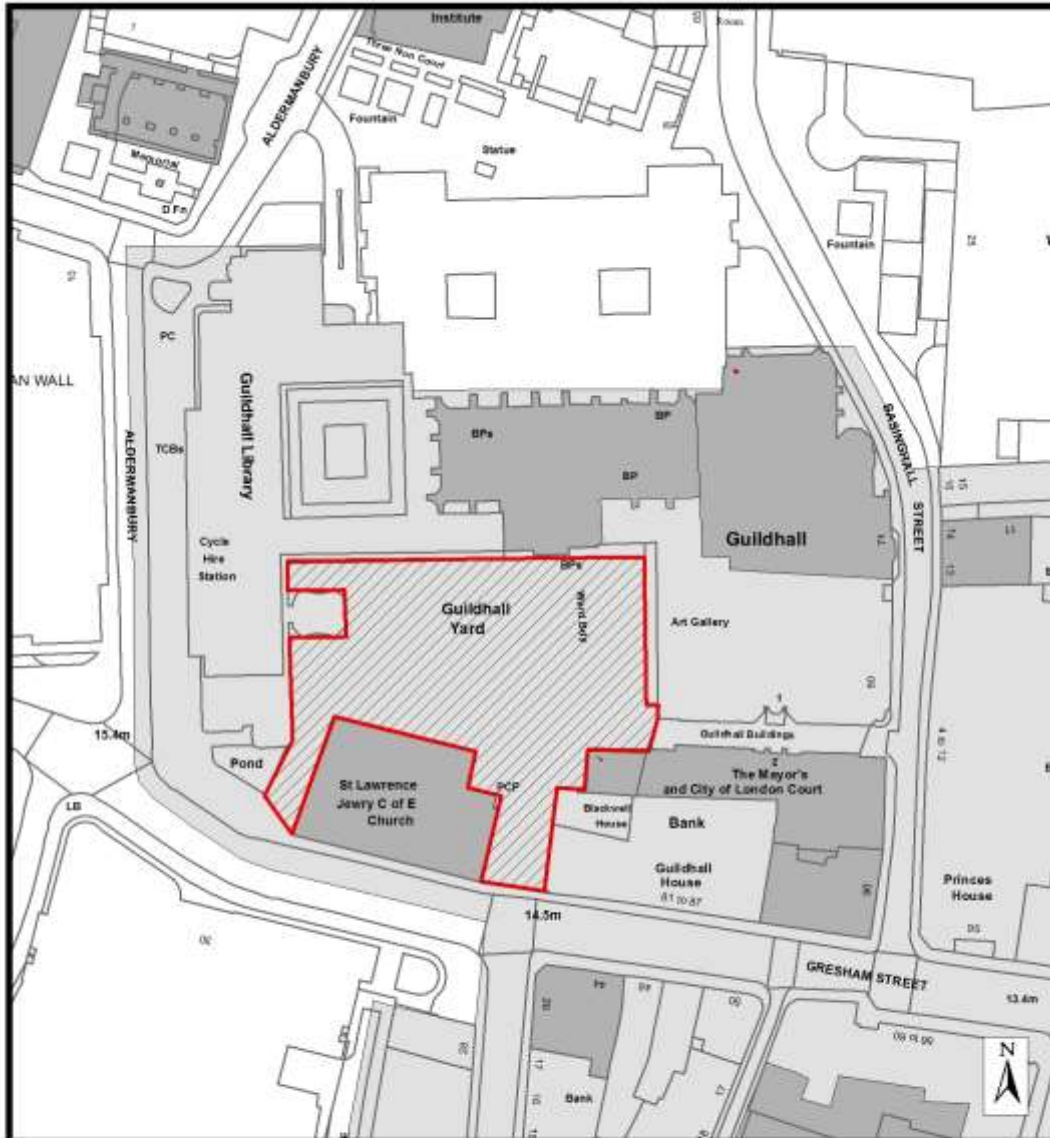
Planning permission is sought for the use of the Guildhall Yard for up to 15 markets and 40 events not ancillary to the function of the Corporation of London per year.

Events have been held in the Guildhall Yard for a number of years; these are varied in nature and include events that are part of the function of the Corporation of London, for example the Lord Mayor's show and exhibitions. The yard is also used for market events including lunchtime food markets and private functions that are not ancillary to the Corporation of London. This application seeks to regularise the use of the Guildhall Yard for these purposes.

### Recommendation

That planning permission is approved in accordance with details set out in the attached schedule.

# Site Location Plan



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ADDRESS:  
Guildhall Yard

CASE No.  
15/00748/FULLR3

-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY



DEPARTMENT OF THE  
BUILT ENVIRONMENT



## **Main Report**

### **Site**

1. Guildhall Yard is an open space bounded by the Guildhall (listed Grade I), the Guildhall office complex, The Church of St Lawrence Jewry (listed Grade II), the Guildhall Art Gallery, the Mayor's and City of London Court (listed Grade II), the Irish Chamber and Guildhall House.
2. The Guildhall Yard is not listed but is within the curtilage of the Guildhall complex and within the Guildhall Conservation area.

### **Proposal**

3. Planning permission is sought for the use of the Guildhall Yard for up to 15 markets and 40 events not ancillary to the function of the Corporation of London per year.

### **Consultations**

4. The application has been publicised on site and in the press. No representations have been received from members of the public.
5. Nearby residents and the Church of St Lawrence Jewry have been specifically consulted and no objections have been received.
6. The views of other Departments of the Corporation have been taken into account in the consideration of this application.

### **Policy Context**

7. The development plan consists of the London Plan and the City of London Local Plan. The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
8. Government planning guidance is contained within the National Planning Policy Framework (NPPF) and accompanying National Planning Practice Guidance (NPPG)

### **Considerations**

9. The Corporation in determining the planning application has the following main statutory duties to perform:-
  - (i) To have regard to the provisions of the development plan, in so far as it is material to the application, to local financial considerations so far as they are material to the application, and to any other material considerations (Section 70 (ii) Town & Country Planning Act 1990);
  - (ii) 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);



10. When considering the application, 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) Act 1990).
11. In considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building/structure or its setting or any features of special architectural or historic interest which it may possess. (S66 (1) Planning (Listed Building and Conservation Areas) Act 1990)
12. The main considerations in this case are the requirement for planning permission, impact of the proposed markets and events on existing retailing in the locality, setting of nearby listed buildings, impact on this part of the Guildhall conservation area, the use of the Guildhall yard as a public open space and servicing of the proposed activities.

#### Requirement for planning permission

13. Not all markets require planning permission. Under Part 4, Class B of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 there is a provision which allows the use of any land for any purpose for not more than 28 days in total in any calendar year, of which not more than 14 days in total may be for the purposes of the holding of a market. It also allows the provision on the land of any movable structure for the purposes of the permitted use. There are a number of conditions one of which states that the development is not permitted if the land in question is a building or is within the curtilage of a building.
14. In this case the Guildhall Yard is considered to fall within the curtilage of the Guildhall complex and the proposed use of the Guildhall Yard would require planning permission.
15. Events have been held in the Guildhall Yard for a number of years; these are varied in nature and include events that are part of the function of the Corporation of London, for example the Lord Mayor's show and exhibitions. The yard is also used for market events such as lunchtime food markets and private functions that are not ancillary to the Corporation of London. This application seeks to regularise the use of the Guildhall Yard for these purposes.

#### Impact on Existing Retail

16. There are no specific policies on outdoor markets or events in the Local Plan. Policy CS6 refers to exploring the potential for street markets in the Cheapside and St Paul's Key City Place. The Guildhall Yard lies just to the north of this area as defined in the Local Plan.
17. The proposal would not constitute a permanent retail operation likely to impact on the vitality and viability of the nearby Cheapside Principal Shopping Centre or retail links.

### Public Open Space

18. Open spaces such as Guildhall Yard provide a valuable resource of open space in a rapidly expanding City. Policy CS19 seeks to protect existing open spaces. It is important that the semi-permanent use of this open space for large scale market use should not compromise the qualities of the Yard as an open space, contrary to Policy CS19.
19. The use of the Guildhall Yard for the limited number of markets and events proposed would not have a harmful impact upon the accessibility of the Yard by members of the public.

### Setting of Nearby Listed Buildings and Conservation Area

20. It is considered that the proposed use of the Guildhall yard and the associated movable structures, for the temporary period proposed, would not have a detrimental impact upon the special architectural or historic interest of the nearby listed building or the character or appearance of this part of the Guildhall Conservation Area.

### Servicing and Management

21. To ensure access to the Guildhall Yard by the public is not obstructed and that the proposed activities would not conflict with other City events and functions the proposed markets and ancillary events would be run and serviced in accordance with the submitted Servicing Management Plan.
22. The plan requires that refuse storage and collection is provided by the City of London Cleansing Department. Bins would be provided for food, general and recycling waste. Cleaning of the Yard before and after markets and events would be undertaken by Cleansing Department street operatives.
23. Vehicles are limited to 4 on site at any one time for set up and set down, no parking is permitted in the Yard.
24. The appearance of the market stalls is controlled by the Servicing and Management Plan. All stalls are provided by Shepherds Markets and are of the same shape and type.
25. A condition is recommended to ensure compliance with the Servicing and Management Plan.

### Conclusion

26. The use of the Guildhall Yard for Guildhall Yard for up to 15 market events and 40 events not ancillary to the function of the Corporation of London per year would be of public benefit and would not be detrimental to existing retail provision in the area, the setting of the nearby listed buildings or the Character or appearance of the Guildhall Conservation Area.

## **Background Papers**

### Internal

Email 24.09.15 Department of Markets and Consumer Protection

### External

Nil

## **Appendix A**

### **London Plan Policies**

- Policy 2.12 Central Activities Zone – predominantly local activities.
- Policy 4.8 Supporting a successful and diverse retail sector and related facilities and services.
- Policy 4.6 Support for and enhancement of arts, culture, sport and entertainment
- Policy 7.5 Public Realm

### **Relevant Local Plan Policies**

#### ***CS6 Meet challenges Cheapside/St Paul's***

To develop Cheapside and St Paul's area as the City's 'high street' and key visitor destination, increasing the amount of high quality retailing, promoting the City's unique cultural and leisure activities and heritage, and improving the pedestrian environment.

#### ***DM12.1 Change affecting heritage assets***

1. To sustain and enhance heritage assets, their settings and significance.
2. Development proposals, including proposals for telecommunications infrastructure, that have an effect upon heritage assets, including their settings, should be accompanied by supporting information to assess and evaluate the significance of heritage assets and the degree of impact caused by the development.
3. The loss of routes and spaces that contribute to the character and historic interest of the City will be resisted.
4. Development will be required to respect the significance, character, scale and amenities of surrounding heritage assets and spaces and their settings.
5. Proposals for sustainable development, including the incorporation of climate change adaptation measures, must be sensitive to heritage assets.

#### ***DM12.2 Development in conservation areas***

1. Development in conservation areas will only be permitted if it preserves and enhances the character or appearance of the conservation area.

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

### ***CS11 Encourage art, heritage and culture***

To maintain and enhance the City's contribution to London's world-class cultural status and to enable the City's communities to access a range of arts, heritage and cultural experiences, in accordance with the City Corporation's Destination Strategy.

### ***CS19 Improve open space and biodiversity***

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

### ***DM11.1 Visitor, Arts and Cultural***

- 1) To resist the loss of existing visitor, arts and cultural facilities unless:
  - a) replacement facilities are provided on-site or within the vicinity which meet the needs of the City's communities; or
  - b) they can be delivered from other facilities without leading to or increasing any shortfall in provision, and it has been demonstrated that there is no demand for another similar use on the site; or
  - c) it has been demonstrated that there is no realistic prospect of the premises being used for a similar purpose in the foreseeable future.
- 2) Proposals resulting in the loss of visitor, arts and cultural facilities must be accompanied by evidence of the lack of need for those facilities. Loss of facilities will only be permitted where it has been demonstrated that the existing floorspace has been actively marketed as a visitor, arts or cultural facility at reasonable terms.

### ***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.

## SCHEDULE

APPLICATION: 15/00748/FULLR3

**Guildhall Yard London EC2P 2EJ**

**Use of the Guildhall Yard for up to 15 markets and 40 events not ancillary to the function of the Corporation of London per year.**

## 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 No generators shall be used to provide electrical power or lighting for this market.  
REASON: To safeguard the amenity and air quality of the adjoining premises and the area generally in accordance with the following policies of the Core Strategy: CS15, CS21.
- 3 No vehicles shall be parked on the site during the period that a market or event is in operation other than those being used for the purpose of a stall or display.  
REASON: To protect the visual amenities and environmental character of the area in accordance with the following policies of the Unitary Development Plan and Core Strategy: CS10, CS12.
- 4 Stalls used for markets or events, vehicles, protective surfaces, other market or event related equipment and waste shall be removed from the site by the end of the day on which the market or event operated.  
REASON: To protect the visual amenities and environmental character of the area in accordance with the following policies of the Unitary Development Plan and Core Strategy: CS10, CS12.
- 5 The operation of the proposed markets and events shall be undertaken in accordance with the approved Servicing and Management Plan.  
REASON: To ensure the good management of the venue to protect residential amenity and to ensure compliance with the following policy of the City of London Core Strategy: CS15, CS21.
- 6 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: Site Location Plan. Servicing and Management Plan received 15.10.15.

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

## INFORMATIVES

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

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

a full pre application advice service has been offered;

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

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<b>Committee(s)</b>	<b>Dated:</b>
Port Health and Environmental Services Committee Planning and Transportation Committee Health and Wellbeing Board	24 November 2015 15 December 2015 29 January 2016
<b>Subject:</b> City of London Air Quality Strategy 2015 – 2020 update	<b>Public</b>
<b>Report of:</b> Director of Markets and Consumer Protection	<b>For Information</b>

## Summary

The City of London Corporation Air Quality Strategy 2015 – 2020 was approved by the Port Health and Environmental Services Committee in July 2015.

The strategy contains 10 policy areas, with 60 specific actions for improving air quality and reducing the impact of air pollution on public health. The strategy is an overarching document. The actions will be updated each year in line with statutory requirements. The strategy fulfils the City of London's statutory obligation to assist the Government and Mayor of London to meet European Limit Values for nitrogen dioxide and fine particles (PM<sub>10</sub>). It also assists with the City Corporation's obligations under the Health and Social Care Act 2012 to improve the public health of its population.

Given its high profile, and the importance placed by the City Corporation on improving local air quality, a request was made for an update on actions within the Air Quality Strategy. A table containing action against each policy area is included as Appendix A, with further detail being provided on specific significant actions in the body of this report.

## Recommendation(s)

Members are asked to note the on-going action to improve air quality in the Square Mile and reduce the impact on health.

## Main Report

### Background

1. Air pollution in London has both short-term and long-term effects on health. It is associated with cardiovascular and cardiopulmonary disease, lung cancer and respiratory disease. Children and the elderly are the most susceptible. A report published by the Mayor of London in August 2015 considered the impact of nitrogen dioxide on mortality across London. The research revealed that more Londoners have their lives cut short by air pollution than previously thought. It is

now thought that air pollution in London is responsible for the premature death of over 9,000 Londoners each year<sup>1</sup> .

2. The City Corporation has a statutory duty to assist the Mayor of London and the UK government in taking action to reduce levels of air pollution so that concentrations of pollutants do not exceed set limits. This duty is referred to as Local Air Quality Management.
3. Since April 2013, the City Corporation has had responsibilities for improving public health. This was introduced by Health and Social Care Act 2012. Public Health England (PHE) has conducted a Health Impact Assessment of the effects of fine particles (PM<sub>2.5</sub>) on public health. PHE ranked air pollution as the 5th out of 12 causes of mortality risk across London.
4. The City of London Air Quality Strategy 2015 – 2020 outlines action that will be taken to fulfil the City Corporation’s statutory responsibility for Local Air Quality Management, and for reducing the health impact of air pollution on residents and workers.
5. There are ten policy areas within the strategy. These are listed below. Appendix A details progress against each policy, with details of further work planned for the next 6 months.
  - Air quality monitoring
  - Political influence and commitment
  - Working with the Mayor of London
  - Working with other external organisations
  - Reducing emissions from transport
  - Reducing emissions from new developments
  - Leading by example
  - Recognising and rewarding good practice
  - Raising awareness
  - Air quality and public health

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<sup>1</sup>.

Understanding the health impacts of air pollution in London, Kings College London, July 2015  
[https://www.london.gov.uk/sites/default/files/HIAinLondon\\_KingsReport\\_14072015\\_final\\_0.pdf](https://www.london.gov.uk/sites/default/files/HIAinLondon_KingsReport_14072015_final_0.pdf)

## Current Position

### Specific details on actions of note

6. Appendix A contains very brief information on action taken. Paragraphs 7 to 16 provide further details on specific actions of note.
7. Air quality is now on the Corporate Risk Register. A list of actions to demonstrate mitigation against the risk will be reported to the Audit and Risk Management Committee in March.
8. The City Corporation has submitted a number of bids for funding from the next round of Mayor's Air Quality Fund which runs from 2016 – 2019:
  - To investigate the feasibility and acceptability of different options to reduce emissions from diesel across the Square Mile.
  - To coordinate and roll out Cleaner Air Action Days across central London to deal with unnecessary vehicle engine idling.
  - To investigate the potential impact on air quality in central London of using standby diesel generators for 'short term operating reserve' in times of peak electricity demand, rather than just in emergency situations and for testing.

In addition to the above

- The City Corporation is part of a joint application to take action to deal with emissions from non road mobile machinery on construction sites.
  - The City Corporation is part of a joint application with Cheapside Business Alliance to reduce emissions of air pollutants in the zone.
9. Work has commenced to look at options for establishing a Low Emission Neighbourhood in the area that runs from Golden Lane, down through the Barbican and south to include the area covered by the Cheapside Business Alliance. This follows engagement work with residents and businesses in the area, which revealed a great deal of support for action to improve air quality. Transport for London has awarded the City Corporation £25,000 to investigate options and a report with recommendations will be produced by April 2016.
  10. The City Corporation is supporting a piece of air quality research by the independent think tank, Policy Exchange. The work will consider a range of potential policy options to address London's air quality problem. The options will be modelled quantitatively, and the report will identify the benefits in terms of air quality improvements and indicative costs.
  11. Drivers who leave engines idling continue to be educated and asked to turn off their vehicle engines whilst idling. Volunteers are being recruited to support this programme going forward, with specific idling engine action days planned for late November. Due to the success of the programme, the City Corporation has

applied for funding to roll it out across 8 central London authorities. The scheme has been shortlisted for the Air Quality Initiative of the National Fleet Hero's Award. The City of London Corporation's involvement in this programme was recently covered nationally on BBC One's 'The One Show'.

12. As part of the Bank Area Improvement project, to assess the impact of traffic changes on local air quality, 20 tubes which monitor nitrogen dioxide have been placed on posts in the streets in and around Bank junction. A continuous, more accurate NO<sub>x</sub> analyser will be placed in Lombard Street, near to the junction in the New Year. Air quality monitoring is planned in this area for the next four years.
13. Detailed air quality monitoring is also planned for the area covered by Cheapside Business Alliance. The members of the alliance have expressed an interest in understanding how local levels of pollution vary, and to locate any 'hot spot' areas.
14. The City Corporation continues to liaise with the Department for Environment Food and Rural Affairs (Defra) over air quality policy. A copy of the latest letter sent by the Chairman of Port Health and Environmental Services to the Parliamentary Under Secretary of State for Environment and Rural Affairs, together with his response, is attached as Appendix B. A round table discussion with the Parliamentary Secretary of State and key City businesses that champion air quality has been organised for December 2015, at the Minister's request. A response to Defra's consultation on their draft Air Quality Plan has been submitted and is attached as Appendix C.
15. The Mayor of London has introduced new air quality emission controls for equipment used on construction and demolition sites. The equipment is referred to as Non Road Mobile Machinery. These requirements are being enforced across the City via the planning process. The new legislative requirements have caused confusion amongst the industry so the City Corporation plans to hold an event in the January 2016 to explain the new controls to industry representatives.
16. Air quality is being embedded into procurement policies. Addison Lee, the providers of the current corporate taxi contract, has agreed to use petrol hybrid vehicles as default for City employees, with a requirement that drivers switch the engines to electric mode if possible when driving in sensitive areas of the City.

#### Beech Street

17. Fine particles (PM<sub>10</sub>) and oxides of nitrogen (NO<sub>x</sub>) are monitored in Beech Street. Both the annual average and daily average limit values for PM<sub>10</sub> are met. This is partly due to the washing regime detailed in paragraph 18. The health based limits for both the daily average and annual average nitrogen dioxide (NO<sub>2</sub>) limit value are not met. The annual average NO<sub>2</sub> level to date for 2015 is 90µg/m<sup>3</sup>, the limit value is 40µg/m<sup>3</sup>. This is an increase on previous years. As of 6th November, 154 hours had exceeded the hourly limit of 200µg/m<sup>3</sup> in 2015, the limit is 18 hours in any one year.

18. Washing Beech Street helps to keep down levels of fine particles. Currently, washing takes place on Monday through to Friday between 06:30am and 08:00am. In addition, the carriageway and footway are washed every Friday night. The walls, panels and signs are also washed twice per year.

### **Corporate & Strategic Implications**

19. The work on air quality sits within Key Policy Priority 3 of the Corporate Plan: 'Engaging with London and national government on key issues of concern to our communities such as transport, housing and public health' Working with the Mayor of London on air quality is specifically mentioned as an example.

### **Implications**

20. Project work contained within the strategy is being funded using the following sources: the Mayor's Air Quality Fund (MAQF), Local Implementation Plan funding and Section 106.
21. The City Corporation has received £280,000 over three years (2013 – 2016) for air quality improvement work in the Square Mile and a further £100,000 over three years to work with Bart's Health NHS Trust. It has also recently received £25,000 funding to investigate options for establishing a Low Emission Neighbourhood in the Square Mile. All three sets of funding are from the Mayor's Air Quality Fund.

### **Conclusion**

22. Improving air quality is an important priority for the City of London Corporation. Through its latest Air Quality Strategy, the City Corporation is involved in many local and strategic projects designed to improve air quality, and reduce the impact of air pollution on health, both in the Square Mile and across Greater London.

### **Appendices**

- Appendix A – Progress with actions within the City of London Air Quality Strategy 2015 – 2020.
- Appendix B – Letter from the Chairman of Port Health and Environmental Services to the Parliamentary Under Secretary of State for Environment and Rural Affairs, together with his response.
- Appendix C – City Corporation response to the Defra consultation on the national Air Quality Plan to be submitted to the European Commission.

### **Background Papers**

The City of London Air Quality Strategy 2015 – 2020.

**Ruth Calderwood**  
Environmental Policy Officer  
Department of Markets and Consumer Protection

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## Air Quality Strategy 2015 – 2020. Progress to date

Air Quality Strategy Policy	Action to date	Planned Action – next 6 months
<p>1. The City Corporation will monitor air pollutants to assess compliance with air quality objectives, to evaluate the effectiveness of policies and to provide alerts when pollution levels are high.</p>	<ul style="list-style-type: none"> <li>• Continuous NOx analysers at Walbrook Wharf, Beech Street and Sir John Cass School</li> <li>• PM10 analysers in Beech Street and Upper Thames Street</li> <li>• PM2.5 analyser in Farringdon Street</li> <li>• Post mounted NO2 analysers in Liverpool Street and Smithfield</li> <li>• NO2 diffusion tubes in Mansell Street, Barbican, St Bart's, Fleet Street</li> <li>• Detailed NO2 diffusion tube monitoring around the Barbican Estate, Mansell Street estate – Citizen Science</li> <li>• Detailed monitoring at Sir John Cass School, part of school engagement programme</li> </ul>	<ul style="list-style-type: none"> <li>• Install a PM2.5 analyser at Sir John Cass School</li> <li>• Detailed air quality monitoring around Bank junction</li> <li>• Detailed air quality monitoring around Cheapside BID</li> </ul>
<p>2. The City Corporation will seek opportunities to influence air quality policy across London to secure lower levels of air pollution in the Square Mile.</p>	<ul style="list-style-type: none"> <li>• The Chairman of PHES met Defra Minister for air quality, post meeting letter sent</li> <li>• The City Corporation provides the Chair for the London Air Quality Steering Group</li> <li>• Supporting research by Policy Exchange on actions required across London to meet air quality limit values</li> <li>• Various pieces of press coverage, evening standard and national papers</li> <li>• Regular reports have been submitted to the Town Clerk's Supporting London Group which recognises the importance of</li> </ul>	<ul style="list-style-type: none"> <li>• Round table discussion with Defra Minister and City business Air Quality Champions</li> <li>• Responding to national consultation on draft air quality action plan to be submitted to the European Commission</li> <li>• The issue is now on the Corporate Risk Register and updates will be provided on action taken</li> <li>• A presentation will be made to the Central London Forward Group to</li> </ul>

	the issue	consider how the issue can be tackled on a London-wide basis
3. The City Corporation will work with the Mayor of London on air quality policy and action in order to improve air quality in both the Square Mile and across London	<ul style="list-style-type: none"> <li>• Responded to the Mayor of London on a consultation for changes to the statutory system Local Air Quality Management</li> <li>• Worked with the GLA to shape proposals for dealing with emissions from Non Road Mobile Machinery</li> <li>• Implement London Plan policy for air quality neutral developments</li> <li>• Implementing London Plan policy for minimising emissions from non-road mobile machinery</li> <li>• Implementing London plan policy for minimising emissions from CHP and biomass</li> <li>• Applied for funding from the Mayor's Air Quality Fund to support air quality improvement work</li> <li>• Written commitment to signing up to Cleaner Air Borough criteria</li> </ul>	<ul style="list-style-type: none"> <li>• Investigate options for minimising the impact of standby generators used for short term operating reserve in central London. Application for funding pending</li> </ul>
4. The City Corporation will work with a range of external organisations to encourage action to reduce emissions across the Square Mile and raise awareness of air quality and its potential impact on health.	<ul style="list-style-type: none"> <li>• Pioneered CityAir business engagement programme which has been rolled out across London</li> <li>• On-going support for City businesses, including recognising 20 CityAir business air quality champions</li> <li>• Working with Bart's Heath NHS Trust: <ul style="list-style-type: none"> <li>○ working with clinicians to give advice to</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Working with Cheapside BID on proposals for minimising impact on local air quality</li> <li>• Continued support for CityAir business air quality champions</li> <li>• Continue to work with Bart's Health NHS Trust</li> </ul>



	<p>the most vulnerable patients on how to reduce their exposure to air pollution</p> <ul style="list-style-type: none"> <li>○ working with Bart's Health own fleet to reduce emissions through efficient driving behaviours</li> <li>○ increasing green spaces at 3 Bart's hospital sites, creating a Cleaner Air mural with NOx reducing paint.</li> <li>○ engaging staff at Bart's Health to switch from car journeys to active travel</li> </ul>	
<p>5. The City Corporation will seek opportunities for a significant reduction in emissions associated with road traffic in the Square Mile.</p>	<ul style="list-style-type: none"> <li>● Extra street washing in Beech Street to reduce levels of particles</li> <li>● Assessment of air quality impact of changes to Aldgate Gyratory</li> <li>● 20mph zone</li> <li>● Assess the impact of timed closure on local air quality</li> <li>● Various action to deal with idling engines: <ul style="list-style-type: none"> <li>○ Signs in hotspot areas</li> <li>○ Letters sent to companies perceived to be causing a problem</li> <li>○ CEOs ask drivers to turn engines off</li> <li>○ Cleaner Air Action Days to encourage driver behaviour change</li> <li>○ Business and construction / demolition site support</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>● Feasibility study to look at options for significant reduction in emissions from diesel vehicles</li> <li>● Feasibility of establishing a Low Emission Neighbourhood in the City</li> <li>● Cleaner Air Action days rolled out to include volunteers across the City</li> <li>● Input into forthcoming Freight Strategy</li> <li>● Joint research project funded by DfT into transport emission reduction</li> <li>● Assess options for a trial of 'City trees'</li> </ul>
<p>6. The City Corporation will ensure that new developments have a minimal impact on local air quality both during the development phase and when occupied.</p>	<ul style="list-style-type: none"> <li>● Enforce City Code of Practice for reducing emissions from construction / demolition</li> <li>● Ensure construction / demolition sites comply with new GLA Non Road Mobile Machinery requirements</li> </ul>	<ul style="list-style-type: none"> <li>● Update Construction Code of Practice to reflect best practice</li> <li>● Develop Supplementary Planning Guidance for Air Quality</li> <li>● Take part in King's College London</li> </ul>

	<ul style="list-style-type: none"> <li>• Ensure new developments are air quality neutral</li> <li>• Ensure chimneys terminate at roof height and comply with the requirements of the Clean Air Act</li> </ul>	<p>research project - reducing emissions from construction</p> <ul style="list-style-type: none"> <li>• Host an event for construction and demolition companies to explain the new NRMM controls</li> </ul>
7.The City Corporation will assess the impact of its activities on local levels of air pollution in the Square Mile and take steps to minimise it wherever possible.	<ul style="list-style-type: none"> <li>• Ensure new vehicles are low emission</li> <li>• Work with City suppliers to encourage low emission vehicles</li> </ul>	<ul style="list-style-type: none"> <li>• Develop a policy for air quality and procurement</li> </ul>
8.The City will promote, reward and disseminate best practice for tackling poor air quality through its award schemes	<ul style="list-style-type: none"> <li>• Annual Sustainable City Award for Air Quality</li> <li>• Annual Considerate Contractors Environment Award</li> </ul>	<ul style="list-style-type: none"> <li>• Work with new partner for Sustainable City Award for air quality – Building and Engineering Services Association</li> </ul>
9.The City Corporation will take action to raise awareness amongst City residents and workers about air pollution and provide information on how to reduce exposure on days of high levels of pollution	<ul style="list-style-type: none"> <li>• Citizen science programmes for Barbican estate and Mansell Street estate residents</li> <li>• Sir John Cass School part of the GLA Clean Air for Schools programme</li> <li>• Develop free CityAir smartphone App</li> <li>• Provide information to Healthwatch for dissemination and support events</li> </ul>	<ul style="list-style-type: none"> <li>• Update the CityAir smartphone App</li> <li>• Develop communications strategy for use on days of high air pollution</li> </ul>
10.Improving air quality and reducing public exposure will remain a key public health priority for the City Corporation until concentrations are at a level not considered to be harmful to health.	<ul style="list-style-type: none"> <li>• Assessment of how the urban realm can be designed to reduce exposure to air pollution</li> <li>• Report on how the health and wellbeing Board can assist with Air Quality Policy</li> </ul>	<ul style="list-style-type: none"> <li>• Identify exposure hotspots with high footfall and high concentrations.</li> </ul>

**Wendy Mead OBE**

Chairman

Port Health and Environmental Services Committee



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**Date** 24 September 2015

Mr Rory Stewart MP  
Parliamentary Under-Secretary  
Department for Environment, Food & Rural Affairs  
Nobel House  
17 Smith Square  
London  
SW1P 3JR

Dear Mr Stewart

**Light duty diesel vehicle emissions**

We at the City of London Corporation were alarmed at the news that Volkswagen has been installing software in 11 million diesel vehicles worldwide in order to manipulate the exhaust emission test for NOx. We understand that this is being investigated by the USA Environmental Protection Agency and that the German government has also launched an investigation into this issue.

The matter of non-compliance of diesel exhaust emissions with Euro Standards has been known for a long time. The City of London Corporation supported research by King's College London in the summers of 2012 and 2013 looking at the problem of real world emissions of NOx compared to Euro Standard requirements. This revealed a large difference in emissions of NOx from vehicles manufactured by different companies. We appreciate that changes are being made to the current European emission testing regime to take into account real world emissions with the introduction of the Real Driving Emission test procedure. However we remain concerned that this new testing procedure could still be manipulated.

Given the on-going non-compliance of NOx emissions from light duty diesel vehicles, we are very interested in investigations that will now be carried out in Europe to assess whether the current testing regime has been manipulated. This should include checks on vehicles other than those manufactured by the Volkswagen group. Could you advise if any specific checks will be made on light duty diesel vehicles on the road in the United Kingdom?

We feel that this matter should be treated with urgency given the extent of non-compliance with nitrogen dioxide limit values across central London, and the recent health evidence which attributes a high level of mortality to long term exposure to nitrogen dioxide.

The City of London Corporation takes the issue of improving air quality very seriously. In order for local policies to be effective, it is essential that there is adequate control of emissions of NOx from diesel vehicle exhausts. This is something that we are unable to influence at local level. The improved emission compliance test is unlikely to come into force before September 2017, so the impact of this will not be seen in central London for a number of years. We urge the Government to consider what additional action can be taken to reduce emissions from diesel vehicles in the short term and reduce the impact that air pollution is having on the health of Londoners.

Yours sincerely,

A handwritten signature in black ink that reads "Wendy Mead". The signature is written in a cursive style with a vertical line separating the first and last names.

**Wendy Mead OBE**

Chairman of the Port Health and Environmental Services Committee

Ruth



Department  
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Wendy Mead OBE  
Chairman  
Port Health and Environmental Services Committee  
City of London  
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Our ref: PO386556/JW

21 October 2015

From Rory Stewart OBE MP  
Parliamentary Under Secretary of State for Environment and Rural Affairs

Dear Wendy

Thank you for your letter of 24 September about light duty diesel vehicle emissions.

Our priority is to protect the public and give them full confidence in diesel tests. We have been pressing for action at an EU-level to improve emissions tests and will continue to do so. We have also called for a Europe-wide investigation into the use of 'defeat devices', in parallel to the work we are doing in the UK.

In the meantime we are taking robust action. The UK Vehicle Certification Agency (VCA) has started its own testing programme to get to the bottom of what the situation is for VW Group cars in the UK and ensure we understand the wider implications for other car types to give all consumers certainty. The programme will initially re-test Euro 5 category diesel cars previously type-approved by VCA that VW group has confirmed contain 'defeat device' software. This re-testing will involve both laboratory and real-world elements. These measurements will be used as a benchmark for further testing, with the final programme to be developed.

Yours  
Rory

RORY STEWART MP

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**Chairman of the Port Health and Environmental Services  
Committee**  
Wendy Mead OBE



Department of Environment Food and Rural Affairs  
Air Quality Plans  
Area 2C Nobel House  
17 Smith Square  
London  
SW1P 3RJ

Telephone 020 7332 1174

Date 6 November 2015

Dear Sirs

### **Consultation response - Draft Air Quality Plans**

Thank you for the opportunity to comment on the Draft Air Quality Plans (DAQPs) to improve air quality in the UK.

### **Summary**

It is clear from the DAQPs that the government is pushing responsibility for improving air quality down to local government level. Whilst local government is in a good position to improve air quality in isolated hot spot areas through focused local intervention, national support is still required in order for local interventions to be effective. In particular, local government needs to be confident that the Euro Standard limits for NO<sub>x</sub> are met when vehicles drive in urban areas. For the City of London, levels of air pollution are such that local action would not be sufficient to ensure that air quality limit values for nitrogen dioxide are met in a reasonable time frame. Coordinated local regional and national action is required.

The principal proposal in the DAQPs is the provision for a national framework of Clean Air Zones. Whilst this approach is welcome, it will not assist with levels of air pollution within the City of London as the Mayor of London already plans to introduce an ultra-low emission zone (ULEZ) in 2020. The ULEZ has the same emission standards as the proposed Clean Air Zones and will cover the City of London. Even with the ULEZ it is anticipated that the nitrogen dioxide limit values will not be met in central London until 2025 at the earliest.

This letter contains comments on the overview document and the specific plan for Greater London. It also contains a list of recommendations that we would like the government to consider for inclusion in the final plan. Finally, brief answers have been provided for the six consultation questions.

## UK Overview document

It appears from the DAQPs that an opportunity has been missed to improve air quality to a level that is considered acceptable to health and meets the annual average and hourly average nitrogen dioxide (NO<sub>2</sub>) limit values in the shortest possible time. The most recent health analysis of the impact of NO<sub>2</sub> on mortality in London<sup>1</sup> emphasises the need for bold action to deal with existing levels of pollution. The lack of detailed evidence underlying the DAQPs, and the on-going uncertainties with emissions from diesel vehicles, has made it difficult to assess the impact of the proposed measures within the DAQPs.

The DAQPs set out action that is planned, being implemented and already being taken at local, regional and national level to meet the annual and hourly EU nitrogen dioxide (NO<sub>2</sub>) limit values. However, the plans do not appear to include any additional government action over measures already in place.

The UK Overview Document includes a revised projection for compliance with the NO<sub>2</sub> limit values with just 8 zones across the UK expected to be non-compliant by 2020, rather than 28 as previously thought. This is primarily due to updated vehicle emission factors that have revealed enhanced performance of Euro 5/V and Euro 6/VI vehicles. However, this prediction is based on limited data, as only a small number of Euro 6/VI vehicles had been tested at the time of the analysis. The documents acknowledge this, and highlight the corresponding uncertainty in both projections and the likelihood of measures based on Euro 6/VI to deliver sufficient improvement. Unfortunately no information has been provided on the extent of this uncertainty, or what the alternative plan would be if Euro 6/VI is not as effective as anticipated.

Paragraph 27, of the UK Overview Document, states that national action is being taken in order to deliver effective Euro Standards. Unfortunately, the document does not explain what this is. This is crucial if the main thrust of the plan is to encourage local authorities to set up emission based Clean Air Zones in order to achieve compliance.

The DAQPs state that the most significant action to benefit air quality in the longer term is electrification of the vehicle fleet, alongside other ultra-low emission technologies paragraph 35. When considering charging infrastructure for electric vehicles, great care must be taken to ensure that electricity generation in urban areas does not itself add to local levels of air pollution. It is apparent that the grid is already approaching capacity and companies with standby generators are being asked to run them for 'short term operating reserve' so the building does not have to draw power from the national grid. These generators run on diesel and are likely to have high emissions of both NO<sub>x</sub> and PM<sub>10</sub>. The Clean Air Act 1993 does not enable local authorities to control emissions from these devices, or set a minimum stack height to aid dispersion of pollutants.

The DAQPs propose a national framework of new Clean Air Zones that local authorities could implement. It proposes a system based on emission limits rather than Euro

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<sup>1</sup> Understanding the health impacts of air pollution in London, Kings College London, July 2015  
[https://www.london.gov.uk/sites/default/files/HIAinLondon\\_KingsReport\\_14072015\\_final\\_0.pdf](https://www.london.gov.uk/sites/default/files/HIAinLondon_KingsReport_14072015_final_0.pdf)



Standards. This approach has the potential to cause confusion for the public in trying to establish if their vehicle complies. For consistency with existing air quality control areas, it would be beneficial to call the control areas Low Emission Zones. For these zones to be effective, it is essential that there is a mechanism in place to ensure that vehicles do actually meet these emission limits when driving in urban areas. This detail is lacking from the DAQPs.

There is no suggestion of financial support for authorities that wish to implement Clean Air Zones. In a time when local government funding is under great pressure national financial support to implement the Clean Air Zones should be considered. The total annual air quality grant has been reduced to £500,000 between all authorities that have declared Air Quality Management Areas this is not sufficient to support the implementation of Clean Air Zones.

### **Greater London Urban Area Plan**

The DAQPs predict that the nitrogen dioxide limit values will not be met in London until 2025, and this is with the equivalent of a proposed Clean Air Zone which is the planned Ultra Low Emission Zone. This is 10 years away. The City Corporation does not consider this to be the shortest possible time. There is also a great deal of uncertainty around this date given the uncertainties around emissions from Euro 6/VI vehicles.

Paragraph 90 suggests that all taxis will be required to operate in 'zero emission mode' from 2020 whilst driving in the planned Ultra Low Emission Zone (ULEZ). This is very unlikely given the current market availability of zero emission capable vehicles and the anticipated roll out of these vehicles.

Diesel vehicles will need to meet Euro 6/VI standard, or pay a charge to enter the ULEZ. However, there is no guarantee given of how these vehicles will perform when driving in central London and what the actual NO<sub>x</sub> and NO<sub>2</sub> emission rate will be.

### **Recommendations**

The City Corporation would like the following points to be considered for inclusion in the final plan:

- A commitment to ensure that emissions from vehicles on the road in the UK comply fully with Euro Standards. This is particularly important if local authorities are expected to implement Clean Air Zones based on emission standards. This needs to be done at a national level and not by individual local authorities.
- The proposal for an effective vehicle emission testing regime to ensure on-going compliance with Euro Standards, for example NO<sub>x</sub> and PM<sub>10</sub> emission checks incorporated into the annual MOT.
- An explanation of the national action being taken to deliver effective Euro Standards.

- A commitment to push for European wide NO<sub>2</sub> emission limits, in addition to NO<sub>x</sub> limits, which will help to deal with the increasing levels of direct NO<sub>2</sub> from vehicle exhausts, and corresponding high roadside levels of NO<sub>2</sub>.
- A commitment to work with the European Commission to ensure that 'vehicle emission test fixing' is not able to occur going forwards.
- A parallel plan to meet the limit values should Euro 6/VI not deliver the anticipated emission reduction.
- The centre of London will be in the equivalent of a Clean Air Zone by 2020 with the introduction of the ULEZ, yet the nitrogen dioxide concentrations will not meet the limit values until 2025. Details are required of the additional action planned for central London to ensure an earlier compliance date.
- A commitment to provide financial support to local authorities who wish to implement Clean Air Zones.
- Further fiscal incentives to encourage and promote the cleanest vehicles. This should take into account both carbon and air pollutant emission standards e.g. through Vehicle Excise Duty.
- Financial support to enable London's buses and taxis to be zero emission capable as soon as possible. This should include a taxi scrappage scheme. A commitment to support the London Councils / Greater London Authority 'Go Ultra Low City Schemes' bid to support the roll out of ultra-low emission vehicles would be welcome.
- A proposal to update the Clean Air Act 1993 as soon as possible to provide effective powers to deal with emissions from all combustion plant.
- Financial support for useful, tailored research and technology e.g. how new technology such as satellite navigation could be used to encourage drivers in hybrid vehicles to switch to electric mode when driving in pollution hotspot areas.
- A commitment to roll out alternative fuel infrastructure to support zero emission vehicles. Serious consideration must be given to how the electricity will be generated in urban areas in order to power rapid electric charge points.
- A commitment to harmonise all future carbon and air quality policies so fuel such as diesel isn't encouraged going forwards.
- A national scheme to raise awareness of air pollution so the public can take steps to minimise their personal exposure until the limit values are met in full.
- An assessment of key government policies that could be used to support improvements in air quality and reduced public exposure.

## Consultation Questions

**Question 1:** *Do you consider that the proposed plan set out in the overview document strikes the right balance between national and local roles?*

No, the plan does not include any additional action by national government. There is no indication of how the government will support local authorities to implement Clean Air Zones.

**Question 2:** *Are you aware of any other action happening in your area which will improve air quality and should be included in the plan? If yes, please identify as far as you are able:*

- o *a. What the additional actions are;*
- o *b. The zone(s) in which they are being taken; and*
- o *c. What the impact of those actions might be (quantified impacts would be particularly useful).*

Since the information was provided for the draft air quality plans, the City of London Corporation has published an updated Air Quality Strategy, 2015 – 2020. The strategy can be found at [www.cityoflondon.gov.uk/air](http://www.cityoflondon.gov.uk/air)

The City Corporation will be investigating options to establish a Low Emission Neighbourhood in the Square Mile and investigating additional options to reduce emissions from diesel vehicles across its entire area. Neither piece of work has commenced so there is no information to date on what the impact on local air quality may be.

**Question 3:** *Within the zone plans there are a number of measures where we are unable to quantify the impact. They are included in the tables of measures. Do you have any evidence for the impact of these types of measures?*

It is very difficult to quantify the impact of individual action on concentrations of air pollution in the centre of London due to the high levels of background pollution.

**Question 4:** *Do you agree that a consistent framework for Clean Air Zones, outlined in section 4.3.6 of the UK overview document, is necessary? If so, do you think the criteria set out are appropriate?*

Yes a consistent framework is necessary. It should be based on, or at least linked to, Euro Standards rather than emission limits as it is easier for the public to understand. The zones should be called Low Emission Zones for consistency.

**Question 5:** *What do you consider to be the barriers that need to be overcome for local authorities to take up the measures set out in section 4 of the UK overview document? How might these be overcome? Are there alternative measures which avoid these barriers?*

Local authorities will require financial support from the government. They will also need to be confident that prescribed vehicle emission limits (i.e. Euro Standards) will be met. Local authorities will not want to implement policies to restrict certain vehicle types if it will make no difference to local levels of pollution.

**Question 6:** *Are you aware of any additional action on non-transport sources to improve air quality that should be included in the plans?*

Emissions from the increasing number of electricity generating plant in urban areas needs to be addressed.

Yours faithfully

A handwritten signature in black ink that reads "Wendy Mead". The signature is written in a cursive style with a large, stylized 'W' and 'M'.

**Wendy Mead OBE**  
Chairman of the Port Health and Environmental Services Committee

<b>Committee(s):</b>	<b>Date(s):</b>
Planning & Transportation Committee Police Committee Policy and Resources Committee	15 December 2015 21 January 2016 21 January 2016
<b>Subject:</b> Anti-Terrorism Traffic Regulation Order (ATTRO)	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>

## Summary

In July 2015, the Commissioner of City of London Police requested that the City of London, as traffic authority, approve the making of a Traffic Regulation Order covering the whole of the City of London, for anti-terrorism purposes (Commissioner's letter attached at Appendix 1).

The request is informed by advice received from the Commissioner's counter-terrorism security advisers and protective security experts from the Centre for the Protection of National Infrastructure (CPNI). The advice relates to the whole administrative area of the City with regard to the potential impact of terrorism, due to the City's intensely crowded nature and its role as a high profile world centre of economic activity.

The traffic order requested by the Commissioner is an Anti-Terrorism Traffic Regulation Order (ATTRO), which is a counter terrorism measure pursuant to the provisions of the Civil Contingencies Act 2004. This allows traffic orders to be put in place by the Traffic Authority under S.6,22C and 22D of the Road Traffic Regulation Act 1984, for the purpose of :

- 'avoiding or reducing, the likelihood of, danger connected with terrorism'; or
- 'preventing or reducing damage connected with terrorism'.

These orders can only be made on the recommendation of the Chief Officer of Police and are subject to prior statutory consultation.

The Commissioner has requested that an ATTRO be put in place on a permanent basis which covers the whole City, but that is contingent in nature. The contingent nature of the ATTRO being sought means that it would only be utilised as an operational response where the Police believe that this would be a proportionate counter terrorism response to the needs of an event, incident or to intelligence received. Having a permanent ATTRO in place covering the whole City is considered essential due to the high density nature of the City, and the widespread nature of potential high profile targets. The past experience of sensitive businesses changing locations within the City and, of course, the unpredictability of the threat are also important factors. Alternative options have been considered, including only

having ATTROs for zones for a few selected parts of the City, but it is not considered that this would match the current and future potential threat, bearing in mind the fast changing nature of the City and the security environment. Although covering the whole City (other than boundary and Transport for London roads) the ATTRO will only be brought into use as an operational tool under the direction of the City of London Police, where the responsible officer has sound reasons on the basis of a security assessment or tactical intelligence of a likelihood of danger or risk of damage due to terrorism.

Members may recall that a temporary ATTRO was put in place for the funeral of Baroness Thatcher. Having a permanent ATTRO would mean that the Police would rely on the order being generally available as an operational tool but on a contingency basis that could be “activated” at any time in accordance with the Schedule to the ATTRO (Appendix 2) which reflects the statutory requirements for making such an order . This would enable speedier activation of security measures and would meet current operational requirements. This would be particularly effective when an ATTRO is required on successive occasions for the same location as there would not be a need for several orders to be requested that could potentially lead to delay in dealing with the identified threats. The draft ATTRO (“the City ATTRO”), annexed at Appendix 2, would be implemented in accordance with the Schedule.

## **Recommendation(s)**

It is recommended that Members :

- **Approve in principal the proposal for the City ATTRO, subject to the applicable statutory processes. ;**
- **Authorise the Director of the Built Environment or her delegated officer to carry out consultation and publication of Notice of the proposal to make the City ATTRO;**
- **Delegate to the Director of the Built Environment or her delegated officer authority to evaluate all responses to the consultation and Notice and, if there are no unresolved objections, to determine whether or not to proceed to make the City ATTRO and carry out all associated statutory processes;**
- **Note that in the event of there being unresolved objections to the proposal to make the City ATTRO, they be reported to the Planning and Transportation Committee, for that Committee to determine the next step.**
- **Authorise the Director of the Built Environment or her delegated officer to agree the proposed Protocol.**
- **In the event of TfL agreeing to their roads in the City being included in the City ATTRO, and/or any neighbouring traffic authorities agreeing to their boundary roads with the City being included in the City ATTRO, (a) authorise the Comptroller and City Solicitor or his delegated officer to enter into any necessary agreements under Section 101 of the Local Government Act 1972 (or other joint working agreements) with TfL and/or neighbouring traffic authorities; and (b) authorise the Director of the Built Environment or her delegated officer to amend the ATTRO to include TfL roads and/or boundary roads with neighbouring traffic authorities, as the relevant traffic authorities may agree.**

## **Main Report**

### **Background**

1. The Commissioner of Police requested formally in July 2015 that an ATTRO be made by the City of London Corporation, for the City of London area (see Commissioner's letter in Appendix 1). In order to progress with the request, to a timetable that provides the Commissioner with maximum benefit in a timely manner, the proposed ATTRO would cover all public highways in the City but is unlikely to include boundary roads and those for which Transport for London (TfL) are the traffic authority, at least at this stage.

2. TfL have not had the benefit of working closely with the City of London Police on these issues over recent years, and it is recognised that additional time is needed for TfL to explore whether it wishes to pursue having an ATTRO that covers streets in the City for which they are Highway Authority. It would then be entirely at TfL's discretion as to whether they accede to the Commissioners request. City of London officers and the Police will continue to work closely with TfL on this issue.
3. Discussions with neighbouring traffic authorities regarding inclusion of their boundary roads with the City will need to be progressed but due to the inevitable complexities of dealing with an ATTRO involving multiple traffic authorities, it is not proposed to defer progress of the City ATTRO pending those discussions. If it is subsequently agreed to include these roads in the ATTRO, the order will be amended accordingly.
4. The recommendations seek authority to extend the ATTRO to TfL roads and boundary roads if the relevant traffic authorities agree (and to enter into any agreements with the other traffic authorities that would be required to take forward such joint working). However, for the reasons set out under "Evaluation" (which are considered to apply to the boundary roads and TfL roads), it is considered that even without TfL and boundary roads, it is still appropriate to proceed with the City ATTRO proposal excluding those roads, rather than delay progressing the proposal for an unknown period pending the conclusion of discussions with the other traffic authorities.
5. The request for an ATTRO from the Commissioner covers the whole administrative area of the City. The request follows extensive discussion and consultation between the City of London Police, City of London officers and the Centre for the Protection of National Infrastructure (CPNI). It has been made due to the concerns of the City of London Police and CPNI regarding the potential impact of terrorism, due to the City's intensely crowded nature and its characteristic as a high profile world centre of economic activity, which gives rise to specific and grave risks unique to the City's area. It would be the first time that such a wide ATTRO is put in place in the UK.
6. It should be noted that the existing Traffic and Environmental Zone (TEZ) includes provision for the City of London Police to attend check points when required to deal with traffic and environmental issues but the operation of this Zone is not sufficient to meet the current security threat which includes types of terrorist actions which had not previously seen on the mainland of the UK when the TEZ was put in place (i.e. suicide bombing). In addition, the TEZ does not cover the whole City and only applies to motor vehicles and not to pedestrians. The proposed ATTRO will have no impact on the operation of the TEZ that is to remain in place.

## **Evaluation**

7. The Commissioner's request is that an ATTRO is put in place that covers the whole City and that it is permanent, but contingent in nature. The contingent



nature of the ATTRO means that this it would be available to the Police alone to utilise as an operational response, on the basis of the statutory criteria, where they believe that this would be a proportionate counter terrorism response to the needs of an event, incident or to intelligence received. Having a permanent ATTRO in place that covers the whole City is considered to be required due to the high density nature of the city, and the widespread nature of potential high profile targets. The past experience of sensitive businesses changing locations within the City and the unpredictability of the threat are also important factors in considering an ATTRO as a proportionate response to the assessed vulnerabilities and circumstances. Various alternatives to having the whole City covered by an ATTRO have been considered, including only having ATTROs for zones for a few selected parts of the City. However, it is not considered that this would match the current and future potential threats, bearing in mind the fast changing nature of the City and the security environment.

8. The possibility of making one or more temporary ATTROs on a case by case basis, if and when specific threats arise, has also been considered. However, the delay this would involve (even if the speedier “notice” only procedure were adopted, without prior consultation) could delay the implementation of restrictions, and such delay could prejudice the ability to reduce or remove the threat such as for emergency or intelligence based threats that require action to be taken within 24 hours.
9. Although covering the whole City (other than boundary and Transport for London roads) the ATTRO will only be brought into use as an operational tool under the direction of the City of London Police, where the responsible officer has sound reasons on the basis of a security assessment or tactical intelligence of a likelihood of danger or risk of damage due to terrorism.
10. As traffic and highway authority, the City has the duty to secure the expeditious, convenient and safe movement of traffic (having regard to the effect on amenities) (S122 Road Traffic Regulation Act 1984) and the duty to secure the efficient use of the road network avoiding congestion and disruption (S16 Traffic Management Act 2004). The Schedule to the ATTRO at Appendix 2 sets out requirements to ensure that any restrictions will be the minimum necessary to remove or reduce the danger and are consistent with the statutory requirements for making ATTROs. In implementing the ATTRO the traffic impacts of restricting or prohibiting traffic to roads within the City, including, potentially, pedestrian traffic, will be considered. In the event of a threat, the disruption to traffic flow would also have to be weighed against the threat of more severe disruption and greater risk being caused due to failure to prevent an incident.
11. By way of further controls, the Schedule to the draft ATTRO requires that in most cases at least seven days’ notice of any restrictions must be given to persons likely to be affected (unless this is not possible due to urgency or where the giving of notice might itself undermine the reason for activating the ATTRO), and notice must also in any event be given to the City, TfL and other affected traffic authorities. The requirement for notice is intended to mitigate adverse traffic impacts by enabling alternative transport arrangements to be put in place. In

addition, the Schedule prohibits any restriction being in place for more than 48 hours without the prior approval of the Commissioner and the Town Clerk.

12. In considering the request for an ATTRO, regard has been given to the duty to act in accordance with the European Convention on Human Rights. In relation to possible restriction of access to property, any interference with Article 1 rights to enjoyment of property must be justified. Interference may be regarded as justified where it is lawful, pursues a legitimate purpose, is not discriminatory, and is necessary. It must also strike a fair balance between the public interest and private rights affected (i.e. be proportionate). It is considered that the public interest in being protected by the existence and operation of the ATTRO outweighs any interference with private rights which is likely to occur when restrictions are in operation. The scope of restrictions must be proportionate and should only last until the likelihood of danger or damage is removed or reduced sufficiently in the judgment of a senior police officer. It is considered that the Schedule to the City ATTRO will ensure that any interference is proportionate, and, given the risks to life and property which could arise if an incident occurred, and the opportunity provided by the ATTRO to remove or reduce the threat of and/or impacts of incidents, the ATTRO is considered to be justified and any resulting interference legitimate.

### **Making the ATTRO**

13. The making of an ATTRO involves the same processes that apply to other traffic orders under the Road Traffic Regulation Act 1984, requiring a very clear statement of reasons for putting the order in place and public consultation on and Notice of the proposal in accordance with the Local Authorities' Traffic Orders (Procedure) (England) Regulations 2012. The proposed **Statement of Reasons** is as follows:

“The anti-terrorism traffic regulation order is proposed in order to comply with a request from the Commissioner of Police for the City of London to potentially control the movement of pedestrians and vehicles on City streets as part of a package of measures aimed at improving the security of people in crowded places and protecting damage to buildings from a potential terrorist attack.

The Order would give to the an officer of the City of London Police of the rank of Inspector or above the power to restrict all or part of any City street at their discretion on the basis of a security assessment or intelligence of a threat. The discretion must be exercised in accordance with the Schedule and any agreed Protocol for the time being in force to ensure that any interference is proportionate and that such restrictions are for the minimum extent and for the minimum period necessary.”

14. The processes for making the ATTRO in the first place are the same procedure for all Traffic Orders and will involve a statutory consultation period. A notice will be placed in the Press and on the City's website. Organisations representing

various road user groups will also be contacted. A minimum period of 21 days will be allowed for any public comments or objections to the proposal. Responses will be evaluated and any unresolved objections will be referred back to the Planning and Transportation Committee for consideration.

### **The management of the ATTRO**

15. In order to further ensure that the ATTRO is proportionate and appropriate, and to provide further transparency in how it is operated, it is proposed that a Protocol be adopted. The draft ATTRO requires the City of London Police to have regard to any Protocol in force for the time being.
16. The proposed Protocol is likely to include provisions for review of the ATTRO and Protocol by the City and City of London Police on an annual basis. This would allow for continuous checks and adjustments if required. It is also proposed that TfL and neighbouring traffic authorities would be involved in the review process were their roads to be included.

### **Corporate & Strategic Implications**

17. Nationally, the Government has a well-documented counter terrorism strategy known as CONTEST. One of the four strands of this National Strategy is titled PROTECT. The police are able to better protect the City community through the application of the ATTRO powers. These powers came were introduced by the Civil Contingencies Act 2004.

18. Locally, The City Together Strategy has five themes. Two of these themes are relevant directly to the issue of an ATTRO.

- Supports our communities

To improve people's health, safety and welfare within the City's environment through proactive and reactive advice and enforcement activities.

- Safer and stronger

To continue to ensure the City is a safe place in which to do business, work, visit, and live.

The City of London Local Plan 2015 aims to ensure that the City remains a safe place to work, live and visit. Core Strategic Policy CS3 makes specific provision for implementing measures to enhance the collective security of the City against terrorist threats, applying security measures to broad areas, including the City as a whole. The Policy also encourages the development of area-based approaches to implementing security measures.

19. Within the framework of the Safer City Partnership, counter-terrorism is one of eight priorities for improving the City's security, and a Counter-Terrorism

Thematic Group is chaired by the Assistant Commissioner. The need and actions associated with an ATTRO are being monitored by that group.

20. The Local Policing Plan for 2015-18 has as an Outcome that “the City of London is protected against the threat from terrorism and remains a safe place for all”. The plan states: “the threat from terrorism and extremism remains high and is becoming more diverse and complex in how it is manifested. The City of London’s historical, cultural and economic importance means it will always be an attractive target for those intent on causing high profile disruption....By continuing to protect the City of London from terrorism we will continue to protect the UK’s interests as a whole”. In terms of prevention, the plan states: “We will continue to work in partnership with the City of London Corporation to enhance security measures across the City of London..”
21. The City of London is vulnerable to terrorist attack due to the concentration of high profile historic, prestigious and financial targets. Consequently, this risk is top of the current Corporate Strategic Risk Register.

### **Financial Implications**

22. The cost of making the ATTRO is expected to be £10,000 in staff cost and fees. This cost is to be funded by the existing £100,000 allocation from within the DBE Local Risk Resources that was approved in February 2015 to progress St Paul’s Area Security Strategy.
23. To date, £18,000 has been spent from the £100,000 allocation (£15,000 for Staff cost and £ 3,000 for fees).

### **Outline Programme:**

- December 2015/ January 2016: CoL Committees
- February 2016 : TRO to be advertised and start of the three weeks statutory consultation period
- March 2016: Traffic Order to be officialised unless there are unresolved objections to the proposal that will therefore be reported to the Planning and Transportation Committee.

### **Conclusion**

Due to the exceptional characteristics of the “square mile”, the City of London is particularly vulnerable to terrorist attack, throughout the whole of its relatively small area. The City ATTRO, in the form of the draft at Appendix 2, is considered an appropriate measure which will help the Commissioner of Police to more readily and better protect the City community. The safeguards proposed in the ATTRO, Schedule and Protocol, including the provision for advance notice, and the 48 hour “cut-off”, would ensure that the City ATTRO is a proportionate measure, used to the minimum extent necessary and suspended as soon as circumstances permit.

## **Contact**

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<b>Telephone Number</b>	020 7332 3634

## **Appendices**

<b>Appendix 1</b>	Commissioner's letter
<b>Appendix 2</b>	The draft City ATTRO (including the Schedule and Statement of Reasons)

## Appendix 1: Commissioner's letter



Adrian Leppard QPM MBA  
Commissioner

John Barradell  
Town Clerk  
City of London Corporation  
Guildhall  
London  
EC2P 2EJ

**Direct line**      **Direct fax**  
0207 601 2001      0207 601 2060

**Your ref:**      **Our ref:**

17<sup>th</sup> June 2015

Dear Town Clerk,

### **Recommendation for an Anti-Terrorism Traffic Regulation Order (“ATTRO”)**

I write to recommend that the City of London make an Anti-Terrorism Traffic Order (“ATTRO”) in respect of the City’s roads [and by TfL in respect of their roads] within the administrative area of the City of London. This would enable the occasional restriction of roads for counter-terrorism purposes on a contingency basis.

There is an acknowledged threat to the UK of international terrorism, and past experience has demonstrated that this threat is particularly acute in crowded places, and places of economic and symbolic importance (see safer Places: A Counter Terrorism Supplement Consultation Document – DCLG/Home Office 2009). Given the characteristics of the City of London’s administrative area as an area which is intensively occupied, contains numerous symbolic sites, and a dense concentration of activities of economic importance, I consider that the circumstances meet both the criteria identified below under (i) and (ii).

The restriction would be in relation to:

- (i) Avoiding or reducing, or reducing the likelihood of, danger connected with terrorism to persons or property on or near a road ; and/or
- (ii) Preventing or reducing damage connected with terrorism (as defined by Section 1 Terrorism Act 2000).

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**www.cityoflondon.police.uk**

An ATTRO enables traffic comprising vehicles and/or pedestrians to be regulated (the extreme of which would be closure of a road) for preventative purposes in connection with Counter Terrorism. An order typically backs up physical security measures in order to preclude vehicles and/or pedestrians from entering or proceeding along a highway within the designated area. For this type of Traffic Regulation Order (TRO) it can only be progressed by way of recommendation from ourselves at the Police.

The ATTRO that I am recommending would be permanent but of a contingency nature and would likely be zoned. To prevent access to a defined area by a determined vehicle-borne attacker, physical measures are typically but not necessarily required. If you are supportive of this ATTRO, CoLP and City officers will work together. I shall be recommending that for local implementation within the City of London, authority for implementation is held at the rank of Inspector or above and reviewed by an officer of the rank of Superintendent or above. Training and awareness will also be provided to police officers and staff.

I further recommend an annual review process of the ATTRO, which I believe is proportionate and necessary given the number of stakeholders affected and emerging security threats.

May I thank the City of London Corporation for its consideration of this ATTRO recommendation, which I believe will provide us with a further protective layer to keep the City safe from terrorism.

I look forward to hearing from you.

*Adrian Giffard*

**City of London Police HQ**

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## **Appendix 2: The draft City ATTRO**

### **“ The City of London (Protective Measures) (No. 1) Traffic Regulation Order 2015”.**



## **TRAFFIC MANAGEMENT ORDER**

**2015 No.**

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### **The City of London (Protective Measures) (No.1) Order 2015**

Made:

Coming into operation:

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The Common Council of the City of London, on the recommendation of the Commissioner of Police for the City of London, and after consulting Transport for London in exercise of the powers conferred by sections 6, 22C, 22D and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984(a) and section 8 of, and Part I of Schedule 5 to, the Local Government Act 1985(b), and of all other powers thereunto enabling hereby make the following Order:-

1. This Order shall come into operation on \*\*\* 2015 and may be cited as The City of London (Protective Measures) (No.1) Order 2015.
2. In this Order:-

“Boundary Road” means any road on the boundary of the area for which the Common Council of the City of London is the traffic authority and for which a neighbouring borough is the traffic authority, and for which the Common Council of the City of London is the traffic authority for only part of the road;



“enactment” means any enactment, whether public, general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument, having effect by virtue of an enactment and any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by of any subsequent enactment;

“terrorism” has the same meaning as in section 1 of the Terrorism Act 2000(c); and

“traffic authority” has the same meaning as in section 121(A) of the Road Traffic Regulation Act 1984.

3. No person shall enter or proceed in, or cause a vehicle to enter or proceed in, any street or length of street for which the Common Council of the City of London is the traffic authority (other than a Boundary Road).
4. Article 3 of this Order shall be commenced, suspended or revived at the discretion of a police officer of the City of London Police of the rank of Inspector or above to such extent and for such period as they may specify. Any discretion of the police officer shall be exercised in accordance with the Schedule to this Order and shall have regard to any Protocol for the time being in force between the Common Council of the City of London and the City of London Police.
5. Nothing in Article 3 of this Order shall apply to anything done with the permission or at the direction of a police constable in uniform.
6. So far as the prohibition in this Order conflicts or is inconsistent with the provisions of any other Order made under the Road Traffic Regulation Act 1984, the prohibition in this Order shall prevail.

Dated this \* day of \*\* 201\*

Transportation and Public Realm Director

## SCHEDULE

### **Criteria for Commencing, Suspending and Reviving The City of London (Protective Measures) (No. 1) Traffic Regulation Order 2015 (“the Order”).**

#### **(1) Criteria for commencement, suspension or revival**

The Order will only be commenced, suspended or revived, and only to the extent necessary, for the following purposes:

1. avoiding, or reducing the likelihood of, danger connected with terrorism; and
2. preventing or reducing damage connected with terrorism.

#### **(2) Commencement or Revival of the Order**

The Order may not be commenced or revived unless a police officer of the rank of Inspector or above is satisfied that they have sound reason for doing so based on a specific threat, security assessment or specified intelligence that there is a threat of danger or damage due to terrorism. On reaching that decision, they shall, as soon as reasonably possible, begin the notification procedure set out in paragraph (4), below.

#### **(3) Suspension of the Order**

Once the Order has been revived or commenced it will be suspended as soon as a City of London police officer of the rank of Inspector or above is satisfied that the likelihood of danger or damage connected with terrorism relied upon to commence or revive the Order is removed or reduced, The Order may be suspended in part if the preceding circumstances arise only in respect of part of the operation of the Order.

#### **(4) Notification**

1. Before commencing, suspending or reviving the Order the City of London Police must publish a notice (in this Order called “notice of intent”) briefly describing the general nature and effect of the proposals, and naming or describing the roads to which the proposals relate (unless the giving of such notice is considered inappropriate having regard to its purpose or cannot be given due to urgency)
2. Subject to para. 4.1 above, a notice of intent must be publicised in such ways as may be appropriate for the purpose of informing persons likely to be affected by the proposals at least seven days before the proposals take effect (or such lesser period as may be appropriate having regard to the circumstances).
3. The Order must not be commenced, or revived unless the City of London Police have given prior notice of the proposals to the Common Council of the City of London, Transport for London, and any other traffic authorities likely to be affected by the proposals at least seven days before the proposals take effect or as soon reasonably practicable.

4. Where the decision is made to suspend the Order (or any part of it) the City of London Police shall notify the Common Council of the City of London, Transport for London, and any other traffic authorities affected of the suspension as soon as possible after the decision is made to suspend the Order (or any part of it).

**(5) Criteria for determining the extent of the restrictions**

The Order will only be commenced or revived in accordance with the following:

- (1) Access will only be restricted to the minimum number of roads necessary to remove or reduce the danger;
- (2) Access will be restricted only to the minimum number and types of road users necessary to remove or reduce the danger;
- (3) Access will only be restricted for the minimum period necessary to remove or reduce the danger; and
- (4) In no circumstances will access be restricted for a continuous period longer than 48 hours without the prior approval of the Commissioner of Police and the Town Clerk [\(or his nominated deputy\)](#).

## Statement of Reasons

### Anti Terrorism Traffic Order

“The anti-terrorism traffic regulation order is proposed in order to comply with a request from the Commissioner of Police for the City of London to potentially control the movement of pedestrians and vehicles on City streets as part of a package of measures aimed at improving the security of people in crowded places and protecting damage to buildings from a potential terrorist attack.

The Order would give to an officer of the City of London Police of the rank of Inspector or above the power to restrict all or part of any City street at their discretion on the basis of a security assessment or intelligence of a threat. The discretion must be exercised in accordance with the Schedule and any agreed Protocol for the time being in force to ensure that any interference is proportionate and that such restrictions are for the minimum extent and for the minimum period necessary.”

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<b>Committee(s):</b>	<b>Date(s):</b>	<b>Item no.</b>
Planning and Transportation	15th December 2015	
<b>Subject:</b> Towards a City Freight Strategy – Interim Report		<b>Public</b>
<b>Report of:</b> Director of the Built Environment		<b>For Decision</b>
<b>Ward (if appropriate):</b> All wards		
<p><b><u>Summary</u></b></p> <p>In September 2013 your Committee agreed to work towards the adoption of a City Freight Strategy. A strategy is needed to address traffic and environmental issues arising from increasing freight and servicing activity associated with the growth of City employment.</p> <p>This report sets out a proposed interim strategy comprising a single objective:</p> <p><i>‘To reduce the number of freight and delivery vehicles on the City’s streets, particularly at peak times, whilst still allowing the City to flourish’</i></p> <p>It also recommends adopting the 4Rs approach (Reduce, Re-time, Re-route and Re-mode) to reduce the impact of freight on the City and contains a limited number of key strategy measures which are intended to move the City towards a more sustainable pattern of delivery and servicing activity. These relate to:</p> <ul style="list-style-type: none"> <li>● consolidation:</li> <li>● delivery and servicing plans (DSPs);</li> <li>● re-timing initiatives: and,</li> <li>● stakeholder engagement</li> </ul> <p>The intention would be to press ahead with the development and implementation of these measures pending the anticipated publication of TfL’s London-wide freight strategy, at which point the interim strategy would be reviewed and revised if necessary.</p>		

## **Recommendations**

I recommend that your Committee:

1. Approves the following objective as the basis of the City's interim freight strategy - *'To reduce the number of freight and delivery vehicles on the City's streets, particularly at peak times, whilst still allowing the City to flourish'*;
2. Adopts the 4Rs approach (Reduce, Re-time, Re-route and Re-mode) as the basis for reducing the impact of freight on the City;
3. Authorises officers to proceed with the development and implementation of the policy and strategy measures described in this report and the appended action plan in respect of consolidation, delivery and servicing plans, re-timing initiatives and stakeholder engagement;
4. Agrees to review the interim strategy when TfL's London-wide freight strategy is published.

## **Main Report**

### **Background**

1. Freight accounts for a significant proportion of traffic in the City of London (20% between 07.00 and 19.00) and freight vehicles compete for scarce road space with other priority and vulnerable road users such as buses, cyclists and pedestrians. Freight vehicles also account for a disproportionate number of collisions/casualties and are a significant source of air pollution.
2. However, efficient delivery and servicing arrangements are essential for the business City and future growth in City employment will lead to increased demand for deliveries/servicing. It is estimated that the planned growth of London will lead to a 15% growth in demand for freight and servicing by 2025 (TfL - *Transport 2025 Transport vision for a growing world city*).
3. The Local Plan anticipates increasing the City's office floorspace by 1,150,000sq.m between 2011 and 2026. Core Strategy CS1 seeks to accommodate that growth whilst CS16 seeks to minimise congestion.
4. If nothing is done it is likely that conflict between freight and other road users will increase in connection with the anticipated future growth in the numbers of pedestrians and cyclists using the City's streets. Accommodating all these extra demands within the City's constrained street network will be a challenge but experience gained during the

Olympics suggests that opportunities do exist to reduce the impact of servicing and delivery activity.

### **Strategic Context**

5. Freight distribution is very much a cross-boundary activity and many aspects need to be addressed at a strategic rather than local level. Therefore it makes sense for any City freight initiatives to fit within the context of TfL's proposed London-wide Freight Plan.
6. It had been expected that this would be released during the autumn of 2014 but the need for more time to complete data collection and background investigations has pushed back publication of the consultation draft and it now seems unlikely to be released until mid-2016 at the earliest.
7. However, the broad thrust of TfL's approach is already known, being based on the 4Rs 'Reduce, Re-time, Re-route and Re-mode' philosophy adopted with some success during the 2012 Olympics, and the interim City strategy recommended in this report is consistent with that approach. The intention would be to press ahead with the proposed interim measures and undertake a review of progress when TfL's strategy is published.

### **Key Objective**

8. The City already has an approved Road Danger Reduction Plan which contains a dedicated programme of work to address safety issues relating to goods vehicles. It also has Air Quality and Noise Strategies which contain specific proposals and measures to tackle the adverse environmental implications arising from delivery and servicing activity.
9. To avoid unnecessary duplication with these existing strategy documents it is proposed to focus the interim Freight Strategy on the following single objective:

*'To reduce the number of freight and delivery vehicles on the City's streets, particularly at peak times, whilst still allowing the City to flourish'*

10. Achievement of this primary objective will have a direct impact on levels of traffic congestion in the City and help to free up road space for other priority road users including buses, pedestrians and cyclists. It will also have an indirect effect on other freight-related issues – noise, air pollution and road danger reduction – and contribute towards the achievement of improvements in these strategy areas.

### **Proposed Strategy**

11. The City has a number of tools at its disposal with the potential to influence the pattern of freight activity. In the case of new developments and changes

of use, the planning system is the key to ensuring that buildings are designed and regulated from the outset in such a way as to minimise delivery and servicing activity. In the case of existing developments, securing change is likely to require a combination of ‘hearts and minds’ campaigns to promote voluntary changes and access restrictions to force behaviour change.

12. However, minimising freight activity has not been a policy priority for the City in the past and achieving significant change will require the strengthening and more rigorous application of the tools which are available.
13. In order to ensure a clear focus on achieving the single key objective of reducing the number of freight and delivery vehicles the recommended interim strategy is deliberately framed around a limited number of key measures which are expected to have the most impact:
  - consolidation;
  - delivery and servicing plans;
  - re-timing initiatives; and,
  - stakeholder engagement.
14. These key measures together constitute an action plan which is appended to this report.

### Consolidation

15. Reducing the absolute number of freight vehicles whilst maintaining essential deliveries will require the consolidation of loads and/or the use of larger vehicles. In fact, consolidation is likely to be the single most important means of reducing the number of deliveries and may take a number of forms:
  - Off-site consolidation centres. Typically multiple suppliers deliver to a depot outside the City and loads are consolidated reducing the overall number of vehicles entering the City.
  - Procurement and contract management. Businesses adopt procurement policies which achieve consolidation through reducing the number of suppliers and the frequency of deliveries.
  - Collaborative/collective procurement and supply chains. Businesses in multi-tenanted or neighbouring properties agree to use the same suppliers and/or a single nominated carrier for all deliveries.
16. Some City businesses are already consolidating deliveries on a voluntary basis either through their procurement policies or, in a small number of cases, through the establishment of off-site consolidation centres. For



example, one City business has reduced deliveries from 40-80 per week to around 15 through the use of an out-of-City consolidation centre and the developer of 22-24 Bishopsgate is proposing to use an out of City consolidation centre because of the difficulties of servicing in an area with restricted access and high pedestrian activity.

17. However, more needs to be done to increase awareness of the benefits of consolidation and to encourage greater take-up by City businesses. This is particularly the case for large new developments where it may become necessary to require consolidation as a condition of planning approval in order to mitigate otherwise adverse effects of servicing activity on the surrounding area. The Chief Planning Officer and Development Director is currently reviewing the precise mechanism for managing consolidation through the use of planning conditions or legal agreements.
18. The Local Plan provides the policy justification for the regulation of new development in the City and Policy CS16 requires ‘developers to demonstrate, through transport assessments, construction logistics plans, travel plans and delivery/servicing plans (DSPs), how the environmental impacts and road danger of travel and servicing will be minimised’. However, the Local Plan does not contain any specific mention of consolidation. The London Plan, Policy 6.14, requires local planning authorities to promote sustainable freight transport, including consideration of consolidation centres and this provides a mechanism to develop further guidance within the City. The following measures are therefore recommended to make it clear that the City will as a general rule expect new developments to commit to consolidation of deliveries either as a condition of planning permission and/or through a legally binding DSP.

#### Strategy Measures

- Prepare a Supplementary Planning Document setting out the City’s policy in support of consolidation.
- Require all DSPs to include specific proposals for consolidation.
- Incorporate a specific policy requiring consolidation for new developments in the next iteration of Local Plan.
- Consider the possibility of using City car parks or other premises for consolidation centres.

## Delivery and Servicing Plans (DSPs)

19. DSPs are the main means by which the City can regulate the number of freight vehicles servicing new developments and their operational practices. These plans are required under Local Plan policy DM16.1 for all development that will cause significant impacts on the local or wider area through operational deliveries and servicing; DSPs can incorporate a wide range of measures, including consolidation and re-timing, and have the potential to be a very useful tool. However, a recent review of DSPs submitted to the City concluded that most do not contain sufficiently stretching targets to move towards sustainable delivery arrangements; that most building occupiers were unaware of their existence; and, that compliance was poor because the City does not undertake monitoring to ensure that DSP commitments are implemented and observed.
20. It is therefore strongly recommended that the existing DSP system be overhauled to increase its effectiveness. The City is working with the Cross River Partnership, TfL and Westtrans as part of the LaMiLo (last mile logistics) project funded by the European Regional Development Fund to develop revised guidelines and a new template for DSP applications. It is hoped that this will ensure that future DSPs contain much more stringent measures to reduce freight activity associated with new developments and incorporate relevant measures from related City Strategies.
21. However, new guidelines will not revitalise the DSP system by themselves. If DSPs are to play a useful role in the City's freight strategy, more staff resource will also need to be devoted to ensuring that monitoring and enforcement is much more rigorous in future. This extra resource will be delivered through the current restructuring of the City Transportation Section.

### Strategy Measures

- Issue revised DSP guidelines and template requiring specific consideration of consolidation, re-timing measures and other environmental controls.
- Establish an enhanced monitoring and enforcement regime.
- Develop an accreditation scheme for compliance and good practice.

## Re-timing Initiatives

22. Re-timing deliveries is an option for reducing the number of freight vehicles at times and places of peak pedestrian and cyclist activity.

Switching to daytime off-peak or night-time deliveries can be attractive to some companies and a significant amount of delivery activity already occurs at night on a voluntary basis, though the overall extent of this has not been quantified.

23. TfL has produced guidance to encourage freight operators and businesses to consider voluntary re-timing and this is something that the City could also champion through business engagement. However, securing major re-timing change is also likely to require an element of compulsion; DSPs provide an opportunity to specify that new developments only receive deliveries at off-peak times and Traffic Regulation Orders provide a potential mechanism for restricting access to particular areas at particular times and thereby forcing re-timing. Area-based traffic management and environmental enhancement schemes provide a good opportunity to comprehensively review delivery and servicing requirements and to consider access restrictions at peak times.
24. However, re-timing needs to be considered in the context of the City's Noise Strategy which seeks to control deliveries which cause noise nuisance during the hours of 23.00 to 07.00; 163 planning permissions granted since 2005 have a condition restricting servicing between these hours. In order to ensure that such conditions are not unnecessarily restricting opportunities for night-time deliveries, your officers have established a working protocol to review the environmental and transportation implications of cases where such conditions are proposed.

#### Strategy Measures

- Extend traffic composition survey to 24 hours to quantify existing night-time freight activity.
- Initiate re-timing trials and monitor impact.
- Agree a protocol which considers the balance between environmental and transportation implications in all cases where planning conditions are proposed which would restrict night-time deliveries.
- Introduce pilot area-based re-timing in conjunction with pedestrianisation schemes – initially Liverpool St and Bank.
- Introduce a process to review all planned environmental enhancement and traffic management schemes with a view to incorporating measures to restrict deliveries at peak times.

## Stakeholder Engagement

25. It is clear that securing a major reduction in freight vehicles in the City will have significant implications for the way in which developers, local businesses and freight operators currently operate. It will be essential to have buy-in from these stakeholders as the freight strategy develops and it is therefore recommended that a high-level freight forum is set up to encourage engagement and discussion. It is also recommended that resources be devoted to the development of a programme of promotional material and events to raise awareness of the need for a revised approach to freight in the City and to highlight the benefits of measures such as consolidation and re-timing.
26. It will also be important to continue to engage with TfL on strategic freight matters and with freight industry representatives through the Central London Freight Quality Partnership.

### Strategy Measures

- Establish a City Freight Forum with developers, local businesses and freight transport companies.
- Prepare programme of promotional material and events in connection with launch of revised DSP guidelines.
- Engage with stakeholders to promote consolidation, re-timing and other measures to reduce freight deliveries.
- Participate in the TfL Freight Forum and the Central London Freight Quality Partnership.

### Other measures

27. This report has concentrated on two of the 4Rs – Reduce and Re-time – which appear to have greatest potential for removing vehicles from the City’s streets. However, opportunities for the other two – Re-route and Re-mode – will also be considered as the strategy develops.
28. The City already has a ban on vehicles over 7.5T (except for access) covering much of the City and is working with the police to strengthen enforcement. Thus vehicles with no legitimate reason for being in the core of the City are already subject to re-routing.

29. As far as re-mode is concerned, the opportunities for switching freight from road to rail or river transport are very limited in the City context due to restricted availability of suitable rail termini and river wharves. However, switching small local deliveries to foot and cycle couriers has the potential to reduce the number of motor vehicles circulating the City and is something the City could seek to encourage, through the DSP system for example.

### **Corporate & Strategic Implications**

30. The development of a City Freight Strategy accords with the objectives of the City's Corporate Plan and will contribute towards the delivery of Core Strategy Policy CS16 which seeks to improve the sustainability of the City's transport system, improve conditions for safe and convenient walking and cycling, minimise congestion and reduce vehicle emissions.
31. An adopted freight strategy will also complement the City's Road Danger Reduction Plan, Noise Strategy and Air Quality Strategy.
32. There are no significant negative impacts on any of the City's equality target groups arising from this report.

### **Financial Implications**

33. The implementation of most of the measures within this report will be met initially within existing budgetary and staff resources (Transport Planning and Development Management) and through the extra staff resource to be recruited as part of the approved restructuring of the City Transportation Section. £30k is allocated for freight initiatives this financial year which will be used for:
- Preparation of consolidation SPD (£20K)
  - Publication and promotion of revised DSP guidelines (£5k)
  - Campaign material and promotional activity (£4k)
  - Establishment of Freight Forum (£1k)
34. The proposed pilot area-based re-timing schemes will be developed and funded as integral elements of the Liverpool Street and Bank area improvement projects.

## APPENDIX

### ACTION PLAN

	<b>Action</b>	<b>Timeframe</b>	<b>Funding/Staffing</b>
	<b>CONSOLIDATION</b>		
1.	Prepare a Supplementary Planning Document setting out the City's policy in support of consolidation.	Adopt SPD by October 2016	£20,000
2.	Require all DSPs to include specific proposals for consolidation.	By October 2016	Staff resource
3.	Incorporate a specific policy requiring consolidation for new developments in the next iteration of the Local Plan.	Consultation on Issues and Options – September 2016. Adoption of revised Plan 2019.	Included in Local Plan review
4.	Consider the possibility of using City car parks or other premises for consolidation centres.	Ongoing review	Included in car park review
	<b>DELIVERY AND SERVICING PLANS</b>		
5.	Issue revised DSP guidelines and template requiring specific consideration of consolidation, re-timing measures and other environmental controls.	September 2016	£5,000
6.	Establish an enhanced monitoring and enforcement regime.	Establish system by September 2016 then ongoing.	Staff resource
7.	Develop an accreditation scheme for compliance and good practice.	Establish by September 2016 then ongoing	£5,000 Staff resource
	<b>RE-TIMING INITIATIVES</b>		
8.	Extend traffic composition survey to 24 hours to quantify existing night-time freight activity.	December 2015	Included in traffic composition survey
9.	Initiate re-timing trials and monitor impact.	July 2015	Staff resource.
10.	Agree a protocol which considers the balance between environmental and transportation implications in all cases where planning conditions are proposed which would restrict night-time deliveries. Implement protocol.	Completed  Ongoing	Staff resource  Staff resource

11.	Introduce pilot area-based re-timing in conjunction with pedestrianisation schemes – initially Liverpool St.	Liverpool Street 2018 to coincide with Crossrail opening. Bank interim scheme November 2016: permanent scheme 2020.	Included in Liverpool St scheme.
12.	Introduce a process to review all planned environmental enhancement and traffic management schemes with a view to incorporating measures to restrict deliveries at peak times. Train appropriate staff.	Ongoing	Staff resource
	<b>STAKEHOLDER ENGAGEMENT</b>		
13.	Establish a City Freight Forum with developers, local businesses and freight transport companies.	First meeting May 2016 then ongoing	£5,000 Staff resource
14.	Prepare programme of promotional material and events in connection with launch of revised DSP guidelines (see items 5, 6 and 7).	First tranche to coincide with launch of revised DSP guidelines September 2016.	£15,000
15.	Engage with stakeholders to promote consolidation, re-timing and other measures to reduce freight deliveries.	Ongoing	Staff resource.
16.	Participate in the TfL Freight Forum and the Central London Freight Quality Partnership.	Ongoing	Staff resource.

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<b>Committee(s):</b>	<b>Date(s):</b>	
Planning & Transportation	15 December 2015	
<b>Subject:</b> Body Worn Cameras (Bodycams): Civil Enforcement Officers (Parking)		<b>Public</b>
<b>Report of:</b> Director of the Built Environment		<b>For Information</b>
<b><u>Summary</u></b>		
<p>Body Worn Cameras (Bodycams) were introduced on 11 May 2015 for Civil Enforcement Officers (CEOs). The CEOs are employed by Indigo Parking Services UK Ltd (previously Vinci Park Services UK Ltd) who are contracted to provide parking and traffic enforcement as part of combined services on behalf of and for the City of London under an Agreement dated 24 February 2014. The CEOs perform a key role in maintaining road safety and traffic flows in the City by encouraging motorists to comply with the parking and traffic regulations.</p> <p>This report updates Members on the implementation of Bodycams, the effect this technology has had in improving personal safety of CEOs and enhancing parking and traffic enforcement service delivery.</p> <p><b>Recommendations</b></p> <p>Members are asked to receive this report.</p>		

## **Main Report**

### **Background**

1. Body Worn Cameras (Bodycams) for Civil Enforcement Officers (CEOs) were introduced on 11 May 2015. A review of this technology has been undertaken since its introduction, and this report updates Members on the outcome of that review.
2. Members are reminded that Bodycams are routinely used by local authorities for parking and traffic enforcement to capture both video and

audio information. The equipment is known to improve safety, reduce crime and anti-social behaviour as well as improving the delivery of services through improved efficiency, and better management of complaints and investigations.

### **Personal Safety**

3. CEOs perform a key role in maintaining road safety and traffic flows in the City of London by encouraging motorists to comply with parking and traffic regulations. This brings them into regular contact with the public in often highly charged circumstances. As such CEOs can be subject to varying degrees of abuse whilst carrying out their duties.
4. Prior to the introduction of Bodycams there were 2-3 reported incidents every month where a CEO was subject to serious verbal (including racial abuse) or physical abuse. Since the introduction of Bodycams there have been no reported incidents of serious abuse or assaults requiring Police intervention. However, should these occur the Bodycam continues to be a useful tool in providing reliable evidence to the Police if needed e.g. in the event of a prosecution.
5. A significant benefit reported by CEOs is the preventative nature of the equipment. Once the CEO announces to a member of the public that their interaction is being recorded, a potentially aggressive incident is diffused and prevented from escalating. The CEOs report that this has reduced potential incidents of abuse by an estimated 70%

### **Complaints & Appeals**

6. Sometimes complaints are received about the issue of a Penalty Charge Notice (PCN) where there are disputes of fact regarding conversations and other interactions between motorists and the CEO. The Bodycam recording of such interaction has proved helpful in resolving these disputes efficiently and effectively. Since May 2015, Bodycam recordings assisted in dealing with six complaints about CEOs, none of which were upheld.
7. The Bodycam recordings of enforcement activities have greatly assisted with the consideration of challenges, and appeals to PCNs improving the quality of investigation and decision making regarding cancellation.
8. However some London authorities are now using Bodycam recordings to support their evidence in respect of appeals referred to the Environment and Traffic Adjudicators at London Tribunals (formerly Parking & Traffic Appeals Service). The supplementary evidence at appeal has proved particularly beneficial in those cases where there is a differing account of

circumstances surrounding the issue of the PCN between the CEO and motorist.

9. The City of London does not currently utilise Bodycam recordings to support appeals that are referred to the Enforcement & Traffic Adjudication London Tribunal, but it is proposed that this be undertaken in future for those cases where the motorists and CEO's account of the circumstances are different. It is anticipated that this will be around a dozen cases a year. The Privacy Impact Assessment (PIA), detailed in Appendix 1, has been amended to reflect this additional use of recordings.

### **CEO Training**

10. All CEOs have received training in the necessary technical aspects of the equipment being used, and legislation such as the Data Protection Act 1998 (DPA). Only those who have received the training are permitted to use the equipment.
11. Bodycam recordings have provided useful information for improving general enforcement training of CEOs. Trainers and supervisors have utilised the footage from Bodycams on nine occasions to review and improve how incidents and parking contraventions are handled. The overall result being an improved quality of enforcement and customer service.

### **Privacy Impact Assessment (PIA)**

12. In line with the Information Commissioner's Office (ICO) recommendation, a Privacy Impact Assessment (PIA) was completed prior to the introduction of the Bodycams to ensure compliance with the Data Protection Act 1998 (DPA). Members were provided with a copy of the first PIA with the report that was presented to Committee on 14 April 2015. Since then the PIA has been updated to take into account operational changes that have emerged since the technology was introduced.
13. A Body Worn Camera Protocol is in place, which outlines best practice guidelines for the use of the equipment and recordings. The adherence to this Protocol is a requirement of the current agreement between the City and Indigo who are operating the Bodycams on behalf of the City.
14. Specifically the Protocol ensures that:
  - That the deployment and usage of Bodycams, including the process of the capture, retention, and sharing of any data complies with relevant legislation and good practice

- On-going compliance with any data protection good practice note as may be released from time to time by the ICO
  - That captured and retained images and sounds are suitable evidential quality
  - Information is stored safely and securely
15. A fundamental breach of the Protocol might also result in termination of the Agreement.

### **Financial & Risk Implications**

16. Indigo's compliance with the Body Worn Camera Protocol is monitored and managed as a contractual Key Performance Indicator (KPI) with financial penalties imposed for failing to meet the provisions of the Protocol. Indigo has met the KPI.
17. The purchase of the equipment was jointly funded between the City and Indigo and supplied by Edesix who are a specialist provider of this type of equipment for parking enforcement. The City of London retains ownership of the equipment, and all recordings captured.

### **Legal Implications**

18. The Protocol for the use of Bodycams ensures compliance with the Data Protection Act 1998, which regulates the processing of personal data. The Freedom of Information Act 2000 provides for a general right of access to information, which is not personal data held by public bodies. The Human Rights Act 1998, Article 6 (right to a fair trial) requires recordings that might have the potential to be used in court proceedings, to be safe guarded i.e. need an audit trail. Article 8 (right to respect for private life) requires that recordings, which may potentially be private, must not go beyond what is necessary.
19. Under the Agreement, which was varied by way of a Change Request, the service provider must take account of, and comply with the Protocol for the use of Body Worn Cameras. Monitoring of the service provider's adherence and compliance with the Protocol is a key performance indicator, which is monitored regularly, and is a standard agenda item at contract management meetings with the service provider.
20. Any fines, costs and other expenses, which the City may incur arising from data protection breaches or other action, which the City may incur as a result of the service provider's failure to comply with the City's Protocol

and the Data Protection Act 1998 would be provided for within the indemnity set out in the Agreement.

21. There has been no change in the legal entity of the original contracting party who the City contracted with for the provision of the combined services. A Certificate of Incorporation recording the change of name from Vinci Park Services UK Ltd to Indigo Parking Services UK Ltd was issued by Companies House on 5 November 2015.
22. All captured data is processed and complies with the Data Protection Act 1998, and adheres to ICO guidance. The City recognises the risk of enforcement action should any processing breach occur. For data protection purposes, the City of London is the Data Controller (the responsible party) and Indigo is the Data Processor in relation to the personal information being processed through Bodycams. This is consistent with other data that is stored and used by the City's contractor for processing PCNs and the provisions are covered in formal contract between both parties.
23. Any individual who is the subject of a recording, and requests access to it, has a right to do so in line with the sixth data protection principle. This process is known as a subject access request (SAR). There have been no SAR requests since the introduction of Bodycams.

### **Strategic Implications**

24. The introduction of Bodycams contributes towards the provision of an efficient and high quality local service for workers, residents and visitors in the Square Mile by improving efficiency of working, minimising threats towards CEOs and improving the quality of investigation in relation to complaints, challenges and appeals to PCNs. It also supports the City's Core Value of working in partnership with its contractors and service providers.

### **Conclusion**

25. This report provides an update to Members on the use of Body Worn Cameras (Bodycams) for Civil Enforcement Officers since this technology was introduced on 11 May 2015. It outlines benefits in relation to improving the delivery of parking and traffic enforcement services. As Bodycams will continue to be used for parking and traffic enforcement purposes.

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**Appendix 1**

	<b>PRIVACY IMPACT ASSESSEMENT</b>	
<p><b>BODYCAMS &amp; BENEFITS</b></p>	<p><b>Introduction</b></p> <p>Body Worn Cameras (Bodycams) were introduced on 11 May 2015 for the purposes of parking and traffic enforcement.</p> <p>Body Worn Cameras (Bodycams) are a body worn portable system that can provide an audio and visual record of enforcement activities undertaken by Civil Enforcement Officers (CEOs). This technology is routinely used by local authorities including those who have contracted out their parking services.</p> <p>Bodycam technology can address a number of needs:</p> <ul style="list-style-type: none"> <li>• Maintaining traffic flows and minimising congestion on City Streets</li> <li>• Improved health and safety of CEOs by reducing the risks of assaults</li> <li>• Training tool</li> <li>• Enhance the integrity, efficiency and effectiveness of parking enforcement</li> </ul>	<p><b>Supplementary Information:</b></p> <p>Civil Enforcement Officers (CEOs) are employed by Indigo who provide parking enforcement on behalf of the City of London.</p>

- Strengthen the quality of communication with motorists and general public
- Strengthen the quality of evidence to support the issue of a Penalty Charge Notice (PCN) to ensure fairness, transparency and accountability in the appeals process and in dealing with complaints
- Improving the quality of evidence to support police action in the event of physical and verbal assaults on CEOs representing the City of London.

#### **Improved health and safety of CEOs**

According to some findings such as those previously presented to the London Assembly Parking Enforcement Scrutiny Committee assaults on parking attendants (now Civil Enforcement Officers) was on the rise.

Prior to the introduction of Bodycams there were 121 incidents of abuse directed at CEOs representing the City of London, which equates to approximately 25 per year. These incidents ranged from spitting and liquid throwing, verbal abuse e.g. racial and physical abuse such as pushing. This equates to around 2-3 reported serious incidents of physical and verbal abuse every month.

The City of London considered this to be unacceptable as CEOs should not be subject to harassment, distress, abuse and threatening



	<p>behaviour whilst undertaking their duties therefore worked in partnership with Indigo to reduce this through the introduction of Body Worn Cameras (Bodycams).</p> <p>It is a well-known fact that violent and aggressive attacks on staff leads to loss of time, increased costs as a result of procuring additional staff and legal fees, as well as a reduction in staff morale. Equally for the affected employee the effects of a violent incident can be both physical and psychological.</p> <p>In addition to improving safety, Bodycams have also proven to assist in the management of complaints and investigations. The technology also minimises the frequency and duration of potentially aggressive interaction between the CEO and the motorist, allowing CEOs to go about their duties more efficiently.</p> <p>Bodycams have proven to be an invaluable tool and their use has reduced the risk of assaults. Working in partnership with Indigo, the City of London introduced this technology for the CEOs on 11 May 2015 and has noted advantages since the equipment was implemented, particularly in relation to improved safety of CEOs.</p> <p><b>Appeals and complaints</b></p> <p>Bodycams are used to document evidence of parking contraventions and conversations with the public. This will improve fairness,</p>	<p>Bodycams are activated when a Penalty Charge Notice (PCN) is issued to a vehicle that is parked in contravention, and switched off once the PCN has been served.</p>
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	<p>transparency and accountability in the appeals process, and in the management of complaints. Where necessary, the evidence is provided to the Environment &amp; Traffic Adjudication London Tribunals to support the validity of a Penalty Charge Notice only when there is differing accounts of circumstances between the motorist and CEO.</p>	
<p><b>COLLECTION, USE &amp; DELETION OF PERSONAL DATA</b></p>	<p>For data protection purposes, the City of London is the Data Controller and Indigo is the Data Processor in relation to any personal information being processed. This is consistent with other data that is stored and used by the City's contractors for processing PCNs and the provisions are covered in the formal contract between the City of London and Indigo.</p> <p>The City of London is already a notified Data Controller with the Information Commissioner's Office (Registration Number Z5996206), and the registration entry has been updated to reflect the use of the Bodycams prior introduction.</p> <p>All recordings are securely stored in a locked location that is covered by office CCTV to ensure that at all times no unauthorised access is allowed to the recorded material. All access to stored data is logged and recorded. The existing CCTV room (controlled) located at Aldersgate Street is used for this purpose. Data access is restricted to authorised personnel only, by using unique passwords</p>	<p><b>Supplementary Information:</b></p> <p>Recorded images include vehicle registration numbers, and possibly occupants of vehicles, pedestrians and employees of Indigo or City of London.</p> <p>In addition to the City's Authorised Officer, only the Contract Manager, Assistant Contract Manager &amp; Training Manager Indigo will have access to the recorded data.</p> <p>Data will be stored for a maximum of 90 days. There is encrypted security built in to ensure there is no unauthorised</p>

	<p>and logins.</p> <p>Daily recorded footage is transferred to a secure storage device. The stored data is kept separately and uniquely identifiable at all times. No footage is left on the Bodycam devices once it has been transferred to the secure storage device.</p> <p>Stored recordings are used for the enforcement of PCNs issued by CEOs, and, where necessary, as evidence for the police to follow up physical or verbal assaults on the CEOs performing their duties.</p> <p>Stored recordings are also used for CEO training, for example the correct way to issue a PCN or how best to manage a potentially volatile situation with evidence used to demonstrate to CEOs how their individual performance can be improved.</p> <p>Access, viewing, disclosure and retention of stored data are controlled by the City of London, and in accordance with the Data Protection Act 1998, and any other relevant legislation. The storage and processing of the data is undertaken by Indigo in accordance with an agreed Protocol with the City of London.</p> <p>A retention schedule is in place to ensure that no information is retained for longer than is necessary for its purpose, for example where the PCN is paid without appeal, the appeal process has been exhausted or where the police may need it for evidence purposes.</p>	<p>access.</p> <p>Data storage is located at Aldersgate Street with controlled access to authorised personnel.</p> <p>Recorded audio is in relation to any conversation the CEOs engages in with motorists, members of the public and employees of Indigo or the City of London, where such recording is made in line with the agreed protocol.</p> <p>In the event of an incident, the reporting procedure is followed and only those incidents of physical abuse or serious verbal abuse such as racial abuse, will be considered for further action i.e. referral to the Police. What constitutes serious verbal abuse is a judgment that will be made by the</p>
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		<p>Authorised Officer.</p> <p>The data is securely stored for 90 days or longer in the event of an incident that might be investigated by the Police.</p>
<b>CONSULTATION</b>	<p>As the equipment is not necessarily identified as a camera by the public, especially from a distance, members of the public may be unaware that the Bodycam is capable of recording sound. In order to ensure fair processing, the use of Bodycams was widely publicised via the City's website to public awareness of the use of Bodycams in its enforcement area.</p> <p>The general public were invited to comment the use of this technology following its first introduction by contacting <a href="mailto:parking.team@cityoflondon.gov.uk">parking.team@cityoflondon.gov.uk</a>.</p> <p>This initiative was also publicised via other communication methods such as Twitter, Facebook and News Letters.</p>	<p><b>Supplementary Information:</b></p> <p>No enquiries were received.</p>
<b>PRIVACY RISKS AND SOLUTIONS</b>	<p><b>Privacy and Related Risks</b></p> <p>A number of risks were identified with the introduction of Bodycams:</p> <ul style="list-style-type: none"> <li>• Inadequate disclosure controls, which increased the likelihood</li> </ul>	

	<p>of information being shared inappropriately.</p> <ul style="list-style-type: none"><li>• The context in which information is used or disclosed can change over time, leading to it being used for different purposes without people's knowledge.</li><li>• New surveillance methods may be an unjustified intrusion on privacy. Measures taken against individuals as a result of collecting information about them might be seen as intrusive.</li><li>• Information which is collected and stored unnecessarily, or is not properly managed so that duplicate records are created, presents a greater security risk.</li><li>• If a retention period is not established information might be used for longer than necessary.</li><li>• Non-compliance with the DPA or other legislation can lead to sanctions, fines and reputational damage. Problems which are only identified after the project has launched are more likely to require expensive fixes.</li><li>• Information that is collected and stored unnecessarily, or is</li></ul>	
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	<p>not properly managed so that duplicate records are created, is less useful to the business.</p> <ul style="list-style-type: none"> <li>• Public distrust about how information is used can damage an organisation's reputation and lead to loss of business. Data losses which damage individuals could lead to claims for compensation.</li> </ul> <p><b>Identified Solutions</b></p> <p>A Protocol outlining the detailed procedures for the operational use of Bodycams was produced to ensure the use of the equipment and the recorded personal data complies with the Data Protection Act.</p> <p>Bodycams are only deployed in an overt manner, using trained uniformed staff and in defined operational circumstances. The technology is only deployed in accordance with the Protocol to ensure its use is proportion, necessary and justifiable.</p> <p>All CEOs wear a visible identification badge alerting to the presence of the Bodycam equipment. The camera is securely fixed to the CEO's uniform to ensure it cannot easily be removed by a member</p>	<p>Monthly audits are undertaken to ensure that the use of Bodycams is managed in accordance with the Protocol.</p>
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of the public.

The following photograph illustrates the equipment is attached to the CEO's uniform:



All captured data is processed to ensure compliance with the Data Protection Act and other relevant legislation. In cases where recordings of identifiable individuals have taken place, the evidence/recording is only made available in accordance with the Data Protection Act. This is likely to include employees of the City of London or its contractor, the Police, third parties involved in the handling of PCN appeals.

Any individual who is the subject of a recording, and requests

There is encrypted security built in so there is no unauthorised access to footage. Each CEO is assigned their own personal Bodycam.

	<p>access to it, has a right to do so in line with the sixth data protection principle. This process is known as a subject access request (SAR)</p> <p>Upon receipt of such a request, the City of London follows the normal procedure and ensures that the person requesting access to the recording is the same person recorded.</p> <p>All CEOs receive specific training in the necessary technical aspects of the equipment being used. This covers the legal implications, equipment, practical use, (when to commence and cease recording for example) and safety information.</p> <p>The CEO make a verbal announcement to indicate that the Bodycam is activated, and the announcement includes details of the date, time, location, and nature of the. CEOs are instructed to make the announcements clearly and in straightforward language that can be easily understood by the general public.</p> <p>Recordings commence at the start of any alleged contravention and continue uninterrupted until the contravention has been fully recorded and the PCN served. If a driver returns and enters into a conversation, the CEO makes them aware that the parking contravention and/or conversation is being recorded.</p> <p>CEOs will not use Bodycams for monitoring and recording of all</p>	
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activity on a continuous basis. Nor will the information captured from a Bodycam replace the CEO's pocket book, which remains the primary evidence to support the issue of a PCN. Recording of general patrolling duties are not made, unless a driver or member of the public approaches the CEO and the CEO believes that individual is being aggressive or there is the potential for aggression. When engaging in non-routine or potentially controvertible conversations, the CEO announces to the individuals that video and audio recording is taking place.

The contractor operates a booking in/out procedure for these devices, in a controlled environment providing a full audit trail of the equipment in use. In the event of a lost camera, the contractor is obliged to immediately report it to the City of London's the Authorised Officers (as outlined in the Protocol) who will then notify the City of London's Information Officer. The information lost will then be assessed, and any necessary action taken.

The Agreement with the contractor (Indigo formerly Vinci Park Services UK Ltd) provides for variations to be dealt with by way of a Change Request. The Change Request places an obligation upon Indigo to take account of, and comply with a Protocol for the use of Body Worn Cameras, setting out how the equipment is used. Any breach of the Protocol is regarded as fundamental breach of the Agreement, which might ultimately result in its termination. The Change Request also incorporated changes required to Indigo's Data Protection Access Controls Policy and Data Retention Schedule.

	<p>At the end of the CEO's shift, the information is downloaded onto a secure networked computer, which is located at Aldersgate premises. Recorded material is not disclosed to a third party unless approved, and access to recordings are controlled and approved by City of London Authorised Officers listed in the Protocol.</p>	
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## CONCLUSION

The introduction of Bodycams is a positive development to ensure, as is reasonably practicable, the health and safety of its contractors. Body Worn Cameras were introduced on 11 May 2015 for the purposes of parking and traffic enforcement and has achieved the desired outcomes of:

- Improved safety for CEOs
- Improved service delivery by minimising the frequency and duration of interactions between the CEO and motorist allowing CEOs to go about their duties more efficiently (Network Management Duty)
- Enhanced quality of service e.g. by identifying training needs
- Evidence for complaints, challenges and appeals in relation to Penalty Charge Notices
- Evidence for prosecution re: verbal or physical abuse towards a CEO

This technology is routinely used by local authorities for the purposes of improved safety around its parking and traffic enforcement services. A survey undertaken in April 2015 suggested that over third of local authorities are using, or intend to introduce this technology.

The Privacy Impact Assessment, together with the Body Worn Camera Protocol will be reviewed regularly and updated in the light of experience.

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<b>Committee(s)</b> Planning and Transportation	<b>Dated:</b> 15 December 2015
<b>Subject:</b> Local Development Scheme 2015	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>

## Summary

The Local Development Scheme (LDS) is a programme for preparing the City's planning policies. It sets out in general terms the subject matter of policy documents and the timetable for preparing them. The LDS needs to be periodically reviewed to keep it up to date. An updated LDS has been prepared setting out the programme for the revision of the Local Plan, agreed in principle by your Committee at its meeting on 27<sup>th</sup> October 2015. The updated LDS is appended to this report.

## Recommendations

Members are recommended to:

- Approve the updated Local Development Scheme for publication;
- Resolve that the updated Local Development Scheme is to have effect from 15 December 2015.

## Main Report

### Background

1. A Local Development Scheme (LDS) is required under the Planning and Compulsory Purchase Act 2004, as amended by the Localism Act 2011. The LDS must set out the documents which, when prepared, will comprise the Local Plan for the area and the timetable for their preparation and revision. It must be made publicly available and kept up-to-date so that local communities and interested parties can keep track of progress.

### Proposals

2. The City's current LDS came into effect in April 2014. It now needs to be updated to take account of this Committee's decision in October 2015 that a review of the adopted Local Plan be supported in principle. The updated LDS is attached to this report as Appendix 1.
3. The LDS is only required to include details of Development Plan Documents (DPDs), which in the City now comprises a single Local Plan. However, it has been considered helpful in the past to include other planning policy documents within the City's LDS so that Members and users of the planning system can be aware of all documents that are either adopted or in

preparation. It is proposed to continue this approach, and the updated LDS therefore provides details about Supplementary Planning Documents, the Community Infrastructure Levy and the Statement of Community Involvement.

4. Legislation requires that to bring the LDS into effect the local planning authority must resolve that the LDS is to have effect and in the resolution specify the date from which it is to have effect. It is recommended that the updated LDS be brought into effect from today's date.
5. The updated LDS will be published on the City Corporation's website, while any changes to the programme will be reported in the Local Plan Bulletin which is also published on the City Corporation's website. This will satisfy the requirement that the following information is made available to the public:
  - a) the up-to-date text of the scheme,
  - b) a copy of any amendments made to the scheme, and
  - c) up-to-date information showing the state of the authority's compliance (or non-compliance) with the timetable for the preparation and revision of development plan documents.

### **Corporate & Strategic Implications**

6. The LDS sets out the work programme for the revision of the Local Plan and preparation or review of other policy documents, and has no direct corporate or strategic implications. However, the Local Plan and other planning policy documents listed in the LDS will be prepared or revised with regard to all the City Corporation's other plans and strategies, including the Corporate Plan.

### **Conclusion**

7. Members are recommended to approve the updated LDS attached to this report for publication and to resolve that it should take effect from today's date.

### **Appendices**

- Appendix 1 – Local Development Scheme 2015

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# City of London Local Development Scheme 2015

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Front page image to be inserted before final publication.

Published by the Department of the Built Environment  
December 2015



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# 1. Introduction

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- 1.1 The City of London Corporation is the planning authority for the square mile of the City of London. It prepares planning policies that shape the development of the City of London. These policies ensure that planning is co-ordinated with the City Corporation's other aims and strategies and provide the basis for decisions on planning applications.
- 1.2 The City Corporation's planning policies are contained in a number of documents. The Local Development Scheme (LDS) outlines the content of these documents and the programme for preparing or reviewing them. The LDS is reviewed regularly to keep it up to date. This version of the LDS came into effect on 15<sup>th</sup> December 2015.
- 1.3 Until the next review of the LDS any changes to the programme for preparing policy documents will be reported in the *Local Plan Bulletin*, which is regularly updated and is available on the City Corporation's web site.
- 1.4 Full information on all the City's planning policies can be found on the web site: [www.cityoflondon.gov.uk/planningpolicy](http://www.cityoflondon.gov.uk/planningpolicy).

## Planning Policies

- 1.5 The following documents set out the City Corporation's planning policies. The most important are termed Development Plan Documents (DPDs).
- **Local Plan.** This DPD sets out the City Corporation's policies for planning the City of London. It incorporates both strategic and development management policies across a wide range of topics. The current Local Plan was adopted in January 2015, and a review is now underway.
  - **Supplementary Planning Documents (SPDs)** explain the policies of the Local Plan in more detail where this is needed.
  - The **Community Infrastructure Levy (CIL)** is a statutory charge on new development. The City of London CIL came into effect on 1<sup>st</sup> July 2014. A review is expected to take place by 2019.
  - The **Statement of Community Involvement** sets out measures for consulting the public on planning policies and planning applications in the City of London.
- 1.6 The content and preparation programme for these policy documents is described on the following pages.
- 



- 1.7 The official “development plan” for the City currently comprises the adopted City of London Local Plan together with the London Plan. The Mayor of London is responsible for preparing the London Plan, whose policies apply throughout Greater London, including the City.



## 2. Local Plan

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- 2.1 The Local Plan contains the objectives and principal policies for planning the City. It incorporates core strategic policies, which set out the overall planning strategy, and detailed development management policies to guide development in the City. The vision, delivery strategy and policies of the Local Plan are intended to provide an integrated and coordinated approach to planning the City and the Local Plan should therefore be read as a whole.
- 2.2 The Local Plan includes an accompanying Policies Map (in two parts) which shows where its policies apply to specific locations.
- 2.3 The current Local Plan was adopted in January 2015 and plans for development requirements up to 2026. The Planning and Transportation Committee has approved in principle the commencement of work on a full review of the adopted Local Plan, which will look forward to 2036. The adopted Policies Map will be updated at the same time the revised Local Plan is adopted to show specific locations to which policies apply.
- 2.4 Production of the revised Local Plan will be informed by several rounds of public consultation, together with evidence gathering and sustainability appraisal of policy options. The Plan must be consistent with national policy and in general conformity with the London Plan. An indicative timetable for the Local Plan review is set out below. Progression beyond the Issues and Options stage will be subject to the agreement of the Planning and Transportation Committee:

Stage of Plan	Dates
<b>Issues and Options:</b> Public consultation on key issues to be addressed and emerging options	June-July 2016
<b>Draft Local Plan:</b> A full draft of the Plan will be issued for public consultation	Oct-Nov 2017
<b>Publication:</b> A revised Plan will be published for final public consultation	July-Aug 2018
<b>Submission:</b> The Local Plan, together with the representations received, are submitted to the Secretary of State who then appoints an independent Planning Inspector	Oct 2018
<b>Examination:</b> The Inspector considers the Plan and the representations made, including through public session(s) to hear evidence about the key issues	Oct 2018-Apr 2019
<b>Adoption:</b> The Inspector's recommendations are considered by the City Corporation and the Plan is adopted	July 2019

**Table 1: Local Plan Review Indicative Timetable**

## 3. Supplementary Planning Documents

- 3.1 Supplementary Planning Documents (SPDs) give further explanation of Local Plan policies where this is needed. A draft SPD is issued for public consultation before it is finalised and adopted. If it is helpful, preliminary consultation is carried out before the publication of the draft SPD.

### Adopted SPDs

- 3.2 The following SPDs have already been adopted but are listed here for information:

Adopted SPDs	Date of adoption
<b>Protected Views:</b> Guidance on the protection of views of St Paul's Cathedral, the Monument, the Tower and other City landmarks	January 2012
<b>Tree Strategy:</b> Guidance on the planting, preservation and management of trees in the City	May 2012
<b>Barbican Guidelines:</b> Listed Building Management Guidelines for the Barbican Estate Volume I & II: Introduction & Residential Buildings and Volume III: Landscaping	October 2012 (Volumes I & II) January 2015 (Volume III)
<b>Golden Lane Guidelines:</b> Listed Building Management Guidelines for the Golden Lane Estate	November 2013
<b>Planning Obligations:</b> Guidance on the use of s106 planning obligations, including requirements for affordable housing	April 2014
<b>Office Use:</b> Sets out the evidence required to support planning applications for the change of use of offices	January 2015
<b>Open Space Strategy:</b> Sets out how the City's open spaces will be increased and enhanced	January 2015
<b>Thames Strategy:</b> Guides development on the Thames Riverside in line with Local Plan policy CS9	June 2015

**Table 2: List of adopted SPDs**

### SPDs in preparation

- 3.3 The following SPDs relating to the City of London are currently in preparation. In a number of cases the precise dates for consultation and adoption are not finalised so an indicative timescale has been set out:



SPD	Consultation on Draft SPD	Date of adoption
Enforcement	Mar-Apr 2016	Summer 2016
City Public Realm	Early 2016	Summer 2016
Environmental Protection	Early 2016	Summer 2016
Servicing and Freight	Summer 2016	Autumn 2016
Heritage Assets	Summer 2016	Autumn 2016

**Table 3: List of SPDs in preparation**

- 3.4 Character summaries and management strategies are being prepared as SPDs for each of the City's 26 conservation areas. The following tables list those which have been adopted and those which are currently in preparation.

### Adopted Conservation Area SPDs

Adopted Conservation Area SPDs	Date of adoption
Bank	January 2012
Charterhouse Square	January 2012
Crescent	January 2012
Lloyds Avenue	January 2012
Bow Lane	September 2012
Queen Street	September 2012
Smithfield	September 2012
Eastcheap	March 2013
Fenchurch Street Station	March 2013
St Paul's Cathedral	March 2013
Bishopsgate	September 2014
Trinity Square	September 2014

**Table 4: List of adopted Conservation Area SPDs**

### Conservation Area SPDs in preparation

Conservation Area SPD	Consultation on Draft SPD	Date of adoption
Chancery Lane	Oct2015-Jan 2016	Early 2016
Fleet Street	Oct2015-Jan 2016	Early 2016
Whitefriars	Oct2015-Jan 2016	Early 2016
Leadenhall Market	Spring 2016	Summer 2016

**Table 5: List of Conservation Area SPDs in preparation**



## 4. Community Infrastructure Levy

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- 4.1 The Community Infrastructure Levy (CIL) is a statutory charge on new development that is used to help fund the provision of infrastructure. The CIL operates through a charging schedule, which specifies the rates that apply according to the land uses proposed. The City's CIL charging schedule was approved following an examination by an independent planning inspector, and was implemented on 1st July 2014.
- 4.2 The City Corporation intends to review its CIL charging schedule by 2018/19 to take account of the opening of Crossrail. A detailed timetable for a future review of CIL, including the timing of the consultation stages, will be set out in the next version of the LDS.

## 5. Statement of Community Involvement

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- 5.1 The Statement of Community Involvement (SCI) sets out the procedures that will be used to consult the public in the preparation of planning policies and the determination of applications for planning permission and related consents in the City of London.
- 5.2 The current SCI was adopted on 27th November 2012, and requires some updating to reflect changes to procedures that affect both plan-making and decision-taking. The timetable for the SCI review is set out below:

Stage	Dates
<b>Draft SCI:</b> A full draft of the SCI will be issued for public consultation	Feb-Mar 2016
<b>Adoption:</b> Following consideration of comments a final version of the SCI will be prepared and adopted	May 2016

**Table 6: SCI Timetable**



## 6. Updates

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6.1 The previous version of the Local Development Scheme came into effect on 8<sup>th</sup> April 2014. The following are the main changes that have been made in the current LDS:

- Core Strategy- references to this Plan have been removed as it was superseded on the adoption of the Local Plan
- Local Plan – the Local Plan has now been adopted and the timetable for a review of the Plan has been added
- Supplementary Planning Documents – SPDs adopted since April 2014 have been added, together with future SPDs
- Community Infrastructure Levy – this has now been implemented and the broad timeline for a review has been added
- Statement of Community Involvement – the timetable for a review of the adopted SCI has been added
- Unitary Development Plan – references to this Plan have been removed as the remaining saved policies were superseded on adoption of the Local Plan



## 7. Risk Assessment

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7.1 The timetable for preparing policy documents set out in this LDS is based on the current legislative and regulatory context, together with assumptions about the availability of resources and the work involved. There are uncertainties about these factors which should be recognised as they could lead to revisions in the programme. The following are the main sources of uncertainty and mitigation measures:

- **National planning reforms.** The Government is reviewing the procedures for the preparation of Local Plans. Together with other likely national planning reforms, this may impact on procedures and timelines, particularly for the Local Plan review. This risk will be mitigated by adopting a flexible approach and by keeping abreast as far as possible of potential national changes.
- **London Plan.** The election of a new London Mayor in 2016 is likely to be followed by a full review of the London Plan, with the direction of travel in terms of planning policy being determined by the new Mayor's priorities. This may affect timelines, particularly for the Local Plan review. This risk will be mitigated by adopting a flexible approach and by seeking to ensure that the City's specific planning needs continue to be reflected in London-wide planning policies.
- **Response to consultation.** Public consultation may raise issues that had not been fully anticipated and give rise to the need to carry out further research or re-drafting. An emphasis on early consultation will mitigate this risk.
- **Staff availability/resources.** Meeting timetables is dependent on the availability of staff, especially those in the Planning Policy Section of the City Corporation's Department of the Built Environment. Financial constraints may affect the recruitment of staff and the resources available for the preparation of policy documents, carrying out public consultation or funding Public Examination costs.

The City of London Corporation is the Local Authority for the financial and commercial heart of Britain, the City of London.

Department of the Built Environment  
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<b>Committee(s):</b>	<b>Date(s):</b>
Planning & Transportation	15 Dec 2015
<b>Subject:</b> Response to the Mayor's public consultation on the Draft Central Activities Zone Supplementary Planning Guidance	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>

### Summary

In September 2015, the Mayor published draft Central Activities Zone (CAZ) Supplementary Planning Guidance for public consultation. The SPG is intended to provide further guidance to the CAZ policies in the London Plan, ensuring that the right balance is struck between different land uses in different parts of the CAZ. In particular, it aims to ensure that the need to accommodate new housing growth is not at the expense of the business, culture and other strategic functions of the CAZ.

The City of London lies entirely within the CAZ and the London Plan and draft SPG identify the City as a strategically important, globally-orientated financial and business services centre, whose commercial functions should be protected. The draft SPG indicates that residential development is considered inappropriate in the commercial core area of the City of London and that, in other parts of the City, offices and other CAZ strategic functions should be given greater weight relative to new residential. This strong protection for office development in the City is welcomed and reflects the approach taken in the City's Local Plan which seeks to protect existing office uses and maintain the City's strategic office role.

The draft SPG also supports the promotion of Strategic Cultural Areas, such as the Barbican. This support is in line with the City Corporation's aspirations for enhancements to that part of the City as a Cultural Hub.

The draft SPG provides further support for other key land uses and activities in the City of London and the approach set out in the City's Local Plan, particularly in relation to the protection and enhancement of heritage assets, the provision of new transport and utilities infrastructure and the need for improvements to the public realm to enhance the CAZ's attractiveness and improve the quality of life for people in the CAZ.

### Recommendation(s)

Members are recommended to:

1. Welcome the draft SPG and its overall approach that supports the City as a strategically important, globally orientated financial and business services centre;
2. Approve the response contained in this report and the more detailed

comments set out in Appendix 1 as the City Corporation's formal response to the Mayor of London's draft Central Activities Zone Supplementary Planning Guidance.

## **Main Report**

### **Background**

1. The Mayor's London Plan identifies London's Central Activities Zone (CAZ) and Policy 2.10 Central Activities Zone – Strategic Priorities provides policy guidance on the Mayor's priorities for the CAZ. The City of London lies entirely within the CAZ. The London Plan seeks to sustain and enhance the City of London as a "strategically important, globally-orientated financial and business services" centre. The Plan indicates that the Mayor will work closely with boroughs and other stakeholders to prepare supplementary planning guidance to co-ordinate implementation of strategic policy in its unique circumstances.

### **Current Position**

2. In September 2015, the Mayor published draft CAZ Supplementary Planning Guidance (SPG) for public consultation. The draft SPG is intended to provide further guidance to the CAZ policies in the London Plan, ensuring that the right balance is struck between different land uses in different parts of the CAZ. In particular, it aims to ensure that the need to accommodate new housing growth is not at the expense of the business, culture and other strategic functions of the CAZ.
3. The draft SPG identifies a number of key CAZ strategic functions which are of particular relevance to the City of London: an agglomeration of nationally and internationally significant offices and company headquarters connected with finance, business, professional bodies, associations and institutions; uses connected with science, technology, media and telecommunications; medical and legal establishments of regional, national and international importance; arts, culture, leisure and entertainment uses/clusters of regional, national and international importance.
4. The draft SPG is divided into six sections, each providing further policy guidance on a specific function of the CAZ: section 1 promoting the CAZ as a competitive business location; section 2 promoting strategic clusters of culture, arts and entertainment; section 3 enhancing the distinct environment and heritage of the CAZ; section 4 housing requirements; section 5 transport, movement and infrastructure; and section 6 geography of the CAZ.
5. The draft SPG is available on the GLA website at:  
<http://www.london.gov.uk/priorities/planning/consultations/central-activities-zone-draft-supplementary-planning-guidance>

### **Proposed City Corporation Response**

6. The following paragraphs address key issues within the draft SPG relevant to the City. It is recommended that these comments are submitted to the Mayor

as the City Corporation's formal response to the draft SPG, alongside detailed comments in the schedule attached at Appendix 1.

### **Section 1: Promoting the CAZ as a competitive business location**

7. The City is identified as a "strategically important, globally-orientated financial and business services" centre within the CAZ, and the overall approach in the SPG is therefore supported.
8. The draft SPG recognises the CAZ's key role as an internationally significant office location, which requires a tailored approach to the application of national policy to address its distinct circumstances. The draft SPG highlights the need for the retention of the current exemption in the CAZ from national permitted development rights for the change of use of offices to residential. The City Corporation supports this approach and will work with the Mayor to continue to ensure that Government is aware of the importance of the CAZ as an internationally and nationally significant office location.
9. The draft SPG contains specific planning policy protection for the City of London. Table 1.1 provides guidance on the appropriate balance to be struck between office and residential development in the CAZ, indicating that "residential development is considered inappropriate in the commercial core area of the City of London". In other parts of the City, "offices and other CAZ strategic functions should be given greater weight relative to new residential." The draft SPG indicates that the commercial core should be defined locally. The draft SPG provides further advice on determining planning applications for the change of use of offices to residential, quoting the City of London Local Plan and Office Use Supplementary Planning Document (SPD) as examples of good practice.
10. This strong protection for office development in the City and explicit support for the approach taken in the City's Local Plan is welcomed. The approach to the protection of the City's office cluster accords with the aims of the City's Local Plan which seeks to protect existing office uses and maintain the City's strategic office role, and is strongly supported.
11. London Plan policy normally seeks mixed use development on sites within the CAZ, requiring housing to be provided alongside new office development. Reflecting the strategic importance of the City's office cluster, the draft SPG confirms that the City should be exempt from the principle to provide on-site housing. Instead, the draft SPG confirms that appropriate cash-in-lieu payments should be made within the City to fund new affordable housing provision elsewhere. This is entirely in line with the City's Local Plan and detailed guidance in the City's Planning Obligations SPD and is supported.

### **Section 2: Managing the attractions of the CAZ as a global retail, cultural and visitor destination**

12. This section of the draft SPG provides guidance on the promotion of arts, cultural and entertainment as strategic functions within the CAZ. The Barbican is identified within the London Plan as a Strategic Cultural Area and the

promotion of such areas within the draft SPG is welcomed. Support for cultural, arts and entertainment activities is also in line with the City Corporation's aspirations for enhancements to this part of the City as a Cultural Hub.

13. The Barbican is an established residential area, and it is important that the amenity of existing residents and the integrity of the listed building are maintained. The draft SPG requires sensitive management of the impact of evening and cultural uses on other land uses, including residential, taking account of the cumulative impact of any concentrations of activity. There is also support for the protection of the special cultural and heritage value of strategic cultural areas. These provisions are supported.
14. A growing concern for the Mayor is the London-wide loss of existing cultural venues and performance spaces. The draft SPG responds to this by requiring new residential development in the vicinity of existing venues to include necessary design measures to mitigate and minimise any potential noise and amenity issues. Whilst this may not prevent future conflict between residents and night-time activity, the recognition of the need to consider noise and amenity disturbance in the location of new residential development is welcomed. Such issues are also relevant to proposed new cultural venues.

### **Section 3: Enhancing the distinct environment and heritage of the CAZ**

15. This section recognises the distinct environment and heritage of different parts of the CAZ and provides for measures to protect and enhance these aspects. The City of London has a unique mix of heritage assets and modern office buildings, overlaid on a medieval street pattern, which plays a major role in its attractiveness as a major international business centre, and this element of the draft SPG is welcomed.
16. The draft SPG highlights the need for a plan-led approach to tall buildings and this is supported as it accords with the approach taken in the City's Local Plan.
17. The draft SPG identifies the need for high quality, well-managed public spaces, to provide an attractive retail environment and improve quality of life. The draft SPG needs to recognise that the quality of the public realm is also a major factor in attracting business investment into the CAZ and maintaining its strategic commercial role.

### **Section 6: Transport, movement and infrastructure**

18. The draft SPG supports continued investment in the improvement of transport infrastructure to ensure that the CAZ remains an attractive place to work, live and visit. This overall approach is supported.
19. The draft SPG supports the concept of micro-consolidation centres within the CAZ to support the servicing of development and the potential for consolidation of servicing for groups of buildings. The draft SPG could usefully be extended to consider the potential for the consolidation of servicing of individual large buildings with multiple occupiers. The City Corporation would

welcome the opportunity to work with the Mayor to consider how such centres can be delivered through the planning process.

### **Corporate & Strategic Implications**

20. The draft SPG provides guidance on the interpretation and implementation of London Plan policy for the CAZ. The London Plan is part of the development plan for the City of London and provisions within the draft SPG will impact on the determination of individual planning applications and the drafting of future City Local Plan documents. The draft SPG is in accordance with the strategic priorities within the existing City Local Plan and will support its implementation.

### **Conclusion**

21. The Mayor of London is consulting on a draft Central Activities Zone SPG to provide further guidance on the implementation of London Plan policy. The draft SPG aims to ensure that the need to accommodate new housing growth is not at the expense of the business, culture and other strategic functions of the CAZ.
22. The draft SPG highlights the role of the City of London as a “strategically important, globally-orientated financial and business services” centre. It sets out an approach which seeks to enhance this function, indicating that residential development is considered inappropriate in the commercial core area of the City of London and that in other parts of the City, offices and other CAZ strategic functions should be given greater weight relative to new residential.
23. The overall approach of support for the City’s commercial role is in line with the long-standing approach to planning policy set out in the City of London Local Plan. The draft SPG will give additional weight to the continued protection of the City’s strategic commercial role and so the draft SPG is strongly supported.

### **Appendices**

- Appendix 1 – City of London Corporation’s response to draft Central Activities Zone Supplementary Planning Guidance, September 2015

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<b>Appendix 1: City of London Corporation's Response to Draft Central Activities Zone Supplementary Planning Guidance, September 2015</b>	
<b>Draft SPG</b>	<b>City of London Corporation Response</b>
<b>General Comment</b>	<p>The City Corporation welcomes the draft SPG and its overall approach which supports the City as a leading international financial and business services centre.</p> <p>The City of London lies entirely within the CAZ and the London Plan and draft SPG identify the City as a strategically important, globally-orientated financial and business services centre, whose commercial functions should be protected. The draft SPG indicates that residential development is considered inappropriate in the commercial core area of the City of London and that, in other parts of the City, offices and other CAZ strategic functions should be given greater weight relative to new residential. This strong protection for office development in the City is welcomed and reflects the approach taken in the City's Local Plan which seeks to protect existing office uses and maintain the City's strategic office role.</p> <p>The SPG also supports the promotion of Strategic Cultural Areas, such as the Barbican. This support is in line with the City Corporation's aspirations for enhancements to that part of the City as a Cultural Hub.</p> <p>The draft SPG provides further support for other key land uses and activities in the City of London and the approach set out in the City's Local Plan, particularly in relation to the protection and enhancement of heritage assets, the provision of new transport and utilities infrastructure and the need for improvements to the public realm to enhance the CAZ's attractiveness and improve the quality of life for people in the CAZ.</p>
<b>Section 1: Promoting the CAZ as a competitive business location</b>	
<p>Delivering office capacity to support business and employment growth</p> <p>Paragraph 1.1.3</p> <p>Paragraph 1.1.6</p>	<p>The City of London is the world's leading international financial and business services centre, providing nearly 9m square metres of office floorspace and employment for over 400,000 people and generating £45 billion in economic output (GDA), equivalent to 13% of London's output and 3% of the UK's total output. Support for this economic role requires an area specific approach to planning and the City Corporation supports the identification (para 1.1.3) of the need for a tailored or different approach to the application of national policy in the CAZ to address its distinct circumstances and its role as an internationally and nationally significant office location.</p> <p>The Corporation also supports the view (para 1.16) that London Plan policy should be implemented in</p>

<b>Appendix 1: City of London Corporation's Response to Draft Central Activities Zone Supplementary Planning Guidance, September 2015</b>	
<b>Draft SPG</b>	<b>City of London Corporation Response</b>
	ways that promote and incentivise office and other commercial development.
1.2 Office to residential permitted development rights	The City Corporation strongly supports statements in the draft SPG calling for the retention of current exemptions from national office to residential permitted development rights to protect the international and national importance of office activity in the City and the CAZ. The City Corporation will continue to work with the Mayor to alert Government to the importance of the retention of the CAZ's international and national roles. This section will, however, need to be amended following the Government's 13 <sup>th</sup> October 2015 announcement that national permitted development rights will be made permanent and the existing exemptions within the CAZ will be extended until May 2019 to allow time for article 4 directions to be put into place.
1.3 Striking an appropriate balance between strategic functions and residential  Paragraphs 1.3.1 – 1.3.6	The City Corporation strongly supports the approach in the draft SPG to ensure that office and other CAZ strategic functions are not compromised by new residential development, and the requirement that greater weight should be given in Local Plans and in determining applications to the promotion and enhancement of the strategic functions of the CAZ. This mirrors the approach in the City of London Local Plan which promotes the strategic importance of office development and resists the loss of land which is both viable and suitable for long term office use.
Paragraph 1.3.7 & Table 1.1	The City Corporation strongly supports the statement in para 1.3.7 and in Table 1.1, Section A, that residential development is considered inappropriate in the commercial core area of the City of London. The Corporation also supports the priority given in Section B of the table, which requires greater weight be given elsewhere in the City to CAZ strategic functions relative to residential development.  The footnote to Table 1.1 indicates that the commercial core area will be defined locally. The City Corporation supports this approach.  Whilst greater weight is to be given to office development within the City, the City Corporation is also mindful of the need to ensure sufficient and appropriate provision is made for new housing to address local needs. The City of London Local Plan therefore identifies residential areas where planning policy would allow for a mix of uses, including housing, where this does not constrain the commercial functions of the City.
Paragraphs 1.3.10 - 1.3.12 & Figure 1.1	The City Corporation welcomes the identification of the good practice established in the City's Office Use SPD, particularly in regard to addressing the need to protect land and buildings suitable for long term viable office use.

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<b>Draft SPG</b>	<b>City of London Corporation Response</b>
1.4 Offices and Mixed Use Development  Paragraph 1.4.7	The City Corporation supports the view that opportunities should be taken to secure active ground floor commercial uses in appropriate parts of the CAZ. This will bring vitality to core office areas and provide necessary ancillary services, without impacting adversely on the function of core office uses.
Delivering mixed uses and housing on-site or nearby and 'exceptions' to mixed use policy  Paragraphs 1.4.12, 1.4.18 & 1.4.23	The City Corporation welcomes the clarification (para 1.4.12) that the City of London should be exempt from London Plan requirements to provide on-site housing as part of London Plan Policy 4.3a. This is in line with the approach taken in the City of London Local Plan and the Planning Obligations SPD, where cash in-lieu payments are required on commercial development to fund new affordable housing elsewhere.  Similarly, the Corporation supports references to the use of land use swaps, housing credits and off-site contributions towards affordable housing in para 1.4.18 and welcomes the recognition in para 1.4.23 that cash-in-lieu payments are an acceptable way of delivering off-site affordable housing whilst sustaining the City's globally competitive financial and business services.
1.6 Supporting specialist clusters	The City Corporation welcomes the emphasis in this section on the need to provide a supportive policy approach to address the requirements of companies in emerging sectors, including TMT uses, arts, culture, education and law. In recent years, the City of London has witnessed a diversification of uses within the City and continues to support such diversification to ensure that the City remains relevant to emerging business needs.
<b>Section 2: Managing the attractions of the CAZ as a global retail, cultural and visitor destination</b>	
2.2 Promoting culture, arts and entertainment  Paragraphs 2.2.1 & 2.2.3	The City Corporation welcomes confirmation that arts, cultural and entertainment activities are integral to the function and distinctive character of the CAZ. As well as providing a distinct land use, such activities support the international and national role of the CAZ as an office centre and add to the attractiveness of the CAZ as a location for international investment.
Managing the cultural attractions of CAZ as a global visitor destination	The City Corporation welcomes the emphasis in the draft SPG on the need to identify, promote and protect the special cultural and heritage value of strategic cultural areas. The City of London has a rich heritage, with over 600 listed buildings and 26 conservation areas, which provides a unique environment

<b>Appendix 1: City of London Corporation's Response to Draft Central Activities Zone Supplementary Planning Guidance, September 2015</b>	
<b>Draft SPG</b>	<b>City of London Corporation Response</b>
Paragraph 2.2.5	and contributes to the attractiveness of the City as a centre for international investment. The City of London Local Plan emphasises the need for new office and other development to contribute positively towards the conservation and enhancement of these heritage assets.
Paragraph 2.2.8	The City Corporation welcomes the draft SPG's encouragement to designate and promote existing and emerging cultural clusters, the need to address noise and minimise potential impacts on other land uses. The Barbican area is identified as a Strategic Cultural Area within the London Plan and it includes an established residential area. The City Corporation is actively developing proposals for enhancement and potential expansion of the City's Cultural Hub, which would be supported in principle by the draft SPG.
Managing potential pressures on cultural venues	The City Corporation supports the approach to the sensitive management of the impact of evening and cultural uses on other land uses within the draft SPG, including taking into account any cumulative impacts. The City Corporation also supports the approach in para 2.2.11 under which new residential development in the vicinity of an existing cultural venue should include necessary measures to mitigate and minimise any potential noise impacts or neighbour amenity issues. Such measures are also relevant to proposed new cultural venues.
Creative Industries	The City Corporation welcomes the support in the draft SPG to sustaining existing and emerging clusters of creative industries, particular through encouraging the provision of a range of flexible and appropriately sized office floorspace. The City Corporation supports measures to encourage creative industries both within the City Fringe and within appropriate areas within the City.
Tourism Paragraphs 2.3.1 – 2.3.5	<p>The City Corporation notes the importance the draft SPG attaches to ensuring an adequate supply of visitor accommodation within the CAZ, to meet the needs of businesses and tourists.</p> <p>The City Corporation supports the provisions in paragraph 2.3.3 which emphasises the need to avoid over concentration of hotel provision where it might constrain other important and strategic activities, including office provision.</p> <p>Whilst references are made to the importance of high quality conference facilities (para 2.3.5), the City Corporation considers that the draft SPG should give more explicit consideration to addressing the requirements for business tourism within the CAZ.</p>
Retail development in the CAZ	The City Corporation supports recognition of the key strategic function of retail within the CAZ and as a key element in providing an attractive business location for international companies and their employees. Retail also plays a key role in the provision of more local services to workers, residents and visitors, as

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<b>Draft SPG</b>	<b>City of London Corporation Response</b>
	well as providing local employment and vitality at street level to complement office areas of the CAZ.
<b>Section 3 Enhancing the distinct environment and heritage of the CAZ</b>	The City Corporation welcomes the emphasis in this section on enhancing the environment and heritage of the CAZ. The City of London has a unique heritage which plays a major role in its attractiveness as a major international business centre.
3.2 The evolution and heritage of Central London  Figure 3.1 Heritage assets in CAZ	Although this is an illustrative figure, it is difficult to decipher listed buildings and ancient monuments correctly. It would be helpful if the diagram were presented in a clearer fashion.
3.4 Tall buildings and the CAZ  Paragraph 3.4.2  Figure 3.2  Figure 3.3	<p>The City Corporation supports the plan-led approach to the location of tall buildings in the CAZ which builds on guidance in the London Plan and reflects the approach taken in the City of London Local Plan, where specific policy guidance is provided for a cluster of tall buildings in the east of the City.</p> <p>The City Corporation welcomes the reference in para 3.4.2 to the need for boroughs to work together to ensure a consistent approach to the identification of areas appropriate for tall buildings, especially near borough boundaries. Areas appropriate for tall buildings are defined in the City to a large extent by designated views protection, either through the LVMF, or the City's own St Paul's Heights and Monument Views policies. The majority of views of St Paul's Cathedral are from surrounding boroughs and the City's St Paul's Heights policy is operated in co-operation with neighbouring boroughs, with key viewpoints acknowledged in their development plans. The City Corporation has worked with its neighbouring boroughs to ensure a consistency of approach to protected views policies and seeks to continue this approach.</p> <p>The conservation areas on Figure 3.2 are difficult to see, particularly in the City and could be made clearer. To better understand the clustering of tall buildings and areas that are inappropriate for tall buildings within the City of London, Figure 3.2 should also show the St Paul's heights and Monument Views policy areas. Also, the Figure should include the Tower of London Local Setting Area and the Airport Safeguarding Area as further constraints influencing the location of tall buildings in the City.</p> <p>Figure 3.3 needs to be amended as indicative cluster #9 (the City northern cluster/Moorgate) is not identified as a tall building cluster in the City of London Local Plan 2015. The Eastern Cluster (indicative</p>

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	cluster #8 on Figure 3.3) is the only tall building cluster identified in the Local Plan and the only location where the City Corporation would encourage new tall building development.
3.5 Public realm in the CAZ  Paragraph 3.5.5	The City Corporation supports the emphasis in this section on the need for a high quality public realm within the CAZ, but suggests that para 3.5.5 should also acknowledge that public realm has a significant and positive relationship not just with the vitality of retail, but also its attractiveness as a place to locate and do business in. Through consultation on the City of London CIL and individual public realm enhancement schemes, businesses in the City have consistently highlighted the importance of a high quality public realm in attracting and retaining businesses and their employees and stimulating further business growth.
Inclusive access in the CAZ, climate change adaptation, surface water management and environmental quality	The City Corporation supports the guidance on these elements within the draft SPG, but notes that much of the text provides general guidance rather than being specific to the circumstances of the CAZ, where the ground level and public realm are often very busy and space is limited. The City Corporation would like to see more CAZ specific examples of the impact of these issues and how they can be addressed at the local level.
<b>Section 4 Housing in CAZ</b>	
4.2 Enabling housing capacity without compromising strategic CAZ functions  Paragraph 4.2.2	The City Corporation supports the overall approach to residential development set out in para 4.2.2, specifically that development should be managed sensitively to ensure it does not strategically constrain the overall provision of office floorspace and requiring boroughs to have regard to the strategic functions of the CAZ.
4.4 Balancing the need for housing alongside offices and other strategic functions  Paragraphs 4.4.1 & 4.4.2	The City Corporation supports the re-iteration in para 4.4.1 that residential development is not considered appropriate in commercial core areas of the City and that land use swaps, credits or payments in lieu should be used in the City to secure housing provision elsewhere.  The City Corporation also supports the re-iteration in para 4.4.2 that greater weight should be given to office development in other parts of the City.
Paragraph 4.4.5	The City Corporation supports the view that 'greater weight' does not mean a prohibition of housing outside the City's commercial core. The City of London Local Plan identifies a number of residential clusters outside the commercial core where new residential development may be appropriate, and which

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<b>Draft SPG</b>	<b>City of London Corporation Response</b>
	includes existing housing estates including the Barbican, Golden Lane, Middlesex Street and Mansell Street estates.
4.8 Social Infrastructure Paragraphs 4.8.1 & 4.8.2	The City Corporation supports comments in the draft SPG on the need for boroughs and the City to consider social infrastructure provision alongside commercial, retail, residential and mixed use development. Such infrastructure in appropriate locations will ensure that the CAZ remains an attractive destination for international investment, workers, visitors and residents.
<b>Section 5: Transport, Movement and Infrastructure</b>	The City Corporation supports the overall approach to improve transport, movement and infrastructure within the CAZ. Improvements are essential, particularly in the City, to enable planned office growth to take place in a sustainable fashion.
Paragraph 5.2.22 and Figure 5.2	Para 5.2.22 outlines plans for the extension of river piers within the CAZ. Mention should also be made of the proposals to move Blackfriars Pier and create a new open space as part of the development of the Thames Tideway Tunnel.  Figure 5.2 should show all existing piers, as well as those with proposed improvements. Blackfriars Pier should be identified.
Figure 5.5	This is titled 'Planning Obligations', but also refers to CIL. CIL is not an obligation – the figure would be better re-named as Planning Contributions.  Figure 5.5 indicates a view that CIL spending authorities will be required to ensure CIL monies are targeted at infrastructure works, including strategic works that span London and the wider metropolitan area. Borough CIL spend is a matter for individual boroughs in accordance with local infrastructure priorities, the Mayor cannot 'require' borough level CIL monies to be spent on strategic infrastructure, although he can request allocation of CIL for Mayoral priorities. Under CIL Regulation 59, the Mayor is able to levy his own CIL for the purposes of roads or transport infrastructure, including Crossrail.
Paragraph 5.4.15	The City Corporation supports the Mayor's ambition to improve the infrastructure for cycling within the CAZ, including appropriate expansion of the Cycle Hire network, but this ambition needs to be balanced against the capacity of the City's streets to accommodate additional movements and further Cycle Hire docking stations. The issue of on-street capacity and the relationship between cycling and walking needs should be acknowledged in the draft SPG.
Paragraph 5.4.21	The City Corporation supports initiatives to improve the walking experience within CAZ. However the

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	proposal for a CAZ strategic walk network has not been agreed with central London Boroughs and it is premature to include it within the draft SPG at this time. The draft SPG could, instead, refer to the potential for enhancement of the London Plan Strategic Walk London Network to address specific concerns and issues within the CAZ.
Figure 5.8 Legible London	Figure 5.8 highlights that the City is outside of the Legible London wayfinding system. The City Corporation has its own wayfinding system which is similar to Legible London and this should be acknowledged within the draft SPG.
Freight delivery, loading and servicing in the CAZ  Paragraph 5.5.15	The City Corporation supports the need to identify and protect micro consolidation sites to support the servicing of development in the CAZ. The Corporation also supports the recognition of the potential for the consolidation of servicing of groups of buildings. The draft SPG could usefully add reference to the potential for consolidation of servicing for individual large buildings with multiple occupiers. The City Corporation would welcome the opportunity to work with the Mayor to consider how such consolidation centres can be delivered through the planning process.
5.7 Guidance on other infrastructure Connectivity	The City Corporation supports the approach taken in the draft SPG to encouraging improvements in digital connectivity, including the use of communal access arrangements and CLF's work on wayleaves. This is a particular issue in the City where there is an identified lack of affordable high speed broadband for SMEs and residents.  The draft SPG should also acknowledge some of the difficulties in delivering improved connectivity, including the need for new transmitting equipment on street furniture, the potential impact on heritage assets and the problem of sub-pavement cable congestion.
Energy Infrastructure	The City Corporation supports the approach taken to energy infrastructure and decentralised energy and heat networks. The Corporation has worked closely with the Mayor in seeking amendments to existing regulations to allow for investment ahead of need, and will continue to work with the Mayor to ensure the effective delivery of energy capacity to support new office and other development across the CAZ.
<b>Section 6 CAZ Geography</b>	
Other CAZ Clusters  Paragraph 6.2.4	The City Corporation supports the further clarification that the financial and business services district in the City is one of the most significant clusters not specifically identified on the CAZ diagram. Given its importance and the statements within this draft SPG, the Mayor should consider including specific designation on the CAZ diagram through the next review of the London Plan.



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Draft SPG	City of London Corporation Response
Figure 6.2	Figure 6.2 could be amended to more clearly reflect the industry employment clusters in the City. For example, it does not appear to include the health cluster at St Bart's Hospital or the art/cultural cluster at the Barbican.
6.5 CAZ opportunity and Intensification areas	There are several references to the publication of the City Fringe OAPF. At the time of the publication of the draft CAZ SPG this document had not been published. The draft SPG will need to be revised to reflect the exact position at the time of publication.
Paragraph 6.6.3	This paragraph sets out the Mayor's view on office to residential permitted development rights within the CAZ. This section will need to be amended following the announcement on 13 <sup>th</sup> October of the Government's intention to extend current exemptions within the CAZ to allow time for any article 4 directions to be put in place.
Relationships with the wider south east metropolitan area Paragraph 6.7.4	This paragraph highlights relationships between the CAZ and the wider area beyond London. Whilst reference is made to functional transport linkages, including airports, the City Corporation considers that more emphasis should be given to the importance of airports in and around London in supporting the CAZ's international financial and business services role.

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<b>Committee(s):</b>	<b>Date(s):</b>
Planning & Transportation	15 Dec 2015
<b>Subject:</b> Update on Office to Residential Permitted Development Rights and City of London Exemption	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Information</b>

### **Summary**

In May 2013 the City of London was granted an exemption from the national permitted development right for the change of use from offices to residential in recognition of its role as a nationally significant area of economic activity. This national permitted development right was introduced for a temporary 3 year period, ending May 2016.

In October 2015, the Government announced its intention to make this national permitted development right permanent. Those areas, including the City of London and London's Central Activities Zone, which currently have an exemption from this right, will have their exemptions extended for a period of 3 years until May 2019. This extension of time will allow for currently exempted areas to put in place an article 4 direction to permanently remove the national permitted development right from their local area.

The Government is also proposing to extend the scope of the existing permitted development right to include the demolition of offices and their replacement with residential development, and to allow for the change of use of light industrial units and launderettes to residential, subject only to a prior approval regime.

Further information is promised from Government on the detail of these changes and how they will be implemented. Once this information is available a further report will be brought back to this Committee.

### **Recommendation**

Members are recommended to note the proposed changes to national permitted development rights outlined in this report and the need for the City Corporation to seek a local article 4 direction applicable in the City to remove the national permitted development right by May 2019.

### **Main Report**

#### **Background**

1. In May 2013, the Government introduced a temporary permitted development right allowing the change of use from offices to residential without the need for planning permission. This national permitted development right was intended to apply between May 2013 and May 2016. The City Corporation applied for, and was granted, a local exemption from this permitted development right, on

the grounds that the City was a 'nationally significant area of economic activity'. The Mayor of London had supported the applications of the City and other central boroughs and as a result a local exemption was granted to the whole of London's Central Activities Zone plus Canary Wharf.

2. Since May 2013, areas of London without the benefit of an exemption have seen a significant loss of office accommodation. Research published by London Councils in August 2015 shows that across London, 834,000m<sup>2</sup> of office floorspace has been given prior approval for a change of use, at least 100,000m<sup>2</sup> of which is occupied office space that will cause the loss or relocation of existing jobs. The London-wide loss of office floorspace approved so far is equivalent to more than 8 'Cheesegrater' towers (122 Leadenhall Building).

### **Current Position**

3. On 13 October 2015, the Housing and Planning Minister announced the Government's intention to introduce new measures to make it easier to turn underused office buildings into new homes. The proposed new measures are:
  - a. The current temporary permitted development right for the change of use of offices to residential, which was due to expire on 30 May 2016, will be made permanent. Developers who already have permission under the current temporary right will also be given a further 3 years in which to complete their change of use.
  - b. Future permitted development rights will be extended to allow both the change of use of existing office buildings to residential and the demolition of office buildings and replacement with residential. This right will be subject to limitations and prior approval by the local planning authority. The Government will provide further details on these proposals at a later date.
  - c. Additional permitted development rights will be introduced to allow for the change of use of light industrial buildings and laundrettes to new homes. These rights will also be subject to prior approval from the local planning authority, with details to be published by Government at a later date.
4. Those areas which currently have an exemption from office to residential permitted development rights, including the City of London and the wider Central Activities Zone, will have this local exemption extended for a period of 3 years, until May 2019. This is to allow time for these areas to make article 4 directions to remove the national permitted development right and retain local control over the determination of planning applications for the change of use.

### **Article 4 Direction**

5. An article 4 direction is made under the General Permitted Development Order (GPDO) and enables a local planning authority to withdraw specified permitted development rights across a defined area. The direction does not prevent the development to which it is applied, but instead requires that a planning permission is obtained from the local planning authority for that development. Where a local planning authority seeks to implement an article

4 direction there is a requirement for public consultation and notification to the Secretary of State.

6. Article 4 directions can be either:
  - a. Immediate directions, where permitted development rights are withdrawn with immediate effect;
  - b. Non-immediate directions, where permitted development rights are withdrawn only upon confirmation of the direction following public consultation.
7. Regulations allow developers to claim compensation from the local planning authority for the loss of the permitted development right if a permission is refused for a development which would otherwise have been permitted, or if permission is granted subject to more limiting conditions than required by the GPDO. Compensation is payable for 12 months following the effective date of the direction. Where 12 months prior notice is given of the withdrawal of a permitted development right (by the issue of a non-immediate direction) there is no ability to claim compensation. Once a direction has been made by a local planning authority, the authority must bring it into effect within 2 years.
8. Following confirmation of an article 4 direction, no planning application fee is payable for any application for planning permission which is required due to the removal of permitted development rights.

### **Impact of proposed changes for the City of London**

9. Although the Minister has announced the Government's proposed changes, the detail of when and how the changes will be implemented has yet to be published. Assuming the proposed changes are implemented as currently set out, there will be a number of implications for the City.
10. The City's current exemption from national permitted development rights for the change of use of offices to residential will be extended for a period of 3 years. There should be no impact on the City as a result of this extension as development proposals for changes of use will continue to require planning approval from the City Corporation.
11. The City's exemption would lapse from May 2019. To ensure that the City Corporation retains planning control over the change of use from office to residential, the City Corporation will need to implement an article 4 direction removing future permitted development rights. The compensation provisions attached to the article 4 process and the time limitations on bringing it into effect mean that this article 4 direction would need to be made by May 2018 at the latest, to have effect from May 2019. A further report will be brought back to this Committee once the Government has published further detail on when and how its proposals will be implemented.
12. No further details have been published on the Government's proposal to extend the national permitted development right to the demolition of offices and replacement with residential. It is assumed that the City's current exemption would extend to this new permitted development right and therefore that there would be no direct impact on the City of London.

13. The Government's proposal to extend permitted development rights to the change of use of light industrial units and launderettes to residential should have minimal impact on the City due to the small number of such uses within the City of London. Once the detail of the proposal has been published, a full assessment of any implications can be made and brought back to this Committee for consideration if necessary.

### **Corporate & Strategic Implications**

14. The proposed extension of the City's current local exemption from the national permitted development right for the change of use of offices to residential would help maintain the City's role as a strategically important, globally orientated financial and business centre. This accords with the Vision and Strategic Aims of the Corporate Plan 2015-19, which seeks to support and promote the City as a world leader in international finance and business services, and the City of London Local Plan, policies CS1 and DM1.1 which seek to resist the loss of suitable and viable office floorspace.

### **Conclusion**

15. The City of London currently has a local exemption from the national permitted development right for the change of use of offices to residential on the grounds that it is a nationally significant area of economic activity. The Government has announced its intention to make this national permitted development right permanent and to extend its provisions to include the demolition of offices and their replacement by residential development.
16. Those areas, including the City of London and London's Central Activities Zone, which are currently exempt from the national permitted development right, will have their local exemptions extended for a period of 3 years until May 2019. This extension of time will allow for currently exempted areas to put in place article 4 directions to permanently remove the national permitted development right.
17. The Government is also proposing to allow for the change of use of light industrial units and launderettes to residential, subject only to a prior approval regime.
18. Further information is promised from Government on the detail of these proposals. This further detail should enable a full assessment to be made of the implications for the City of London and a further report will be brought to a future meeting of this Committee.

### **Background Papers:**

Statement from Brandon Lewis, Housing and Planning Minister, 13 October 2013:  
<https://www.gov.uk/government/news/thousands-more-homes-to-be-developed-in-planning-shake-up>

### **Peter Shadbolt**

Assistant Director Planning Policy

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<b>Committee(s):</b>	<b>Date(s):</b>
Planning and Transportation	15 <sup>th</sup> December 2015
<b>Subject:</b> Department of the Built Environment, Business Plan Progress Report for Q2 2015/18	<b>Public</b>
<b>Report of:</b> Carolyn Dwyer, Director of the Built Environment	<b>For Information</b>
<p>This report sets out the progress made during Q2 (July - September) against the 2015/18 Business Plan. It shows what has been achieved, and the progress made against departmental objectives and key performance indicators.</p> <p>At the end of the second quarter 2015/16 the Department of Built Environment was £649k (14.7%) underspent against the local risk budget to date of £4.4m over all the services managed by the Director of Built Environment covered by the Planning &amp; Transportation Committee. Appendix C sets out the detailed position for the individual services covered by this department.</p> <p>Overall the Director of Built Environment is currently forecasting a year end underspend position of £282k (3.2%) for her City Fund and Bridge House Estate services.</p> <p><b>Recommendation(s)</b></p> <p>Members are asked to:</p> <ul style="list-style-type: none"> <li>• note the content of this report and the appendices</li> <li>• receive the report</li> </ul>	

## **Main Report**

### **Background**

1. The 2015-18 Business Plan of the Department of the Built Environment was approved by this committee on 14<sup>th</sup> April 2015. As agreed, quarterly progress reports will be provided.

### **Key Performance Indicators and Departmental Objectives**

2. During the period of this Business Plan, my management team are monitoring 25 Key Departmental Performance Indicators (KPIs) of which 21 relate to the work of this committee (Appendix A). Performance against the departmental key performance indicators is generally good with those not meeting their targets being actively managed.
3. The cross cutting objectives are all proceeding as expected; each objective is overseen by a member of the DMT and reviewed at regular cross-divisional meetings.

### **Achievements**

4. Aldgate High Street is now two-way for the first time since the 1960's, this is part of the larger Aldgate project due for completion 2016.
5. In September this year a number of staff from the Transportation & Public Realm Division contributed to the Mayor's Sky Ride. This gave the City an opportunity to share key messages about Road Safety with members of the public through a number of different methods.
6. For the fifth year, Sculpture in the City installed a number of contemporary art pieces in the City of London significant press coverage has been received as well as a COL produced publicity film on youtube.
7. Finsbury Circus and Foster Lane Conservation Areas were adopted as SPDs in July.
8. The development Management team have seen an increase of 10% in the volume of planning applications being processed.
9. Considerable investment in the Senior Leadership Team was undertaken in Q2. This included sessions with Votive to develop a shared identity and purpose.
10. Following a successful recruitment campaign, a number of appointments have been made in the Development Management Divisions including additional Development Management Officers.



## Financial and Risk Implications

11. The second quarter monitoring position for Department of Built Environment services covered by Planning & Transportation Committee is provided at Appendix B. This reveals a net underspend to date for the Department of £649k (14.7%) against the overall local risk budget to date of £4.4m for 2015/16.
12. Overall the Director of Built Environment is currently forecasting a year end underspend position of £282k (3.2%) for her City Fund and Bridge House Estate services under her control. The table below details the summary position by Fund.

Local Risk Summary by Fund	Latest Approved Budget £'000	Forecast Outturn £'000	Variance from Budget +Deficit/(Surplus)	
			£'000	%
<b>City Fund</b>	8,582	8,300	(282)	3.3%
<b>Bridge House Estates</b>	245	245	0	0%
<b>Total Built Environment Services Local Risk</b>	<b>8,827</b>	<b>8,545</b>	<b>(282)</b>	<b>3.2%</b>

13. The reasons for the significant budget variations are detailed in Appendix C, which sets out a detailed financial analysis of each individual division of service relating to this Committee, for the services the Director of Built Environment supports.
14. The better than budget position at the end of the second quarter is principally due to additional car park income due to increased activity; additional income for the Traffic Management Service relating to road closure licence fees and reduced advertising costs, which are partly offset by reductions in hoarding & scaffolding licence fees; additional staff time recharged to capital projects at Hampstead Heath ponds project for the Structural Maintenance & Inspection Team; and staffing vacancies in the Town Planning Service due to unfilled posts following the recent restructure. These underspends are partly offset by additional highways repairs & maintenance works due to additional work programmed over the summer months.
15. These underspends to date have been reviewed by the Director and the resources largely transferred against specifically agreed additional works projects to utilise the underspends mainly generated from increased income performance. The Director of Built Environment anticipates this current better than budget position will continue to provide a projected year end underspend, subject to income performance being maintained.

## **Appendices**

- Appendix A – Q2 KPI results
- Appendix B – Finance Report

## **Background Papers:**

DBE Business Plan 2015-18

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Departmental Key Performance Indicators

☺	This indicator is performing to or above the target.
☹	This indicator is a cause for concern, frequently performing just under target.
☹	The indicator is performing below the target.

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		Target 15/16	Q1	Q2	
<b>Transportation &amp; Public Realm</b>					
LTR2	Percentage of valid PCN debts recovered.	80%	82%	81%	☺
LTR3a	Respond to percentage of PCN correspondence within 10 days.	90%	100%	100%	☺
TPR2	No more than 3 failing KPI's, per month on new Highway Repairs and Maintenance contract.	<9 per quarter	0	0	☺
TPR3a	To reduce the number of persons killed or seriously injured in road traffic collisions to a three-year rolling average of 32.9 casualties per annum by 2016. (Base data - This represents a reduction of 33.4% from the 2004–2008 average of 49.4 killed or seriously injured casualties per annum.)	32.9 casualties per annum by 2016	12	11	☹
TPR3b	To reduce the total number of persons injured in road traffic collisions to a three-year rolling average of 294.9 casualties per annum by 2016. (This represents a reduction of 20.0% from the 2004–2008 average of 368.6 casualties per annum.)	294.9 casualties per annum by 2016	96	109	☹
<b>Comments:</b>					
<b>District Surveyor's (Building Control)</b>					

		Target 15/16	Q1	Q2	
LBC1	To monitor targets for approval turnarounds for both standard applications and report to committee quarterly. (90% within 19 working days).	90%	94%	100%	☺
LBC2	To monitor targets for approval turnarounds for non-standard applications and report to committee quarterly. (90% within 26 working days).	90%	97%	97%	☺
LBC3	To issue a completion certificate within 10 days of the final inspection of completed building work in 90% of eligible cases.	90%	92%	91%	☺
<b>Planning Policy</b>					
PP1	Implement and keep under review the City's Community Infrastructure Levy (CIL) and s106 planning obligations to support the City's economic role and statutory local authority functions	Review April 2016	Ongoing	Ongoing	☺
PP2	Scope the need for review or alteration to the Local Plan by Oct 2015, adopting revised Local Development Scheme and Statement of Community Involvement by March 2016.	March 2016	Ongoing	Scoped Sept.; report to Oct P&T cttee	☺
PP3	Publish development pipeline information bi-annually (June & Dec) and publish monitoring reports on Local Plan policies by Oct 2015.	October 2015	Published development info June 2015	Local Plan monitoring ongoing	☺
PP4	Submit address and street gazetteer updates to the national hub at new Bronze standard and maintain Green status for development monitoring submissions to the London Development Database.	New Bronze standard Green status	Bronze standard and Green status	Bronze standard and Green status	☺
PP5	Ensure internal and public-facing GIS services are available 98% of the working day	98%	100%	100%	☺

		Target 15/16	Q1	Q2	
	(excluding IS service disruptions) and implement a “mobile friendly” GIS for use internally and externally.				
PP6	Process all standard land charge searches within 6 working days.	100%	100%	100%	😊
<b>Development Management</b>					
DM1a	Process 65% of minor planning applications within 8 weeks	65%	70%	61%	😐
DM1b	Process 75% of other planning applications within 8 weeks	75%	66%	80%	😊
DM1c	Negotiate with applicants such as to be in a position to recommend 95% of all planning applications	95%	96%	98%	😊
DM2	To seek a BREEAM status of Excellent or above on all relevant planning applications	100%	66%	50%	😞
DM6	Provide access observations to 95% planning applications within 14 days of receipt of information	95%	95%	98%	😊
DM7	To manage responses to requests under Freedom of Information within 20 working days.	85%	100%	97%	😊
DM8	Investigate 90% of alleged breaches of planning control within 10 working days of receipt of complaint.	90%	90%	90%	😊
<b>Comments:</b>					
<b>DM1:</b> Significant work is being done within the division to improve decision statistics; this includes the appointment of additional Planning Officers, agreeing Extension of Time dates with applicants, working with the Planning Advisory Service and a review of processes.					
<b>DM2:</b> This % is based on just two ratings received during Q2; one was excellent and the other related to a specialist cancer care unit making straight forward compliance unrealistic.					

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**Department of Built Environment Local Risk Revenue Budget - 1st April to 30th September 2015**  
(Income and favourable variances are shown in brackets)

Appendix B

	Latest Approved Budget 2015/16 £'000	Budget to Date (Apr-Sep)			Actual to Date (Apr-Sep)			Variance Apr-Sep £'000	Forecast for the Year 2015/16			Notes
		Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000	Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000		LAB £'000	Forecast Outturn £'000	Over / (Under) £'000	
<b>Planning &amp; Transportation (City Fund)</b>												
Town Planning	2,384	1,447	(255)	1,192	1,347	(280)	1,067	(125)	2,384	2,387	3	1
Planning Obligations Monitoring	0	59	(59)	0	59	(59)	0	0	0	0	0	
Transportation Planning	356	1,306	(1,128)	178	1,329	(1,137)	192	14	356	444	88	2
Road Safety	289	150	(5)	145	126	(33)	93	(52)	289	239	(50)	3
Street Scene	0	17	(17)	0	45	(45)	0	0	0	0	0	
Building Control	114	775	(718)	57	663	(603)	60	3	114	23	(91)	4
Structural Maintenance & Inspection	441	233	(13)	220	248	(100)	148	(72)	441	351	(90)	5
Highways	3,108	2,132	(578)	1,554	2,203	(533)	1,670	116	3,108	3,261	153	6
Traffic Management	(984)	461	(953)	(492)	414	(1,294)	(880)	(388)	(984)	(1,240)	(256)	7
Off Street Parking	(27)	1,138	(1,152)	(14)	1,133	(1,249)	(116)	(102)	(27)	(54)	(27)	8
On Street Parking	2,590	1,312	(17)	1,295	1,288	(17)	1,271	(24)	2,590	2,519	(71)	9
Drains & Sewers	311	292	(136)	156	294	(147)	147	(9)	311	370	59	10
	<b>8,582</b>	<b>9,322</b>	<b>(5,031)</b>	<b>4,291</b>	<b>9,149</b>	<b>(5,497)</b>	<b>3,652</b>	<b>(639)</b>	<b>8,582</b>	<b>8,300</b>	<b>(282)</b>	
<b>Planning &amp; Transportation (BHE)</b>												
London Bridge	61	31	0	31	31	0	31	0	61	61	0	
Blackfriars Bridge	53	27	0	27	25	0	25	(2)	53	53	0	
Southwark Bridge	46	23	0	23	22	0	22	(1)	46	46	0	
Millennium Bridge	85	43	0	43	36	0	36	(7)	85	85	0	
	<b>245</b>	<b>124</b>	<b>0</b>	<b>124</b>	<b>114</b>	<b>0</b>	<b>114</b>	<b>(10)</b>	<b>245</b>	<b>245</b>	<b>0</b>	
<b>TOTAL PLANNING &amp; TRANSPORTATION COMMITTEE</b>	<b>8,827</b>	<b>9,446</b>	<b>(5,031)</b>	<b>4,415</b>	<b>9,263</b>	<b>(5,497)</b>	<b>3,766</b>	<b>(649)</b>	<b>8,827</b>	<b>8,545</b>	<b>(282)</b>	

**Notes:**

**1. Town Planning** - underspend to date is mainly due to staff vacancies following an additional £130K funding transfer from the Contingency budget to meet the costs of the planned Development Management restructure. Other costs built into the projected year end figures include bids agreed at DMT for £142K to utilise DBE departmental underspends for:

- Consultant costs to update the City's Strategic Housing Market Assessment £30K
- Upgrades to UNIFORM planning software £10K
- 4 publicity films on Access and the City, Tall Buildings, Section 106 and Historic Environment £12K
- Legal fee inquiries £15K
- Daylight & sunlight/micro-climate impact £35K
- 3D modelling £20K
- Upgrading City model in West Wing Reception £15K
- Planning Advisory Service review £5K

**2. Transportation Planning** - projected year end overspend include bids agreed at DMT for £88K to utilise DBE departmental underspends for:

- Updating the City Streets manual £35K
- Production of Public Realm publicity and information material £8K
- Review the impact of works on the Cultural Hub and Public Realm £15K
- Post implementation scheme assessments and surveys £30K

**3. Road Safety** - underspend to date & projected variance at year end is mainly due to staff vacancies following an additional £62K funding transfer from the Contingency budget to meet the costs of the planned City Transportation restructure.

**4. Building Control** - there has been a slow start in receiving building application fee income, this will materialise from October and is currently projected to achieve the year end target, as confirmed by the District Surveyor. The projected year end underspend is due to staff vacancies continuing. The projected year end figure also includes DMT agreed bids to utilise departmental underspends to fund updating and correcting of SharePoint data £10K & LABC residential course £3K.

**5. Structural Maintenance & Inspection** - underspend to date and projected year end variance is mainly due to additional staff costs recharged to capital projects, mainly relating to Hampstead Heath ponds project. This saving is partly offset by additional year 2 contract costs for inspections costs relating to highway structures.

**6. Highways** - variance to date mainly relates to higher levels of R&M works being carried out over the summer months, which is partly offset by lower electricity costs due to lower summer usage. The projected year end overspend relates to bids agreed at DMT for £250K, to utilise DBE departmental underspends on additional resurfacing and Highway maintenance works.

**7. Traffic Management** - projected underspend relates to increased income from Road Closure licences and savings on advertising costs, these are partly offset by reductions in Hoarding & Scaffolding licences fee income. Projected figures also include bids agreed at DMT for £12K, to utilise DBE departmental underspends on the review of Considerate Contractor Scheme.

**8. Off Street Parking** - favourable variance to date relates mainly to additional income generated from rented parking bays at Baynard House for a film shoot and increased parking activity at other sites. This is partly offset by maintenance service costs for parking equipment which are still being completed by the previous contractor, this will end in September 2015 and move over to the new contractor. This underspend to date is partly offset at year end by DMT agreed bids to utilise departmental underspends on CCTV installation at the car parks £60K (subject to Gateway process) and Minorities car park report £20K.

**9. On Street Parking** - favourable variance relates mainly to salary underspends and reduction in payments to London Councils as less PCN's are referred for adjudication due to a drop in PCN appeals.

**10. Drains & Sewers** - projected year end overspend mainly relates to DMT agreed bid to utilise departmental underspend to fund high priority maintenance works on the pipe-subways £52K.

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<b>Committee(s)</b>	<b>Dated:</b>
Planning & Transportation	15 Dec 2015
<b>Subject:</b> City Fund Declaration – 125 Wood Street, EC2	<b>Public</b>
<b>Report of:</b> City Surveyor (CS.377/15)	<b>For Decision</b>

## Summary

Approval is sought to declare an area totalling 20 ft<sup>2</sup> of City Fund land at the junction of Wood Street and Goldsmith Street, EC2 to be surplus to requirements, to allow its disposal in connection with the permitted office development at 125 Wood Street, EC2.

The affected land is laid out as highway and forms part of a permissive path but it is not dedicated highway land although it is held for planning purposes. It is proposed to dispose of the City Corporation's whole interest.

The development has accommodation projecting over the permissive path above 2nd floor height.

Before third party interests can be granted in City Fund land, the affected areas first need to be declared surplus to requirements. As the land is not dedicated highway, it may be used for any purpose subject to planning requirements, following its disposal.

The terms for the disposal are to be reported separately for approval of the Property Investment Board subject to your approval to declare the affected area to be surplus to requirements.

## Recommendation(s)

Members are asked to:

- Resolve to declare an area of City Fund land situated at the junction of Wood Street, EC2 and Goldsmith Street, EC2 and measuring 20 ft<sup>2</sup> (1.85 m<sup>2</sup>) to be surplus to requirements to enable its disposal upon terms to be subject to the approval of the Property Investment Board.

## Main Report

### Background

1. Railway Pension Nominees Limited obtained planning consent to refurbish and enlarge the building at 125 Wood Street, EC2 with the works comprising a 9 storey building with approximately 65,000 ft<sup>2</sup> office accommodation. Planning consent was granted under delegated powers on the 14 March 2012 (consent number 12/00055/FUL).

2. The development projects from 2nd floor and above over land which forms a permissive path, requiring the City Corporation's consent as landowner to the use of its property.

### **Current Position**

3. Railway Pension Nominees has approached the City Corporation seeking to acquire a suitable interest in the affected land by its permitted development scheme.
4. Therefore to assist the proper planning of the area and to promote long term development and investment in the City, the City Corporation can dispose of suitable interests where permitted schemes encompass land in its ownership.
5. Where City Fund land is involved, before it is able to dispose of any interests, the affected land must first be declared surplus to requirements.
6. In this instance the Rail Pension Nominees structure oversails land currently laid out as if it were highway although it actually comprises part of a permissive path.
7. **Affected Land** - The area of City Fund land encompassed by the permitted scheme is situated at the junction of Wood Street, EC2 and Goldsmith Street, EC2 and amounts to 20 ft<sup>2</sup> (1.85 m<sup>2</sup>).

### **Proposals**

8. Subject to your agreement to declare the area of City Fund land surplus to requirements pursuant to S.233 Town & Country Planning Act 1990, it is proposed that the City Corporation disposes of a suitable interest in the land upon terms to be approved by the Property Investment Board.

### **Corporate & Strategic Implications**

9. The disposal of the land will support development and investment in the City, which inter alia ensures the supply of first class business accommodation in the City (A World Class City).

### **Financial Implications**

10. The financial implications of any disposal will be considered by the Property Investment Board.

### **Legal Implications**

11. **Power of Disposal** - The transaction involves the disposal of City Fund land which is held for planning purposes.
12. **Planning Purposes** - Disposal of land held for planning purposes is authorised by Section 233(a) & (b) of the Town and Country Planning Act 1990 and is

expedient in order to secure the best use of land or to secure the carrying out of works for the proper planning of the area.

13. **Highway** - As the land is part of a permissive path but not dedicated highway land, public access does not have to be protected.

14. Following disposal the land may be used for the purpose of the new owner and although it is currently laid out as a pathway, it need not necessarily be retained as such subject to any relevant planning considerations.

### **Disposal**

15. **Property Investment Board** - The terms for disposal of the land are to be reported to the Property Investment Board for consideration, subject to you first declaring the affected land to be surplus to requirements.

### **Conclusion**

16. The necessary declaration confirming the land to be surplus to requirements will address the City Corporation's requirements as land owner to allow the permitted scheme which projects over the land.

### **Appendices**

- Appendix 1 –Plan

### **Background Papers:**

Planning Consent no. 12/00055/FUL

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# Appendix 1 –Plan (125 Wood Street, EC2)



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25 November 2015



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<b>Committee:</b>	<b>Date:</b>
Planning & Transportation	15 <sup>th</sup> December 2015
<b>Subject:</b> Housing and Planning Bill	<b>Public</b>
<b>Report of:</b> Remembrancer	<b>For Information</b>

## Summary

This Report advises the Committee of the relevant provisions of the Housing and Planning Bill currently before Parliament. Among other things, the Bill seeks to promote the supply of 'starter homes' for first-time buyers, enables 'planning permission in principle' to be granted for land identified as suitable for housing, and extends the way in which planning powers can be conferred on the Mayor of London.

## Recommendation

It is recommended that the Committee receive this Report.

## Main Report

1. The Housing and Planning Bill contains important measures intended to set the direction of the Government's housing policy and enable it to meet its house-building targets. In part this is to be achieved through reforms to the planning process. This Report summarises the planning provisions of the Bill, which are largely focused on housing but include certain miscellaneous changes.

### Starter homes

2. The Bill seeks to bring about a shift away from the focus on affordable homes for rent towards the provision of so-called 'starter homes'. These are available to first-time purchasers under the age of 40 at 80 per cent of market value, up to a cap of £450,000 in Greater London (and £250,000 elsewhere). There are two measures in the Bill. First, local planning authorities will come under a general duty (ultimately enforceable by directions of the Secretary of State) to promote the supply of starter homes in their areas when exercising planning functions. Second, the Government will be able to make regulations requiring that residential developments may only be given planning permission if they include a certain proportion of starter homes. While the details are not yet clear, the intention seems to be that this will come at the expense of affordable housing contributions. Starter homes will also be exempt from Community Infrastructure Levy payments.
3. The general duty to promote starter homes is likely to be of limited effect in terms of the number of such homes in the City, as most new housing exceeds

the proposed price cap. Furthermore it will not override strong local policy protections in the City's Local Plan against the loss of office space to housing. The regulations may see some loss of section 106 revenue for affordable housing. They will not however affect contributions from commercial developments, which account for the major share in the City.

### **Brownfield register**

4. The Bill will allow regulations to be made requiring local planning authorities to maintain registers of certain types of land. The Government intends to use this to establish a register of brownfield land suitable for housing. (Such land is then likely to receive 'planning permission in principle'—see below.) It is not thought that this will be significant in the City, as the policies in the Local Plan (most importantly that against the loss of office space) will mean that little land could be considered suitable for housing. The detail will however depend on the regulations, and appropriate opportunities will be taken to draw attention to the need for the register to take due account of local policy.

### **Planning permission in principle**

5. The Bill introduces a new concept of 'planning permission in principle'. As with ordinary planning permission, a development order made by the Secretary of State will be able either to grant permission in principle directly for certain types of development, or to permit local planning authorities to do so in response to an application. Where planning permission in principle is in place for development, an application to the local planning authority will be needed for 'technical details consent'. This will cover all planning matters not covered by the permission in principle, and must be determined in accordance with that permission. Permission in principle and technical details consent will together equate to full planning permission. The precise boundaries between permission in principle and technical details consent are not made clear in the Bill and will await definition in secondary legislation.
6. The Government intends directly to grant planning permission in principle for housing development on land included in the brownfield register (described above), and on land allocated for housing in local or neighbourhood plans. It is not thought that much land in the City will be included in the brownfield register, and the City's Local Plan does not specifically allocate sites for housing. Therefore the intended use of permission in principle should not significantly affect the City. Planning permission in principle which may be granted by local planning authorities is expected initially to be limited to housing developments comprising fewer than 10 units.

### **Planning powers of the Mayor of London**

7. The Bill will make two changes to the way in which planning powers may be conferred on the Mayor of London. First, the Secretary of State may specify types of application in respect of which the Mayor may direct councils to consult him, in addition to the current power to specify types of application for which the Mayor may direct refusal. The Government's initial intention is to use this power to devolve the ability to decide which wharves and sightlines in London are to be 'safeguarded' so as to require the Mayor to be consulted



about planning applications which may affect them. It could be used more widely in the future.

8. Second, the Secretary of State will be able to define the Mayor's powers (including those to 'call in' applications or direct their refusal) by reference to types of development set out in the London Plan. The Government's intention is to use this power to devolve the ability to set the boundaries of "central London" and the Thames Policy Area, on which some of the Mayor's powers are based. Again, it is possible that the power will be used more widely in the future. In that event, officers will seek to ensure that any extension of the Mayor's powers has due regard to the City Corporation's particular expertise in dealing with large-scale development, as recognised in the current thresholds for the Mayor's call-in powers.

### **Information about financial benefits**

9. The Bill will require officers' reports making recommendations on planning applications to include a list of financial benefits likely to be obtained by the local planning authority (or other persons specified in regulations) as a result of the proposed development, together with a statement of whether or not each such benefit is considered material to the decision. The types of benefit covered are not yet known and will be set out in regulations (although they will include Community Infrastructure Levy payments and any Government grants). Depending on the details, the requirement could be administratively complicated (and will add to the length of Committee reports).

### **Inclusion of housing in nationally significant infrastructure projects**

10. Infrastructure projects of certain descriptions and size are deemed 'nationally significant' and dealt with by the Secretary of State (with the assistance of the Planning Inspectorate) under a special development consent process. (A recent example affecting the City is the Thames Tideway Tunnel.) Commercial developments may also be treated as nationally significant and made subject to the same process. Currently, development consent may not include any element of housing. The Bill will change this by enabling housing associated with a nationally significant project to be included in the development consent process.
11. Although development consent applications affecting the City are rare, the change is potentially of concern, as the Planning Inspectorate in deciding any such application would not be subject to local policy constraints which protect against inappropriate housing development in the City. Representations will be made on an official level in order to inform the guidance to be issued by the Secretary of State about the treatment of housing within the consent process. If further action is necessary on a political level, guidance will be sought from the Committee.

### **Designation of under-performing authorities**

12. Measures introduced in 2013 allow the Secretary of State to designate local planning authorities as 'under-performing' if they fail to meet certain criteria. The result of such designation is that planning applications may be made directly to the Secretary of State, by-passing the local planning authority.

Currently the criteria are that at least 50 per cent of applications for major development should be decided within the statutory timescale (or within an extended time agreed in writing with the developer), and that no more than 20 per cent of decisions on such applications should be overturned on appeal. The Government's Autumn Statement in November 2015 announced a further intention to reduce the appeal threshold to 10%.

13. The Bill enables the Secretary of State to designate local planning authorities, and to allow planning applications directly to the Secretary of State, in respect of certain types of development only. The intention is to introduce separate under-performance criteria with respect to non-major development. The City Corporation's current record in dealing with non-major applications is such that the change is not expected to affect the City.

### **Neighbourhood areas**

14. The Bill will enable the Secretary of State to make regulations requiring local planning authorities to approve certain types of application to designate a neighbourhood area, or deeming such applications to have been approved if no decision is reached within a given time. The current intention is to use the power to require automatic approval of applications made by parish councils in respect of the whole of their parish. This would not affect the City. Any wider use of the power in the future would need to be scrutinised, in order to ensure, for instance, that an application from one of the City's residential areas would not be approved without an opportunity to check that it did not inappropriately encompass commercial sites.

### **Local plans**

15. The Bill will provide wide powers for the Secretary of State to intervene in the preparation or revision of local plans, if he considers that the local planning authority is not taking the necessary steps. These are intended to address the failure on the part of many local planning authorities to put plans in place. As the City has recently adopted its Local Plan, these provisions are unlikely to affect the City, although in theory they may apply to a future revision of the Local Plan.

### **Overriding of easements**

16. The Bill contains a new power for bodies with powers of compulsory purchase to override easements and other rights affecting land in connection with a development for which compulsory purchase could be used. This will replace a number of more specific powers, including section 237 of the Town and Country Planning Act 1990, which enables local planning authorities to override rights affecting land held in their planning estates. This power has been used in the City to overcome obstacles such as rights to light, which would otherwise inhibit development.
17. The current drafting of the Bill is problematic, as the new power would only apply to land acquired after the Bill comes into force (when existing powers would be repealed). This would mean that land already held in the planning estate would no longer attract any power to override easements. It also overlooks the fact that local planning authorities may appropriate land already

held by them for development purposes. Representations have been made on an official level and it is understood that an amendment is likely to be tabled to address the difficulty. Officers will continue to follow the situation and will apprise the Committee if further action appears necessary.

## **Conclusion**

18. As will appear from the above description, the Bill is largely an enabling measure, and its consequences for the City will largely depend on details to be set out in regulations and on the Government's policy decisions about how to use the new powers. Its chief significance will be for housing rather than commercial development. The passage of the Bill through Parliament will continue to be monitored, with parliamentarians and officials engaged where appropriate, and any developments of interest reported to the Committee. The Director of the Built Environment (who has assisted in the preparation of this Report) will be able to advise Members at greater length on the practical implications of the Bill as further detail becomes available.

### **Sam Cook**

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<b>Committee(s):</b>	<b>Date(s):</b>	
Planning & Transportation Committee	15 December 2015	
<b>Subject:</b> Revenue and Capital Budgets - 2016/17		<b>Public</b>
<b>Report of:</b> The Chamberlain Director of the Built Environment Director of Culture, Heritage & Libraries		<b>For Decision</b>

## Summary

This report is the annual submission of the revenue and capital budgets overseen by your Committee. In particular it seeks approval to the latest revenue budget for 2015/16 and provisional revenue budget for 2016/17, for subsequent submission to the Finance Committee. Details of the Committee's draft capital budget are also provided. The budgets have been prepared within the resources allocated to each Director. The report also gives a brief summary of progress on the implementation of the Service Based Review.

Strategic priorities for the forthcoming year include:

### **Director of the Built Environment**

- Support the City's primary role as the world's leading international financial and business centre;
- Promote high quality architecture and public realm that compliments the City's unique heritage as the historic core of London;
- Provide an excellent integrated service to City developers and occupiers from pre-construction to demolition;
- Engage actively with City businesses, workers, residents and visitors;
- Deliver change to the City streets & public realm to make them fit for the future;
- Manage all activities and services that relate to the City's streets, to minimise their impact upon congestion, road danger and amenity;
- Delivery of the interim safety scheme at Bank Junction as a business priority;
- Deliver a healthier and safer City for all.

### **Director of Culture Heritage & Libraries**

- Educate, entertain & inform, by discovery of our amazing range of resources.

<b>Table 1 Summary Revenue Budgets 2015/16 and 2016/17</b>	<b>Original Budget 2015/16 £'000</b>	<b>Latest Budget 2015/16 £'000</b>	<b>Original Budget 2016/17 £'000</b>
Expenditure	28,303	30,110	29,763
Income	(22,144)	(23,925)	(22,990)
Support Services & Capital Charges	11,134	10,669	11,647
<b>Total Net Expenditure</b>	<b>17,293</b>	<b>16,854</b>	<b>18,420</b>

Overall, the 2015/16 latest budget is £16.854m, a decrease of (£439,000) compared with the original budget for 2015/16. The main reasons for this decrease are:

- Additional income relating to car parking fees (£167,000), road closures fees (£330,000), PCN's (£150,000) and parking meters (£100,000).
- A decrease in support services and capital charges (£465,000) relating mostly to a decrease in highway infrastructure asset depreciation costs and updated method of apportionment for central support service recharges.
- Service Based Review savings (£105,000).
- Increased transfer to reserve £322,000 due to additional On-Street parking income.
- Transfer from contingency to meet staff restructuring costs for City Transportation and Development Management £279,000.
- Reduced transfer from reserves of £235,000 required for Off-Street car parks due to additional car park income and reduction in City Surveyor's repairs and maintenance costs.
- Approved carry forwards from 2014/15 £85,000.

The 2016/17 provisional budget is £18.420m, an increase of £1,127,000 compared with the original budget for 2015/16. Main reasons for this increase are:

- A net increase of £1,568,000 in pay costs due to provisions for pay award, incremental and career progression, maternity cover, agency staff, additional posts as a result of restructuring in City Transportation and Development Management and an increase in National Insurance as part of the Government's changes to state pension arrangements from April 2016.
- An increase in support services £283,000 mainly attributable to a comprehensive review of methods of apportionment of central departmental costs.
- Increase in capital charges £230,000 relating mainly to an increase in highway infrastructure asset depreciation costs.
- Change to phasing for City Surveyor's Additional Works Programme £292,000.
- Increased recharge to capital projects reflects additional staff time worked on projects which are fully recovered from TFL/S106/S278 monies (£755,000).
- Anticipated additional income from car parking fees (£167,000), road closures fees (£150,000) and parking meter income (£100,000).
- Additional Structural Maintenance staff time recharged to capital projects (£130,000), mainly for Hampstead Heath project.

### **Recommendations**

The Committee is requested to:

- Note the latest 2015/16 revenue budget.
- Review the provisional 2016/17 revenue budget to ensure that it reflects the Committee's objectives and, if so, approve the budget for submission to the Finance Committee.
- Review and approve the draft capital budget.
- Authorise the Chamberlain to revise these budgets for changes to the Additional Works Programme and in respect of recharges.

## **Main Report**

### **Background**

1. This report sets out the latest budget for 2015/16 and the proposed revenue budgets for 2016/17. The revenue budget management arrangements are to:
  - Provide a clear distinction between local, central and recharge risk budgets.
  - Place responsibility for budgetary control on departmental Chief Officers.
  - Apply a cash limit policy to Chief Officers' budgets.
2. The budget has been analysed by service expenditure and compared with the original budget for 2015/16. The budget is further analysed between:
  - Local Risk budgets – these are budgets deemed to be largely within the Chief Officer's control.
  - Central Risk budgets – these are budgets comprising specific items where a Chief Officer manages the underlying service, but where the eventual financial outturn can be strongly influenced by external factors outside of his/her control or are budgets of a corporate nature (e.g. interest on balances and rent incomes from investment properties).
  - Support Services and Capital Charges – these cover budgets for services provided by one activity to another. The control of these costs is exercised at the point where the expenditure or income first arises as local or central risk.
3. The report also compares the current year's budget with the forecast outturn.
4. In the various tables, income and favourable variances are presented in brackets. Only significant variances (generally those greater than £50,000) have been commented on.

### **Business Planning Priorities**

#### **Director of the Built Environment**

5. This budget supports the need to deliver our business & key strategic objectives:
  - Support the City's primary role as the world's leading international financial and business centre;
  - Promote high quality architecture and public realm that compliments the City's unique heritage as the historic core of London;
  - Provide an excellent integrated service to City developers and occupiers from pre-construction to demolition;
  - Engage actively with City businesses, workers, residents and visitors;
  - Deliver change to City streets & public realm to make them fit for the future;
  - Manage all activities and services that relate to the City's streets, to minimise their impact upon congestion, road danger and amenity;
  - Delivery of the interim safety scheme at Bank Junction as a business priority;
  - Deliver a healthier and safer City for all.

## Director of Culture, Heritage and Libraries

6. The department's vision is to 'educate, entertain and inform, through discovery of our amazing range of resources'. The four strategic aims are:

- Services with more community engagement and partnership with others.
- Transform the sense of the City as a destination.
- Use technology to improve customer service and increase efficiency.
- Further develop the City's contribution to the life of London as a whole.

### Latest Revenue Budget 2015/16

7. Overall there is a decrease of (£439,000) between the Committees original and latest budget for 2015/16. Table 2 below summarises the movements between the original and latest budgets comprising this decrease. A further analysis of the local and central revenue budgets by service is provided in Appendix 1.

<b>Table 2 Latest Revenue Budget 2015/16</b>	Local or Central Risk	Original Budget 2015-16 £'000	Latest Budget 2015-16 £'000	Movement Increase/ (Decrease) £'000	Para Ref
<b>Expenditure</b>					
Employees	L	10,653	10,892	239	9
Employees	C	0	24	24	
Premises Related Expenses	L	5,283	6,250	967	10
Premises Related Expenses	C	1,107	1,107	0	
City Surveyor – Repairs & Maintenance	L	1,155	742	(413)	11
Transport Related Expenses	L	21	30	9	
Supplies & Services	L	1,167	1769	602	12
Supplies & Services	C	55	55	0	
Third Party Payments	L	3,323	3,384	61	13
Transfer to Reserve	C	4,514	4,836	322	14
Contingencies	L	384	0	(384)	15
Contingencies	C	15	15	0	
Supplementary Revenue Projects	C	626	1,006	380	16
<b>Total Expenditure</b>		<b>28,303</b>	<b>30,110</b>	<b>1,807</b>	
<b>Income</b>					
Grants, Reimbursements & Contributions	L	(179)	(690)	(511)	10/12
Grants, Reimbursements & Contributions	C	(604)	(988)	(384)	16
Customer, Client Receipts	L	(7,561)	(8,199)	(638)	17
Customer, Client Receipts	C	(8,351)	(8,603)	(252)	14
Transfer from Reserves	C	(2,613)	(2,378)	235	18
Recharges to Capital Projects	L	(2,836)	(3,067)	(231)	19
<b>Total Income</b>		<b>(22,144)</b>	<b>(23,925)</b>	<b>(1,781)</b>	
<b>Total Local &amp; Central Risk Exp</b>		<b>6,159</b>	<b>6,185</b>	<b>26</b>	
<b>Support Services &amp; Capital Charges</b>					
Central Support & Capital Charges		10,131	10,137	6	
Recharges within Fund		1,004	569	(435)	
Recharges Across Funds		(1)	(37)	(36)	
<b>Total Support Services &amp; Capital</b>		<b>11,134</b>	<b>10,669</b>	<b>(465)</b>	20
<b>TOTAL NET EXPENDITURE</b>		<b>17,293</b>	<b>16,854</b>	<b>(439)</b>	



8. The significant movements in the local and central budgets are explained in the paragraphs below.
9. Employee cost increase £239,000 mainly relates to Committee agreed transfer from contingency for restructuring City Transportation and Development Management.
10. Increase of £967,000 in premises costs mainly relates to:
  - Local Implementation Plan Programme £188,000; street scene £32,000; and recoverable works £100,000, all of which are offset by matching income.
  - Additional highway maintenance works £250,000; pay and display machine upgrade £227,000 subject to member approval; and high priority maintenance works on pipe subways £52,000.
  - Carry forward monies £20,000 for installation of barrier equipment and civil works at Off-Street car parks; increased electricity costs £24,000; and festive lighting costs £20,000.
11. Decrease of (£413,000) reflecting changes in composition and phasing of works to the Additional Works Programme.
12. Increase due to agreed virements from departmental underspends which have been allocated to various priority works required elsewhere within the Department £330,000, Local Implementation Plan Programme costs £230,000 which are offset by income, and 2014/15 carry forward monies for legal costs relating to Sugar Quay and Crossrail appeal £50,000.
13. Increase of £61,000 is for extended maintenance service contract costs for barrier equipment provided by the previous contractor until the new parking contractor takes responsibility for the work.
14. Increase of £322,000 in transfer to reserves is mainly due to additional On-Street Parking income for PCN's (£150,000) and parking meter income (£100,000).
15. Reduction relates to Service Based Review saving (£105,000) offered up early from 2017/18 and transfer of (£130,000) to Development Management and (£149,000) to City Transportation to meet staff restructuring costs.
16. Increase of £380,000 relates to revenue expenditure funded from capital under statute for Aldgate Highway changes, spend is off-set by matching grant income.
17. Main increase due to additional Off-Street car park income (£167,000), increase in road closure fees (£330,000) and (£100,000) from recoverable works.
18. Reduced transfer from reserves required due to additional Off-Street car park income (£167,000) and reduction in City Surveyor's repairs and maintenance costs (£144,000) which were off-set by additional contract costs £55,000.
19. Increased recharge to capital projects reflects additional employee costs for staff working on projects which are fully recovered from TFL/S106/S278 monies.
20. Reduction to support services and capital charges relating mostly to a decrease in highway infrastructure asset depreciation costs and updated method of apportionment for central support service recharges.

## Proposed Revenue Budget for 2016/17

21. The provisional 2016/17 budgets being presented to your Committee, and under the control of the Directors of the Built Environment and Culture, Heritage & Libraries, have been prepared within the resources allocated to each Director and in accordance with guidelines agreed by the Policy & Resources and Finance Committees. These include 1.5% uplift for inflation, as well as the previously approved Service Based Review savings. A summary of the agreed Service Based Review savings for 2015/16 is provided in Appendix 4
22. Overall there is an increase of £1,127,000 between the Committees 2015/16 and 2016/17 original budgets. Table 3 below summarises the movements comprising this increase. A further analysis of the local and central revenue budgets by service is provided in Appendix 2.

<b>Table 3 Provisional Revenue Budget 2016/17</b>	Local or Central Risk	Original Budget 2015-16 £'000	Original Budget 2016-17 £'000	Movement Increase/ (Decrease) £'000	Para Ref
<b>Expenditure</b>					
Employees	L	10,653	12,221	1,568	24
Employees	C	0	0	0	
Premises Related Expenses	L	5,283	5,511	228	25
Premises Related Expenses	C	1,107	1,123	16	
City Surveyor – Repairs & Maintenance	L	1,155	1,447	292	26
Transport Related Expenses	L	21	28	7	
Supplies & Services	L	1,167	1,188	21	
Supplies & Services	C	55	55	0	
Third Party Payments	L	3,323	3,375	52	27
Transfer to Reserve	C	4,514	4,598	84	28
Contingencies	L	384	0	(384)	15
Contingencies	C	15	15	0	
Supplementary Revenue Projects	C	626	202	(424)	29
<b>Total Expenditure</b>		<b>28,303</b>	<b>29,763</b>	<b>1,460</b>	
<b>Income</b>					
Grants, Reimbursements & Contributions	L	(179)	(188)	(9)	
Grants, Reimbursements & Contributions	C	(604)	(184)	420	29
Customer, Client Receipts	L	(7,561)	(8,029)	(468)	30
Customer, Client Receipts	C	(8,351)	(8,421)	(70)	31
Transfer from Reserves	C	(2,613)	(2,577)	36	
Recharges to Capital Projects	L	(2,836)	(3,591)	(755)	32
<b>Total Income</b>		<b>(22,144)</b>	<b>(22,990)</b>	<b>(846)</b>	
<b>Total Local &amp; Central Risk Exp</b>		<b>6,159</b>	<b>6,773</b>	<b>614</b>	
<b>Support Services &amp; Capital Charges</b>					
Central Support & Capital Charges		10,131	11,078	947	
Recharges within Fund		1,004	610	(394)	
Recharges Across Funds		(1)	(41)	(40)	
<b>Total Support Services &amp; Capital</b>		<b>11,134</b>	<b>11,647</b>	<b>513</b>	33
<b>TOTAL NET EXPENDITURE</b>		<b>17,293</b>	<b>18,420</b>	<b>1,127</b>	

23. The significant movements in local and central budgets are explained in the paragraphs below.
24. Increase in employee costs relates to additional posts as part of the City Transportation and Development Management restructure, departmental provision for pay award, incremental increases, career grade progression, increase in National Insurance as part of the Government's changes to state pension arrangements from April 2016 and 2015/16 vacancies being filled.
25. Increase in recoverable works £100,000 which are off-set by matching income, uplift increases for repairs & maintenance works and electricity costs of £96,000 and budget transfer of £32,000 from City Surveyors for structural inspection of reservoirs.
26. Increase of £292,000 reflecting changes in composition and phasing of works to the Additional Works Programme.
27. Uplift in contract costs for On-Street and Off Street parking contracts.
28. Increase in the transfer to reserve £84,000 reflects the reduced net operating costs for On-Street parking activities due to additional parking meter income.
29. Reduction in spend relates to revenue expenditure funded from capital under statute for Aldgate Highway changes, any spend is off-set by matching income contributions.
30. Increase in income mainly relates to projected additional Off-Street car park income (£167,000), increase in road closure fees (£150,000) and (£100,000) income for recoverable works to cover increased costs.
31. Increase in parking meter income.
32. Increased recharge to capital projects reflects additional employee costs for staff working on projects which are fully recovered from TFL/S106/S278 monies.
33. Increase in central support services and capital charges reflects the net impact of changes in the budgets of central departments and their apportionment between committees, as shown in Appendix 3. The movement in support services is primarily attributable to a comprehensive review of methods of apportionment of central departments and the increase in capital charges due to additional highway infrastructure asset depreciation costs, as a result of anticipated capital expenditure in respect of the Aldgate project and other capital works including Riverside Walkway, various street scene and security enhancement schemes.
34. Budgets have provisionally been included for the 2016/17 Additional Works Programme based on bids considered by the Corporate Asset Sub Committee in June 2015. However, a decision on the funding of the programme is not due to be made by the Resource Allocation Sub Committee until December 2015. It may therefore be necessary to adjust budgets to reflect the Resource Allocation Sub Committee's decision.

35. The increase of £292,000 in the budget for the City Surveyor's Additional Works Programme reflects changes in the composition and phasing of the works. See Table 4 below.

<b>Table 4 City Surveyor Local Risk Repairs and Maintenance</b>	<b>Original Budget 2015/16 £'000</b>	<b>Original Budget 2016/17 £'000</b>	<b>Movement 2015/16 to 2016/17 £'000</b>
<b>Additional Works Programme</b>	<b>805</b>	<b>1,154</b>	<b>349</b>
<b>Planned, Re-active and Cyclical Works</b>			
Highways	186	158	(28)
Off Street Parking	144	97	(47)
Town Planning	20	38	18
	<b>350</b>	<b>293</b>	<b>(57)</b>
<b>Total City Surveyor</b>	<b>1,155</b>	<b>1,447</b>	<b>292</b>

36. A summary of the movement in manpower and related staff costs are shown in Table 5 below.

<b>Table 5 Manpower statement</b>	<b>Original Budget 2015/16</b>		<b>Original Budget 2016/17</b>	
	<b>Manpower Full-time Equivalent</b>	<b>Estimated Cost £000</b>	<b>Manpower Full-time Equivalent</b>	<b>Estimated Cost £000</b>
<b>Director of Built Environment</b>				
Town Planning	48.4	2,504	51.4	2,788
Planning Obligations	2.2	117	2.2	126
Transportation Planning	35.6	2,089	47.0	2,713
Road Safety	2.0	105	5.0	273
Building Control	26.6	1,484	26.2	1,543
Structural Maintenance/Inspections	4.6	275	5.0	316
Highways	23.8	1,293	24.8	1,412
Traffic Management	15.3	648	17.3	768
Off-Street Parking	2.0	96	2.0	90
On-Street Parking	13.4	557	13.4	597
Drains & Sewers	8.0	381	8.4	419
	<b>181.9</b>	<b>9,549</b>	<b>202.7</b>	<b>11,045</b>
<b>Director Culture, Heritage &amp; Libraries</b>				
Tower Bridge Operational	27	1,104	27.2	1,176
	<b>27</b>	<b>1,104</b>	<b>27.2</b>	<b>1,176</b>
<b>Total P&amp;T Committee</b>	<b>208.9</b>	<b>10,653</b>	<b>229.9</b>	<b>12,221</b>

## Potential Further Budget Developments

37. The provisional nature of the 2016/17 revenue budget recognises that further revisions may be required, particularly in relation to:

- Decisions on funding of the Additional Work Programme by the Resource Allocation Sub Committee in December 2015;
- Budget reductions to capture savings arising from the on-going Service Based Reviews; and
- Central and departmental recharges.

## Bridges Repairs, Maintenance and Major Works Fund

38. The Bridges Repairs, Maintenance and Major Works Fund is operated to provide sufficient resources to meet the maintenance costs of the five bridges over a period of 50 years.

39. The balance of the Fund stood at £138.7m as at 1 April 2015, which comprised of property investments of £26.3m, managed investments of £92.6m and cash of £19.8m. In accordance with the management of the fund, the Director of Built Environment has reviewed and updated the schemes included in the 50 year projections to 2065/66. A summary of the works projection and consequent contributions from Bridge House Estates is shown below in Table 6.

	£'000	£'000
<b>Balance brought forward 1<sup>st</sup> April 2015</b>		<b>(138,688)</b>
Planned expenditure (inflated at 1.5% pa):		
• Blackfriars Bridge	42,886	
• Southwark Bridge	41,093	
• London Bridge	19,236	
• Millennium Bridge	21,553	
• Tower Bridge	87,934	212,702
Forecast income:		
• Managed Investments	(130,281)	
• Interest Accruing	(10,209)	
• Rental Income from Bridge House Estates	(62,959)	(203,449)
Net balance before planned contributions		(129,435)
Planned contributions to Fund		(81,624)
<b>Forecast balance as at 31<sup>st</sup> March 2065</b>		<b>(211,059)</b>

40. The forthcoming projects that will be required to proceed through the gateway approval procedure are summarised in Table 7 below. In order to achieve the timely delivery of these projects and meet the programme set out in the Bridges 50 year Plan, approval may be sought on certain projects from the Projects Sub Committee to proceed without following the full process of the gateway approval procedures.

<b>Table 7</b>	<b>Project</b>	<b>Starting Date</b>
Blackfriars Bridge	Parapet repairs/strengthening	2016/17 – 2017/18
Southwark Bridge	Joint replacement & footway strengthening	2017/18
London Bridge	Bearing replacement	2018/19
Millennium Bridge	Cable re-tensioning (if required)	2017/18
Tower Bridge	Window Repair/Replacement	2016/17
	Walkway and Tower Roofs	2016/17
	High Voltage System replacement	2016/17
	Bascule Deck Replacement	2016/17

### **Draft Capital and Supplementary Revenue Budgets**

41. The latest estimated costs for the Committee's draft capital and supplementary revenue projects are summarised in Appendix 5. These will be presented to the Court of Common Council for formal approval in March 2016.
42. Pre-implementation costs comprise feasibility and option appraisal expenditure which has been approved in accordance with the project procedure, prior to authority to start work. It should be noted that the figures exclude the indicative costs of schemes which have not yet received authority to start work, such as the capital costs of implementing the street lighting strategy or the later phases of the Eastern City Cluster.

### **Appendices**

- **Appendix 1** - 2015/16 Latest Local and Central Risk Revenue Budget: Analysis by Service Managed
- **Appendix 2** - 2016/17 Original Local and Central Risk Revenue Budget: Analysis by Service Managed
- **Appendix 3** - Support Services and Capital Charges from/to P&T Committee
- **Appendix 4** - Service Based Review Implementation Progress Update
- **Appendix 5** – Draft Capital and Supplementary Revenue Projects

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## APPENDIX 1

Analysis by Service Managed	Original Budget 2015-16 £'000	Latest Budget 2015-16 £'000	Movement Increase/ (Decrease) £'000	Para Ref and Notes
<b>CITY FUND</b>				
Town Planning	2,108	2,426	318	(i)
Transportation Planning	993	1,331	338	(ii)
Planning Obligations	0	0	0	
Road Safety	274	315	41	
Street Scene	0	0	0	
Building Control	526	436	(90)	(iii)
Structural Maintenance/Inspections	506	160	(346)	(iv)
Highways	9,175	8,507	(668)	(v)
Rechargeable Works	0	0	0	
Traffic Management	(706)	(932)	(226)	(vi)
Off-Street Parking	0	80	80	(vii)
On-Street Parking	0	227	227	(viii)
Drains & Sewers	433	495	62	(ix)
Contingency	399	15	(384)	15
<b>TOTAL</b>	<b>13,708</b>	<b>13,060</b>	<b>(648)</b>	
<b>BRIDGE HOUSE ESTATES</b>				
Bridges	1,873	1,983	110	(x)
Tower Bridge Operational	1,712	1,811	99	(xi)
<b>TOTAL</b>	<b>3,585</b>	<b>3,794</b>	<b>209</b>	
<b>TOTAL P&amp;T</b>	<b>17,293</b>	<b>16,854</b>	<b>(439)</b>	

### Notes:

- (i) Development Management restructure costs £130,000, virement from departmental underspends allocated to a variety of projects £142,000, carry forward monies £65,000.
- (ii) City Transportation restructure costs £149,000, virement from departmental underspends allocated to a variety of projects £88,000 and increases in central support and capital charges £135,000.
- (iii) Reduced staffing costs due to vacancies.
- (iv) Additional staff costs recharged to capital project at Hampstead Heath (£130,000) and additional works to Highways, Opens Spaces and BHE for structural inspections (£270,000). This is partly off-set by increased contract costs and central support recharges.
- (v) Decrease due to reduced highway infrastructure asset depreciation costs (£720,000) and changes to phasing of the City Surveyor's AWP (£271,000). This is off-set by additional spend on highway maintenance £250,000 and increased employee costs £69,000.
- (vi) Increase in road closure fee income (£330,000) which is off-set by increase in employee costs £24,000 and shortfall in hoarding and scaffolding licence fee income £75,000.
- (vii) Installation of CCTV £60,000 and structural inspections at Minories car park £20,000.
- (viii) Proposed bid for pay and display upgrade to be funded from departmental underspends, subject to future Member approval.
- (ix) High priority maintenance works on pipe subways £52,000.
- (x) Structural inspection maintenance on bridges.
- (xi) Updated method of apportionment for central support service recharges.

## APPENDIX 2

Analysis by Service Managed	Original Budget 2015-16 £'000	Original Budget 2016-17 £'000	Movement Increase/ (Decrease) £'000	Para Ref and Notes
<b>CITY FUND</b>				
Town Planning	2,108	2,450	342	(i)
Transportation Planning	993	1,525	532	(ii)
Planning Obligations	0	0	0	
Road Safety	274	449	175	(iii)
Street Scene	0	0	0	
Building Control	526	554	28	
Structural Maintenance/Inspections	506	202	(304)	(iv)
Highways	9,175	9,524	349	(v)
Rechargeable Works	0	0	0	
Traffic Management	(706)	(721)	(15)	
Off-Street Parking	0	0	0	
On-Street Parking	0	0	0	
Drains & Sewers	433	479	46	
Contingency	399	15	(384)	15
<b>TOTAL</b>	<b>13,708</b>	<b>14,477</b>	<b>769</b>	
<b>BRIDGE HOUSE ESTATES</b>				
Bridges	1,873	2,037	164	(vi)
Tower Bridge Operational	1,712	1,906	194	(vii)
<b>TOTAL</b>	<b>3,585</b>	<b>3,943</b>	<b>358</b>	
<b>TOTAL P&amp;T</b>	<b>17,293</b>	<b>18,420</b>	<b>1,127</b>	

### Notes:

- (i) Development Management Service restructure, provision for pay awards and National Insurance £284,000; and changes to phasing of City Surveyor's AWP £108,000. These are partly off-set by reductions in support services and capital charges (£50,000).
- (ii) City Transportation restructure, provision for pay awards and National Insurance £624,000; and increase in support services and capital charges £251,000. These are partly off-set by additional staff costs recharged to projects (£350,000) which are fully recovered from TFL/S106/S278 monies.
- (iii) City Transportation restructure, provision for pay awards and National Insurance £168,000; and increase in support services and capital charges of £57,000. These are partly off-set by additional staff costs recharged to projects (£50,000) which are fully recovered from TFL.
- (iv) Additional staff costs recharged to capital project at Hampstead Heath (£130,000) and additional works to Highways, Opens Spaces and BHE for structural inspections (£270,000). This is partly off-set by increased contract costs and central support recharges.
- (v) Additional highway infrastructure asset depreciation costs £174,000, provision for pay awards and National Insurance £119,000, price uplifts for repairs & maintenance and electricity £59,000, re-phased AWP costs £140,000 and increased highway structure inspections £150,000. These are partly off-set by increased staff costs recharged to capital projects (£275,000).
- (vi) Structural inspection maintenance on bridges.
- (vii) Provision for pay awards and National Insurance £72,000 and increase in central support and capital charges £122,000.



**APPENDIX 3**

<b>Support Services &amp; Capital Charges from/to Planning &amp; Transportation Committee</b>	<b>Original Budget 2015/16 £'000</b>	<b>Latest Budget 2015/16 £000</b>	<b>Original Budget 2016/17 £000</b>	<b>Para Ref</b>
<b>Support Services and Capital Charges</b>				
City Surveyor's Employee Recharge	352	359	360	
Insurance	587	613	659	
IS Recharges - Chamberlain	174	860	845	
Capital Charges	7,326	6,647	7,531	
Admin Buildings	621	582	651	
Film Liaison Staff Costs	0	0	0	
Support Services:	1,071	1,076	1,032	
<b>Total</b>	<b>10,131</b>	<b>10,137</b>	<b>11,078</b>	
<b>Recharges Within Funds</b>				
Corporate and Democratic Core – Finance Committee	(58)	(58)	(58)	
Directorate Recharge – Port Health & Environmental Services Committee	1,089	654	695	
Tables & Chairs – Licensing Committee	(27)	(27)	(27)	
<b>Total</b>	<b>1,004</b>	<b>569</b>	<b>610</b>	
<b>Recharges Across Funds</b>				
Structural Mtce - Open spaces – City's Cash	0	(36)	(40)	
City's Cash – Policy & Resources - Statues	(1)	(1)	(1)	
<b>Total</b>	<b>(1)</b>	<b>(37)</b>	<b>(41)</b>	
<b>TOTAL PLANNING &amp; TRANSPORTATION</b>	<b>11,134</b>	<b>10,669</b>	<b>11,647</b>	33

**Note:** Support Services covers recharges from Chamberlain, Comptroller and City Solicitor, Town Clerk and City Surveyor's departments.

**Service Based Review Implementation Progress Update**

The table below sets out a brief summary of the agreed SBR saving proposals for 2015/16, including the current status. All projected savings have been included in the budgets presented in the report, and have already been delivered or are on target to be achieved.

<b>Savings Item</b>	<b>2015/16 £'000</b>	<b>Status</b>
<b>Built Environment</b>		
On-Street Parking – increased charges	350	Delivered
Town Planning - reduced overtime, recruitment and supplies & services	14	Delivered
<b>Original Total – Built Environment</b>	<b>364</b>	
<b>Changes</b>		
On-Street Parking - contract savings b/fwd from 2017/18	105	Delivered
<b>Projected Savings – Built Environment</b>	<b>105</b>	
<b>Total Projected Savings – P&amp;T Committee</b>	<b>469</b>	

APPENDIX 5

**Draft Capital & Supplementary Revenue Projects**

Fund	Project	Pre 2015 £'000	2015/16 £'000	2016/17 £'000	2017/18 £'000	2018/19 £'000	Total £'000
<b>CITY FUND</b>							
<u>Pre-implementation</u>	Street lighting strategy	43	7				50
	Roads	433	92				525
	Cheapside & Guildhall strat	345	75	114	200	220	954
	Riverside Enhancement	132	28				160
	Barbican area strategy	432	205	68			705
	Cycling		49				49
	Eastern city cluster	144	259	29			432
	Bank area strategy	386	259				645
	Fenchurch/Monument strat	189	209	17			415
	St Paul's area strategy	17	100				117
	West Smithfield strategy		46				46
	Aldgate & Tower area strat	2,756	289	178			3,223
	Chancery Lane area strat	67	97				164
	Fleet Street area strategy	146	169				315
	Liverpool area strategy	463	157				620
	Other schemes	71	10				81
<u>Approved works</u>	Information technology	819	285				1,104
	Roads	7,272	234		39		7,545
	Security, Walkways & Land	1,333	20				1,353
	Street scene Enhancement	2,543	25				2,568
	Cheapside & Guildhall strat	1,144	70				1,214
	Riverside Enhancement	1,441	3,044	10			4,495
	Barbican area strategy	1,178	972	216			2,366
	Cycling		46				46
	Eastern city cluster	319	555	226	234		1,334
	Bank area strategy	1,352	747				2,099
	Fenchurch/Monument strat	705	267	249	221		1,442
	St Paul's area strategy	1,792	193	22			2,007
	Aldgate & Tower area strat	5,273	8,143	5,249			18,665
	Chancery Lane area strat	0	792				792
	Fleet Street area strategy	789	205				994
	Liverpool area strategy	1,148	139				1,287
	Holborn area strategy	268	1,225	5			1,498
	Temple & Whitefriars strat	598	62				660
<b>TOTAL CITY FUND</b>		<b>33,598</b>	<b>19,075</b>	<b>6,383</b>	<b>694</b>	<b>220</b>	<b>59,970</b>
<b>BHE</b>							
<u>Approved works</u>	Bridgemasters House Ph2	1	22				23
	Tower Bridge HV system		35				35
	Tower Bdg bascule re-deck		227				227
<b>TOTAL BHE</b>		<b>1</b>	<b>284</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>285</b>
<b>CITY CASH</b>							
<u>Pre-implementation</u>	St Paul's external lighting	18	7				25
<b>TOTAL CITY CASH</b>		<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
<b>TOTAL PLANNING &amp; TRANSPORTATION</b>		<b>33,617</b>	<b>19,366</b>	<b>6,383</b>	<b>694</b>	<b>220</b>	<b>60,280</b>

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<b>Committee(s)</b>	<b>Dated:</b>
Epping Forest & City Commons Committee Hampstead Heath, Queens Park, Highgate Wood Open Spaces and City Gardens West Ham Park  Planning and Transportation Port Health and Environmental Services Department of Community and Children Services	9 <sup>th</sup> November 2015 23 <sup>rd</sup> November 2015 7 <sup>th</sup> December 2015 7 <sup>th</sup> December 2015  15 <sup>th</sup> December 2015 24 <sup>th</sup> November 2015 11 <sup>th</sup> December 2015
<b>Subject:</b> Operational Property	<b>Public</b>
<b>Report of:</b> The Chamberlain and the City Surveyor	<b>For Information</b>

## Summary

The Operational Property Review is a cross-cutting Service Based Review which is taking a more strategic view of the operational assets the City of London Corporation has, with the aim of identifying opportunities to rationalise the Corporation's operational property portfolio and reduce the high and rising cost of property. The general fabric and condition of many of our operational properties is starting to deteriorate which impacts negatively on the experience of the users of those properties and the Corporation's reputation as a consequence.

Operational assets are an essential means by which the City of London Corporation provides the best possible services, whether through its statutory Local Authority functions, Charitable duties and responsibilities (e.g. Open Spaces), or supporting and promoting The City as the world leader in international finance and business services.

Through this review, we aim to tackle the £40m 'bow wave' of maintenance costs we are currently pushing out year on year across all City of London Corporation assets. Ensuring property assets are efficiently managed and maintained, represent value for money in supporting service delivery and are fit for purpose is an important strand in improving efficiency and productivity.

The first phase of workshops covering Departments with the most significant operational properties, have been held over the period April 2015 to June 2015. Workshops with the Markets and Consumer Protection, Open Spaces, Community and Children's Services (DCCS) and Built Environment (DBE) Departments have strategically reviewed their operational properties and the work has identified potential opportunities in the short, medium and longer term to enable rationalisation and/or more effective utilisation of existing property assets. The following key themes of opportunities have emerged:

- Housing – commercial units, in-fill and residential development opportunities
- Car parking- review of overall provision
- Rationalising Central London staff accommodation to release surplus space or potentially buildings
- Rationalising Local offices, workshops and storage facilities
- Rationalisation of similar facilities, e.g. ports
- Staff residential accommodation
- Redundant property which should be demolished

### **Recommendation**

The Committee are asked to:

Note the drivers for undertaking the Operational Property Review and that the emerging opportunities from this review that impact on the work of this Committee will be reported to subsequent meetings.

### **Main Report**

#### **Background**

1. Last year Corporate Asset Sub Committee requested a review into how well our property assets are maintained. Until this point there was no comprehensive picture of the management of the operational estate. The review established that there is a funding gap each year, compounding and creating a cumulative shortfall of funding for cyclical maintenance and renewal. Effectively this is creating a £40m 'bow wave' of postponed maintenance costs which we will, at some point, need to meet. This funding gap is unsustainable in the long term.
2. It is estimated that the unfunded cyclical building maintenance and renewal costs of the existing Operational Property Portfolio over a 20 years is circa £159m. **Appendix 1** provides a diagrammatic representation of these unfunded costs. The unfunded element is particularly large in 2015/16 due to the items which have been deferred in order to reduce the 2014/15 Building Cyclical Works Programme (formerly known as the Additional Work Programme). In effect, only very high priority work is being funded, predominantly relating to Health & Safety issues and equipment which is at a very high risk of failure. As a result the general fabric and condition of many of our operational properties is deteriorating which impacts negatively on the experience of the users of those properties and the Corporation's reputation as a consequence.
3. This work has also exposed that the current management of operational property assets is fragmented. Ensuring property assets are efficiently managed is an important strand in improving efficiency and productivity. Effective asset management requires an organisation to maintain its operational asset portfolio; ensuring assets are efficiently managed and maintained, represent value for money in supporting service delivery and at the end of their useful economic life

are renewed/replaced or the need for the asset reconsidered. The management of property assets should accord with the Corporate Asset Management Strategy which aims to manage operational assets effectively, efficiently and sustainably to deliver strategic priorities and meet service needs.

4. This review work has been undertaken within the context that operational assets are an essential means by which the City of London Corporation provides the best possible services, whether through its statutory Local Authority functions, Charitable duties and responsibilities (e.g. Open Spaces), or supporting and promoting The City as the world leader in international finance and business services.
5. As part of the review, the suitability of the existing operational assets were considered from the perspective of whether the existing property asset portfolio were fit for purpose, in terms of location, functionality and condition. By reviewing the existing asset portfolio, any financial efficiency from rationalisation and more effective use of property can then be used to improve the quality and upkeep of the operational property portfolio in the future, and as a result support the continuation of the best possible service for the public.
6. Whilst the City of London Corporation's overall financial position is strong in terms of its balance sheet assets, delivery of its strategic and operational aims is achieved through the income it generates from those assets. The financial revenue forecasts for the City of London Corporation have to be set in the context of large reductions in central government funding and the expectation of future grant reductions for the foreseeable future.
7. The City of London Corporation is currently delivering a £20m Services Based Review to deliver significant and sustainable savings in order to balance the budget over the medium term; on both its City Fund and City Cash Services. There are restrictions over the operation of the City Fund which limits the use of assets to fund on-going revenue expenditure on our property asset portfolio. For instance it is forbidden for City Fund property assets to be sold, with the proceeds used to support the revenue position. A similar strategy is applied to City's Cash assets.
8. This means that while the Corporation may be perceived as a 'wealthy' organisation from the property assets that it holds, those assets are aging and require increasing sums to be spent on maintaining them. The revenue envelope available to fund these annual costs is reducing, resulting in a pressure to ensure that the estate is as streamlined as possible.
9. Reviewing and rationalising the operational property estate is one of many approaches to driving savings and efficiency, and has been an important approach adopted across the public sector as a whole within the current era of austerity. Whilst, the City of London Corporation does not face the extremes of financial pressures faced by the public sector, it does have a clear obligation to use the public and charitable resources at its disposal in the most effective and efficient way so that it is able to sustain the high quality services and obligations it has for current and future generations.

## Operational Property Review

10. A cross-cutting Service Based Review was initiated to take a more strategic view of the operational assets the City of London Corporation has, with the aim of:-
  - Investigating the current utilisation of assets – do they provide value for money?
  - Investigate current and future property requirements
  - Identifying opportunities to rationalise the Corporation's operational property portfolio and reduce the high and rising cost of property.
11. As part of operational property review, Chief Officers were asked to review their operational asset base portfolio through a series of workshops to identify opportunities for rationalisation and improved efficiency. The aim has been to identify proposals for property rationalisation which are likely to deliver the greatest Value For Money (VFM) benefits. This work has necessarily been undertaken with full consideration of the reasons why property assets are held, how they contribute to service provision and what restrictions apply over their use.
12. The first phase of workshops covering Departments with the most significant operational properties, have been held over the period April 2015 to June 2015. These discovery workshops focused on the Markets & Consumer Protection, Open Spaces, Department of Community and Children Services (DCCS) and Department of Built Environment (DBE).
13. A further workshop was held at the end of October 2015, to review corporately, ways of working and Central London office accommodation (covering Guildhall, Irish Chambers, Walbrook Wharf Offices, and Lauderdale Place (DCCS/Barbican Housing office). This workshop, linked to the existing Guildhall Accommodation and Agile working projects explored opportunities to adopt more effective and efficient working methods through better use of space, adoption of flexible and more modern working methods enabling the rationalisation of central London office accommodation. An appetite to progress these modern ways of working and use of accommodation was confirmed and a workstream has been initiated to develop this programme of work.
14. The review did not consider the Barbican and Guildhall School or Music and Drama (GSMD) assets as these are currently being considered within the Cultural Hub Project, nor Police Accommodation where a separate review and rationalisation process has already been well established. Some of the emerging property asset rationalisation opportunities do have the potential to support the City's targets to increase Housing provision.
15. The first phase of workshops is now complete. These workshops, along with significant preparation work by Departments in collaboration with the City Surveyors and Chamberlains Department, have reviewed at a strategic level the operational properties occupied and operated by Departments. The aim of the workshops has been to identify proposals in the short, medium and longer term to enable rationalisation and/or more effective utilisation of existing property assets



to support high quality services. As a secondary benefit, this review work is assisting in the cleansing of the City's operational property records.

16. The following key themes of opportunities have emerged:

- Housing – commercial units, in-fill and residential development opportunities
- Car parking- review of overall provision
- Rationalising Central London staff accommodation to release surplus space or potentially buildings
- Rationalising Local offices, workshops and storage facilities
- Rationalisation of similar facilities, e.g. ports
- Staff residential accommodation
- Redundant property which should be demolished

17. Opportunities identified in some instances entail the relocation of people and operations, with resulting costs in order to facilitate the freeing up of property assets. Proposals that have been identified from the workshops have been prioritised to identify those opportunities which are likely to deliver the greatest value for money (VFM) benefits. Some of the emerging opportunities should also result in a better service provision through improving the accessibility of staff to service users.

18. Where a property asset is no longer required, disposals can be considered and achieved through freehold sale or the grant of leasehold interests for short or lengthy duration, subject to any statutory provisions limiting that ability.

19. Freehold sales mostly divest complete control, imposing covenants or restrictions on future use are invariably very difficult to achieve in practical terms. Leasehold disposals enable landlords to retain control because they still maintain an interest in the property, but that level of control generally diminishes as the length of the grant increases. Long leases can achieve premiums which are close to the freehold value, providing that any restrictions are not overly onerous.

20. It is likely that the City of London Corporation would need to consider disposal options on a case-by-case basis to assess the merit of individual circumstances. There are going to be a variety of circumstances where disposal is being considered, that will have a bearing upon the preferred disposal method, the outcome that the Corporation desires and its powers to deal with any given asset.

21. In addition to this recent exercise, some significant asset realisation opportunities had been identified from an earlier exercise to support the funding of the Corporation's Capital Programme, which includes significant investment required for the Hampstead Heath and Epping Forest Dams projects.

22. The operational property review is one strand of activity within the an overall Strategic Asset Management (SAM) Service Based Review (SBR) which also has strands of activity relating to Facilities Management, Contract Management and Project Management.

## **Next Steps**

23. Relevant Service Committee Chairman and Deputy Chairman have been consulted on these opportunity proposals that impact on their service areas, as Service Committees have a role in declaring operational property assets as surplus. Chief Officers will be required to seek Service Committee agreement to the disposal and/or rationalisation strategies. Service Committee support will also be necessary for any rationalisation of property assets where better use of assets, e.g. through commercial sub-letting or more intensive use of assets as opposed to absolute disposal or demolition is proposed. Reports on specific opportunities will be brought to this Committee in subsequent meetings.
24. The disposal, rationalisation and more effective use opportunities across all the Committees will be considered in the round by the Corporate Asset Sub-Committee on the 24th November to ensure effective use and agree proposed disposals and rationalisation. Resource Allocation Sub-Committee on the 10th December will consider the recommendations from the Corporate Asset Sub-Committee. This reflects the responsibility of the Resource Allocation Sub-Committee to consider the impact of opportunities on the allocation of operational property resources for service delivery.
25. Once operational property is released by service committees, then assets will be passed to the Property Investment Board to consider the most advantageous route for disposal if no alternative use of the assets is determined.
26. It is then intended that a series of specific projects will then progress these proposals to completion seeking appropriate resources to facilitate rationalisation and/or disposals, and obtaining approval through current project processes.

## **Conclusion**

27. Good progress has been made on the Operational Property Review Project. Emerging opportunities relevant to the work of this Committee will be reported to subsequent meetings of the Committee.
28. By reviewing the existing asset portfolio, any financial efficiency from rationalisation and more effective use of property can then be used to improve the quality and upkeep of the operational property portfolio in the future, and as a result support the continuation of the best possible service for the public.

## **Background Papers**

Operational Property Review – Update report - 26<sup>th</sup> March 2015 (Public)  
Operational Property Review – Update report - RASC 16<sup>th</sup> July/CASC – 28<sup>th</sup> July 2015 (Public)

## **Appendices**

Appendix 1: Graph of Unfunded cyclical building maintenance and renewal costs

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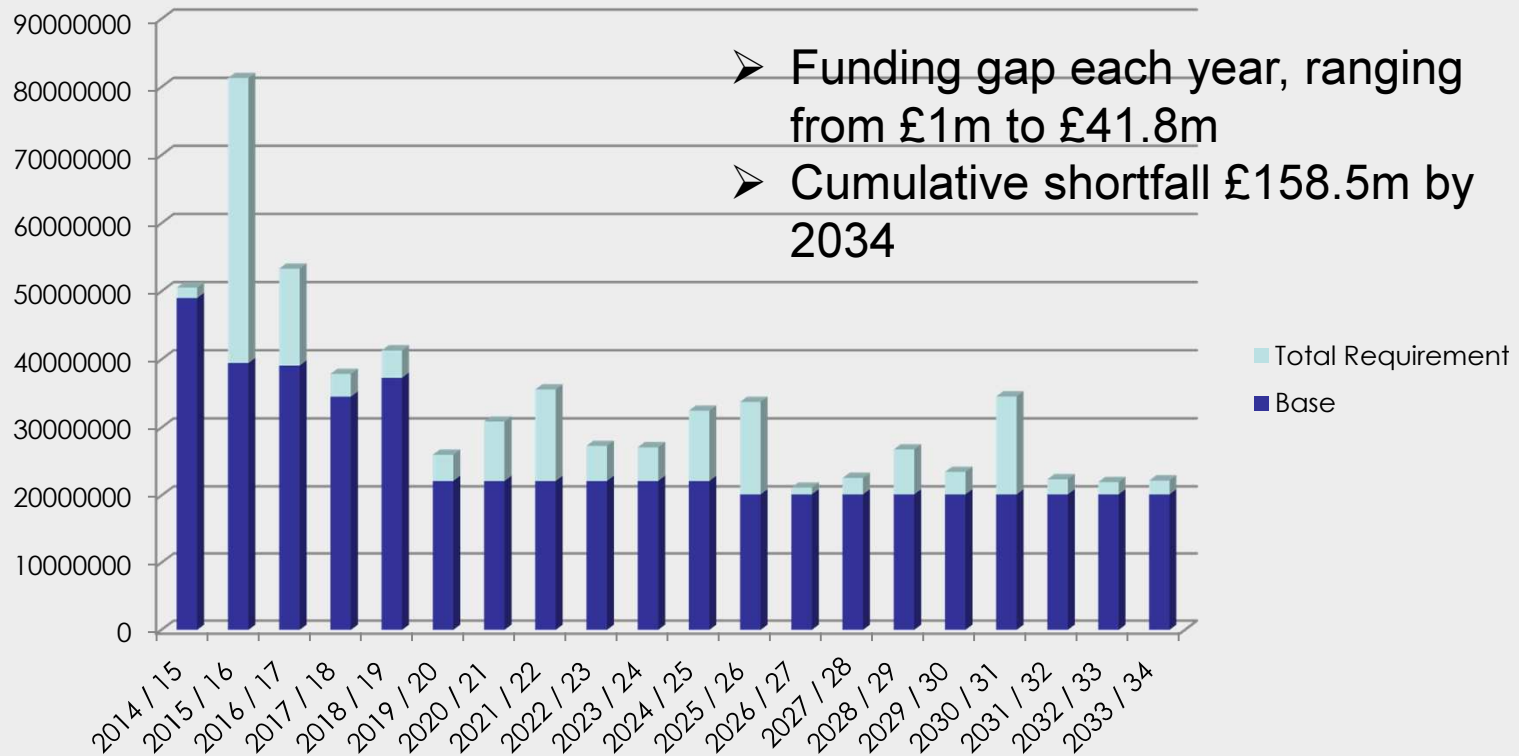


# Appendix 1 - Operational Assets

## Funding shortfall

- Current provision insufficient
- Choices are being made, creating the bow wave of £40m

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