



Special meeting of the Planning and Transportation Committee

Date: MONDAY, 15 DECEMBER 2014

Time: 12.00 pm

Venue: LIVERY HALL - GUILDHALL

Members:

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

Enquiries: Katie Odling
tel. no.: 020 7332 3414
katie.odling@cityoflondon.gov.uk

Lunch will be served in Guildhall Club at 1PM
N.B: Part of this meeting could be subject to audio video 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. **AMENDMENT TO THE SCHEME OF DELEGATION**
Joint report of the Director of the Built Environment and the Chief Planning Officer and Development Director.

For Decision
(Pages 1 - 16)
4. **CITY OF LONDON LOCAL PLAN: ADOPTION**
Report of the Director of the Built Environment, being considered by the Policy and Resources Committee on 11 December 2014, and the Court of Common Council on 15 January 2015.

For Decision
(Pages 17 - 42)
5. **REVENUE AND CAPITAL BUDGETS - 2015/16**
Joint report of the Chamberlain, Director of the Built Environment and Director of Culture, Heritage and Libraries.

For Decision
(Pages 43 - 58)
6. **ANNUAL ON-STREET PARKING ACCOUNTS 2013/14 AND UTILISATION OF ACCRUED SURPLUS ON HIGHWAY IMPROVEMENTS AND SCHEMES**
Report of the Chamberlain, being received by the Finance Committee on 9th December 2014, the Court of Common Council on 15 January 2014 and the Streets and Walkways Sub Committee on 19th January 2015.

For Information
(Pages 59 - 62)
7. **CITY FUND SURPLUS HIGHWAY - BARTS SQUARE, EC1**
Report of the City Surveyor.

For Decision
(Pages 63 - 68)
8. **RESOLUTION FROM THE POLICE COMMITTEE**
The Police Committee requests that the Planning and Transportation Committee, during their consideration of the development application in relation to 21 Moorfields, gives consideration to including a planning condition such that any planning consent which may be granted is contingent upon the development providing sufficient CCTV coverage of the nearby entrances to the Barbican Highwalk on the grounds that this would have a significant benefit to public safety.

For information and comment
(Pages 69 - 70)

9. **ANY OTHER BUSINESS THE CHAIRMAN CONSIDERS URGENT**

10. **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

11. **DEBT ARREARS**

Report of the Director of the Built Environment.

For Information
(Pages 71 – 78)

12. **DELEGATION OF ADDITIONAL POWERS TO LONDON COUNCILS TRANSPORT & ENVIRONMENT COMMITTEE – DELIVERY OF THE PARKING ON PRIVATE LAND APPEALS SERVICE**

Report of the Comptroller and City Solicitor, being considered by the Policy and Resources Committee on 11 December 2014.

For Decision
(Pages 79 - 82)

13. **ANY OTHER NON-PUBLIC BUSINESS THE CHAIRMAN CONSIDERS URGENT**

This page is intentionally left blank

Agenda Item 3

Committee(s):	Date(s):	
Planning & Transportation	15 December 2014	
Subject: Delegation of Powers to Officers in relation to S106 Agreements relating to schemes otherwise within Officer delegated powers.	Public	
Report of: Chief Planning Officer and Director of the Department of the Built Environment	For Decision	
<u>Summary</u>		
<p>The Court of Common Council has delegated to Planning and Transportation Committee responsibility for the City's local planning authority functions. To facilitate the carrying out and administration of these functions, some of them have been delegated down to Chief Officers as set out in the Scheme of Delegations approved by Court of Common Council on 1 May 2014. Recent changes due to the introduction of CIL have given rise to further delegation issues.</p>		
Recommendations		
That,		
a) the amendment to the Scheme of Delegations in respect of local planning authority functions as set out in paragraph 7 and 8 of this report; and		
b) delegated authority be given to the Director of the Built Environment, and/or the City Planning Officer and/or the Assistant Director (Development) to determine applications to discharge requirements and approve details pursuant to the Thames Tideway Tunnel Development Consent Order and other similar Development Consent Orders, and to discharge conditions and approve details pursuant to deemed planning permission granted by Transport and Works Act Orders and statutes in respect of infrastructure projects [subject to the applications being in accordance with policy, not being of broad interest, and there being no more than 4 planning objections.		

Main Report

Background

The Court of Common Council has delegated to Planning and Transportation Committee responsibility for the City's local planning authority functions. To facilitate the carrying out and administration of these functions, some of them have been

delegated down to Chief Officers as set out in the Scheme of Delegations approved by Court of Common Council on 1 May 2014. Recent changes due to the introduction of CIL have given rise to further delegation issues

Current Position

In July 2014 the City of London Corporation adopted its Community Infrastructure Levy 'CIL'. As a result there were a number of consequential changes to the City's policy in relation to the collection of S106 monies and to the thresholds which trigger payment.

1. Infrastructure matters are now dealt with through CIL and S106 covenants are limited to training and skills, affordable housing, site specific mitigation and any other matters.
2. The thresholds where S106 covenants are applicable have been reduced in line with the Mayor of London's Crossrail Supplementary Planning Guidance (SPG) so that it becomes payable on an increase in floor space of 500 m² whereas previously the trigger was an increase on a minimum of 2,000 m² on floor space of 10,000 m² and residential development where it delivers 10 or more housing units.
3. At present there is no officer delegation to approve S106 covenants without reference to the Committee.
4. The lower thresholds mean that cases which would otherwise be dealt with under delegated authority cannot now be delegated because the lowered threshold for S106 covenants means that committee authority must be obtained to enter into the S106 covenants.
5. There are now other applications which are suitable for delegation except for the fact that they trigger a S106 covenant.

Proposals

6. In order to avoid delays and a possible need for more committee meetings it is proposed that those applications that could previously have been dealt with under delegated powers but are now no longer able to be dealt with in this way continue to be dealt with under delegated powers even though they trigger S106 covenants.
7. It is proposed that Section A, item 60 in the scheme approved by Common Council on 1 May 2014 be amended to include the additional words underlined, as follows: "To agree minor variations to agreements pursuant to sections 106 and 106A of the Town and Country Planning Act 1990 and to authorise section 106 covenants in respect of planning applications (and where the planning application is such that it may be determined by the Chief Officer (or other appropriate officer authorised by him) under this Scheme of Delegation)".
8. Should the S106 covenant not be in substantial compliance with your policy the application would not be determinable under the existing delegated authority as it would breach policy and consequently would fall outside the proposed additional delegation. It would therefore be reported to your Committee for decision.
9. An annual report will be presented to your Committee advising you of the annual sum negotiated.

Corporate & Strategic Implications

10. This proposal links the following themes of the City Together Strategy: is competitive and promotes opportunity; supports our communities; protects, promotes and enhances our environment; is vibrant and culturally rich; is safer and stronger.

Consultees

The Town Clerk, the Chamberlain and the Comptroller & City Solicitor have been consulted in the preparation of this report and their comments have been incorporated.

Conclusion

11. To ensure that the City can expedite planning decisions which the Committee has hitherto delegated it is recommended that Committee delegates to appropriate officers of the Department of Built Environment authority to enter into section S106 covenants in the circumstances where but for the S106 covenant the decision would otherwise be delegated to officers.

Recommendation

12. That the Committee agrees to the amendment to the Scheme of Delegation.

Background Papers:

Appendix

Planning & Transportation Committee report 4 February 2014 Corporate Governance – Scheme of Delegations and Standing Orders, of the Town Clerk at pages 193-197

Contact:

Annie.hampson@cityoflondon.gov.uk

Telephone number: 020 7332 1700

This page is intentionally left blank



CITY OF LONDON CORPORATION

SCHEME OF DELEGATIONS TO OFFICERS

DIRECTOR OF THE BUILT ENVIRONMENT

The following general powers are delegated to the Director of the Built Environment.

Authorisations

1. To authorise duly appointed officers to act under any enactments, regulations or orders relating to the functions within the purview of the Committee and of Department.
2. To sign the necessary warrants of authorisation for the above officers.

Charges

3. Setting miscellaneous hourly-based charges subject to agreement with the Chamberlain.

Transportation & Public Realm

4. To implement, waive or vary charges relating to traffic management and /or the Public Highway and/or pipe subways such as parking dispensations, private apparatus in the highway, temporary road closures and traffic orders, scaffolding hoarding and fencing licenses, and charges for pipe subways (including under S.73 of the London Local Authorities Act 2007).
5. To grant permission or consent with or without conditions or refusing to grant permission or consent as the case may be with respect to applications made to the City of London Corporation:
 - a. under Part II of the Road Traffic Act 1991, relating to dispensations from, or, the temporary suspension of, waiting and loading regulations or parking places regulations made in accordance with the Road Traffic Regulation Act 1984;
 - b. under Section 7 of the City of London (Various Powers) Act 1973, relating to new buildings;
6. To sign appropriate notices indicating that consent or refusal has been given, as the case may be under (a) above.
7. To sign and serve notices or granting of consents under the Highways Act 1980, City of London Various Powers Act 1900 and the City of London Sewers Act 1848 relating to the management and maintenance of streets within the City.
8. To exercise powers under the Road Traffic Regulation Act 1984 in respect of temporary traffic orders
9. To issue notices and, as necessary discharge the City of London Corporation's obligations under Part III of the New Roads and Street Works Act 1991, relating to the co-ordination and execution of street works by public utility companies and other licensed operators.
10. To enter into agreement with companies and statutory companies to allow the placement of plant within the pipe subways inherited from the Greater London Council in accordance with the London County Council (General Powers) Act 1958 and to determine applications for consent to place electricity substations in the street pursuant to the Electricity Act 1989
11. To enter into agreements with other traffic authorities to jointly exercise the City's traffic order making functions or to delegate those functions to them in accordance with S.101 Local Government Act 1972

12. To enter into agreements with other highway authorities under section 8 of the Highways Act 1980

Water and Sewers

13. The requisition of sewers under Sections 98 to 101 inclusive of the Water Industry Act 1991 (relating to the powers to exercise and discharge the functions of the Undertaker within the City to adopt sewers).
14. The adoption of sewers under Sections 102 to 105 inclusive of the Water Industry Act 1991 (relating to the powers to exercise and discharge the functions of the Undertaken within the City to adopt sewers).
15. To authorise and/or approve works under Section 112 of the Water Industry Act 1991 (relating to the power to exercise and discharge the requirements of the Undertaker within the City).
16. The closure or restriction of sewers under Section 116 of the Water Industry Act 1991, relating to the powers to exercise and discharge the functions of the Undertaker within the City to close or restrict the use of a public sewer.
17. The alteration or removal of pipes or apparatus of the Undertaker under Section 185 of the Water Industry Act 1991, relating to the power to exercise and discharge the functions of the Undertaker within the City to alter or remove any relevant pipe or apparatus.

Highways and Transport

18. To make all Traffic Orders under sections 6, 9, 10, 23 and 45 of the Road Traffic Regulation Act 1984, and to make modifications to or to revoke any experimental Traffic Regulation Order (following consultation with the Commissioner of Police for the City of London) where deemed necessary in the interests of safety, convenience or the expeditious movement of traffic.
19. To exercise powers under Part V of the Highways Act 1980 dealing with highway improvements.
20. To make representation or lodge objection, as appropriate, to applications for a Public Service Vehicle Operator's Licence, under Section 14A of the Public Passenger Vehicles Act 1981 or for a London Local Service Licence, under section 186 of the Greater London Authority Act 1999 and authorising in writing the appropriate officers in his Department to put forward objection or recommendation on behalf of the City of London Corporation at any Inquiry or Appeal arising out of an application for either of the recited licences.
21. To agree details of railway works in the City of London under the Transport and Works Act 1992.
22. To issue projection licences on, over or under streets pursuant to schemes where planning permission has already been agreed or renewing existing licences.
23. To be responsible for all functions under the Traffic Management Act 2004 and Regulations made thereunder that relate to the City of London as a local highway and local traffic authority.
24. To agree consents for temporary highway activities pursuant to the Crossrail Act 2009

25. To exercise through Civil Enforcement amongst other things, parking management and parking enforcement functions, under the Road Traffic Regulations Act 1984, the Road Traffic Act 1991, the London Local Authorities Acts 1996 – 2008 (LLAA), and the Traffic Management Act 2004 (TMA)

City Walkway

26. 25. Power to licence the temporary hoarding or enclosure of City Walkway pursuant to Section 162 of the City of London Sewers Act 1848 and Section 21 and Schedule 2 Part II to the City of London (various Powers) Act 1967.

Cleansing

27. The institution of proceedings and other enforcement remedies in respect of offences under the Environmental Protection Act 1990, Part II, Part III and Part IV.
28. To institute proceedings and other enforcement remedies in respect of the Health Act 2006, section 6, 7, 8, 9 and 10.
29. To institute proceedings and other enforcement remedies in respect of offences under the Refuse Disposal (Amenity) Act. 1978.
30. To institute proceedings and other enforcement remedies in respect of offences under the City of London (Various Powers) Act 1987.
31. To institute proceedings and enforcement remedies in relation to part VI of the Anti-Social Behaviours Act 2003.
32. To institute proceedings in relation to Town and Country Planning Act 1990 section 224 and 225.
33. To institute proceedings in relation to Regulatory Investigator Powers Act 2000
34. To institute proceedings in relation to Control of Pollution Act 1974
35. To issue notices under section 6 London Local Authorities Act 2004 (abandoned vehicles).

Delegations to other Officers

The following authorities are also delegated to the specified Deputies or Assistants:

Transportation and Public Realm Director – Items 4-35

Assistant Director (Highways) –5 -17 and Items 23 – 26

CITY PLANNING OFFICER

The following functions are delegated to the City Planning Officer:

Development Management

Planning

36. To determine applications for outline, full and temporary planning permission under Part III of the Town and Country Planning Act 1990 subject to the applications being in accordance with policy, not being of broad interest and there being no more than 4 planning objections.
37. To make non-material changes to planning permission pursuant to Section 96A of the Town and Country Planning Act 1990.
38. To determine applications for Listed Building Consent under the Planning (Listed Buildings & Conservation Areas) Act 1990; subject to the applications not being of broad interest and there being no more than 4 planning objections.
39. To advise the Secretary of State for Communities and Local Government of what decision the City of London Corporation would have made on its own applications for listed building consent if it had been able to determine them subject to the same criteria as 41.
40. To grant applications for Conservation Area Consent under the Planning (Listed Buildings & Conservation Areas) Act 1990; subject to the applications not being of broad interest and there being no more than 4 planning objections.
41. To determine submissions pursuant to the approval of conditions, under the Town & Country Planning Act 1990 and the Planning (Listed Buildings & Conservation Areas) Act 1990 and in relation to clauses set out in approved Section 106 Agreements.
42. To make minor changes to conditions in respect of planning permissions, listed building consents and conservation area consents which have been conditionally approved by the Planning & Transportation Committee
43. To determine applications for planning permission, listing building consent and conservation area consent to replace an extant permission/consent granted on or before 1st October 2010, for development which has not already begun with a new permission/consent subject to a new time limit pursuant to Article 18 of the Town and Country Planning (Development Management Procedure) Order 2010 and Regulation 3 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990 and provided no more than 4 planning objections have been received.
44. To determine applications for Certificates of Lawfulness of existing and proposed use or development in accordance with sections 191 and 192 of the Town and Country Planning Act 1990.
45. To determine applications for Advertisement Consent pursuant to Regulations 12, 13, 14, 15 and 16 of the Town & Country Planning (Control of Advertisements) (England) Regulations 2007.
46. To determine applications for prior approval under the Town and Country Planning (General Permitted Development) Order 1995.
47. To make observations in respect of planning and related applications submitted to other Boroughs, where the City of London's views have been sought and which do not raise wider City issues.
48. To serve notices under Article 4 of the Town and Country Planning (Development Management Procedure) Order 2010.

49. To determine the particulars and evidence to be supplied by an applicant for planning permission pursuant to section 62 of the Town and Country Planning Act 1990.
50. To serve Planning Contravention Notices under Section 171C of the Town and Country Planning Act 1990.
51. To serve Planning Contravention Notices under Section 171C of the Town and Country Planning Act 1990.
52. To issue and serve Enforcement Notices under Section 172 of the Town and Country Planning Act 1990 and Section 38 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
53. To issue a letter of assurance under Section 172A of the Town and Country Planning Act 1990.
54. To serve notices under Section 215 of the Town and Country Planning Act 1990.
55. To serve Breach of Condition Notices under Section 187A of the Town and Country Planning Act 1990.
56. To decline to determine a retrospective application for planning permission under Section 70C of the Town and Country Planning Act 1990.
57. To seek information as to interests in land under Section 330 of the Town and Country Planning Act 1990, and as applied by Section 89 of the Planning (Listed Buildings & Conservation Areas Act) 1990, and Section 16 of the Local Government (Miscellaneous Provisions) Act 1976.
58. To institute proceedings pursuant to Section 224 of the Town and Country Planning Act 1990.
59. To serve Notice of Intention to remove or obliterate placards and posters pursuant to Section 225, 225A, 225C and 225F of the Town and Country Planning Act 1990.
60. To agree minor variations to agreements pursuant to sections 106 and 106A of the Town and Country Planning Act 1990
61. To determine applications made under section 106BA of the Town and Country Planning Act 1990 (concerning the modification or discharge of affordable housing obligations) and to agree viability assessments submitted in support of such applications.
62. To agree minor variations to agreements pursuant to section 278 of the Highways Act 1980.
63. To make payments to other parties where required by the terms of an agreement made under section 106 of the Town and Country Planning Act 1990 or section 278 of the Highways Act 1980.
64. To determine City Community Infrastructure Levy contributions pursuant to the Community Infrastructure Levy Regulations 2010 (as amended).
65. To pass Community Infrastructure Levy contributions to other parties pursuant to section 216A of the Planning Act 2008 and regulations made thereunder.

Trees

66. To authorise works, including their removal, to trees in Conservation Areas and works in relation to a tree the subject of a Tree Preservation Order (T.P.O.), subject to them being seen and agreed by the Chairman of the Planning & Transportation Committee or Deputy Chairman in his or her absence.
67. To determine applications made under sections 206 (2) and 213 (2) of the Town and Country Planning Act 1990, to dispense with the duty to plant replacement trees, subject to notification to the Chairman or Deputy Chairman of the Planning & Transportation Committee except in urgent cases.

Churches

68. To respond to consultation made under the provisions of the Pastoral Measure 1983, the Faculty Jurisdiction Rules 2000 and 2013, the Care of Churches and Ecclesiastical Jurisdiction Measure 1991, the Care of Cathedrals Measure 1990 and the Code of Practice relating to exempted denominations procedures agreed by the Secretary of State.
69. The City of London Corporation's functions under the City of London (St. Paul's Cathedral Preservation) Act 1935.

Environmental Impact

70. To carry out the following functions under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations of 2011 and Circular 02/99:
 - a. formulating "screening opinions" under Regulation 5;
 - b. requiring developers to submit an environmental statement to validate an application under Regulation 10;
 - c. formulating "scoping opinions" under Regulation 13;
 - d. providing relevant information to developers who propose to prepare an environmental statement under the provisions of Regulation 15 (4);
 - e. requiring the submission of further information pursuant to regulation 22
 - f. requiring the local authority to submit an environmental statement in respect of applications for local authority development under Regulation 25;
 - g. formulating a "screening opinion" in matters of planning enforcement under Regulation

Crossrail

71. To agree Crossrail contributions, agree viability assessments and instruct the Comptroller & City Solicitor to secure any necessary planning obligations in respect of Crossrail contributions pursuant to Section 106 of the Town and Country Planning Act 1990.
72. To review Section 106 agreements for planning permission already considered by the Planning & Transportation Committee, but not yet issued prior to the policy being adopted, and re-determine the application to ensure that appropriate consideration is given to relevant policy on the Crossrail contribution (subject to there being no reduction in any S.106 contributions previously envisaged).
73. To make payments of Crossrail contributions received by the City to the Mayor and/or Transport for London on the basis of the Implementation Protocol between the Mayor, Transport for London and the local planning authorities, subject to such payment being agreed by the Chamberlain.

Local Plans, Naming and Numbering

74. To carry out sustainability appraisal of Local Development Documents under Section 19(5) of the Planning and Compulsory Purchase Act 2004 and to exercise functions under the Environmental Assessment of Plans and Programmes Regulations 2004 including carrying out strategic environmental assessment (including assessments under the Habitats Directive (Council Directive 92/43/EEC)), preparing, publishing and consulting upon screening reports, scoping reports, sustainability commentaries and sustainability appraisal reports.
75. To carry out public consultation in the preparation of Local Development Documents in accordance with the Statement of Community Involvement and the duty cooperate in Section 33A of the Planning and Compulsory Purchase Act 2004.
76. To carry out surveys under Section 13 of the Planning & Compulsory Purchase Act 2004.
77. To provide any documents necessary to support consultations on Local Development Documents and submission of Local Plans.
78. To prepare and publish monitoring reports on an annual basis in accordance with Section 35 of the Planning & Compulsory Purchase Act 2004
79. To make observations on consultation documents issued by central and local government, statutory bodies etc., where the observations are in accordance with the City's general policy position.
80. To carry out public consultation in the preparation of the Community Infrastructure Levy, in accordance with the Community Infrastructure Levy Regulations 2010 (as amended) and the Statement of Community Involvement.
81. To exercise powers under the London Building Acts (Amendment) Act 1939 – Part II relating to street naming and numbering of property.

Land Charges

82. To maintain a register and index of Local Land Charges pursuant to section 3 of the Local Land Charges Act 1975, including the amendment and cancellation of registrations pursuant to the Local Land Charges Rules 1975 and to set search fees pursuant to Section 8 of the Local Land Charges Act 1975 and Section 150 of the Local Government and Housing Act 1989 and relevant Rules and Regulations made there under.
83. To make searches and issue search certificates pursuant to section 9 of the Local Land Charges Act 1975.

Delegations to other Officers

The following functions are also delegated to the following Officers:

Director of the Built Environment – Section A to F

Planning Services & Development Director - Sections A to E

Policy & Performance Director - Section F, and in the absence of the City Planning Officer and the Planning Services and Development Director, Sections A to E

Statutory Authorities

82. Officers of the department are authorised to exercise the following powers in accordance with the responsibilities of the post:

- a. Sections 178(1), 196A(1), 196B, 209(1), 214B(1)(3), 214C, 219(1) and 225, 324 and 325 of the Town and Country Planning Act 1990 (as amended),
- b. Sections 42(1), 88(2), (3), (4) and (5) and 88(A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended)
- c. Sections 36 and 36A of the Hazardous Substances Act 1990.

DISTRICT SURVEYOR

The following functions are delegated to the District Surveyor:

83. To grant permission or consent, with or without conditions or, refuse to grant permission or consent, as the case may be, with respect to applications made to the City of London Corporation under the London Building Acts 1930-1982, The Building Act 1984 and The Building Regulations 2010 (as amended).
84. To sign and serve any notices required to be given by the City of London Corporation under the London Building Acts (Amendment) Act 1939, Part VII, Section 62 relating to dangerous structures within the City of London.

Delegation to other Officers

The functions of the District Surveyor are also delegated to the Director of the Built Environment and the Deputy District Surveyor

Relevant Legislation

	Legislation	Delegated Function
1.	City of London (Various Powers) Act 1967 – Sections 11, 12 and 18 Byelaws	i) Institution of Proceedings and other enforcement methods ii) Granting of consents iii) Making of temporary Prohibition or Restriction Orders iv) Section 11(1) - Serving of notices

2.	City of London (Various Powers) Act 1969 – Section 6	To exercise the powers in extinguishing rights of burial
3.	Tourism (Sleeping Accommodation Price Display) Order 1977, made under Section 18 of the Development of Tourism Act 1969	i) Institution of Proceedings and other enforcement methods ii) Authorisation of officers under paragraph 5
4.	European Community Act 1972, Section 2(2) Including all Regulations made thereunder	Power to appoint inspectors; authorise officers; issue notices, approvals, authorisations, registrations and permissions; institute proceedings and other enforcement methods in respect of the regulations made under Section 2(2) of the Act that are applicable to the functions of the City of London Corporation acting as a Port Health Authority, a Food Authority, a Feed Authority, an Animal Health and Disease Control Authority and a Local Weights and Measures Authority
5.	Greater London Council (General Powers) Act 1974	i) Institution of Proceedings and other enforcement methods ii) Issue of Notices
6.	Highways Act 1980	i) Institution of Proceedings and other enforcement methods ii) Issue of Notices iii) Authorisation of Officers. iv) Entering into Agreements. v) Granting of Permissions and Licences. vi) Issue of Fixed Penalty Notices. vii) Making requisite applications
7.	London Building (Amendment) Act 1939	i) Institution of Proceedings and other enforcement methods ii) Granting of consents ii) Issue of Notices iii) Authorisation of officers iv) Granting of Exemptions and Licences
8.	London County Council (General Powers) Act 1958	Section 27 – Agreeing level of Charge between City of London and Undertakers in respect of apparatus in subways
9.	London Local Authorities Act 1995, Part II	Issue of Penalty Charge Notices
10.	London Local Authorities Act 1996, Part II	Issue of Penalty Charge Notices
11.	London Local Authorities Act 2000	i) Institution of Proceedings and other enforcement methods ii) Issue of Penalty Charge Notices.

12.	London Local Authorities Act 2004	Authorisation of Officers
13.	London Local Authorities & Transport for London Act 2003	i) Issue of Notices ii) Issue of Penalty Charge Notices
14.	New Roads & Streetworks Act 1991	i) Institution of Proceedings and other enforcement methods ii) Granting of licences iii) Issue of notices iv) Serving Fixed Penalty Notices
15.	Refuse Disposal (Amenity) Act 1978	i) Institution of Proceedings and other enforcement methods. ii) Authorisation of Officers iii) Issuing Fixed Penalty Notices iv) Removal of abandoned vehicles v) Disposal of removed vehicles
16.	Road Traffic Act 1991	i) Institution of Proceedings and other enforcement methods ii) Issue of Penalty Charge Notices iii) Issue of Notices iv) Consideration of Representations
17.	Road Traffic Regulation Act 1984	i) Making temporary prohibition or restriction orders ii) Granting of suspensions and dispensations iii) Appointment of Parking Attendants
18.	Traffic Management Act 2004	All functions required of a local Highway and local Traffic authority
19.	Other functions, not Specific to an Enacted Power	(i) Authority to write off debts arising in the Department up to a limit of £1,000, subject to concurrence of the Chamberlain ii) Authority to pay up to £1,000 in any one case of exclusion from work under the provisions of the Public Health (Control of Disease) Act 1984 – Section 20.

- NB** (i) In each instance above, the Institution of Proceedings and other enforcement methods to be subject to the proviso that, in each case, the Comptroller & City Solicitor has advised that the evidence is sufficient to justify a prosecution.
- (ii) All of the Officers *so authorised* are indemnified against all claims made against them, including, awards of damages and costs arising out of acts done by them in the bona fide discharge or purported discharge of functions delegated to them by the *Port Health & Environmental Services Committee (formerly the Port & City of London Health and Social Services Committee)* or any of its Sub Committees (see report to Common Council of 2.11.1995).

This page is intentionally left blank

Committee(s):	Date(s):
Planning & Transportation Committee Policy & Resources Committee Common Council	15 th December 2014 11 th December 2014 15 th January 2014
Subject: City of London Local Plan: adoption	Public
Report of: Director of the Built Environment	For Decision
Summary	
<p>The City of London Local Plan was published for its final stage of public consultation between December 2013 and February 2014 and was subsequently examined by an independent planning inspector. The inspector has issued his report on the examination, which finds that the Local Plan is sound and recommends that it is adopted. It is recommended that the Court of Common Council adopts the Local Plan by resolution, subject to the modifications listed in the appendix to this report. Once adopted the Local Plan will replace the Core Strategy 2011 and the saved policies of the Unitary Development Plan (UDP) 2002.</p> <p>Recommendation</p> <ul style="list-style-type: none"> • That the Common Council be recommended to adopt by resolution the City of London Local Plan subject to the modifications in Appendix 1 to this report. 	

Main Report

Background

1. The City of London Local Plan was published for its last stage of public consultation between December 2013 and February 2014. In May 2014 the Plan and the public's representations were submitted for public examination by an independent planning inspector. The inspector held a public hearing in October 2014. The inspector has now issued his report on the examination and the final step is to adopt the Local Plan.

Current Position

2. The preparation of the Local Plan has involved several stages of public consultation since 2011. The final consultation version of the Plan was reported to the Planning & Transportation Committee on 5th November 2013. It was subsequently referred to the Policy & Resources Committee on 21st November and Common Council on 5th December 2013.
3. The Local Plan was published for consultation on 8th December 2013. The consultation period was originally set to close on 17th February 2014. However, during January it was decided to make some refinements to four of the policies for hotels and housing to improve their consistency with the policy

for the protection of offices. The consultation period was extended to 28th February to allow the public extra time to consider these amendments.

4. During January the draft 'Office Use' supplementary planning document (SPD) was agreed by the Planning & Transportation Committee and also issued for consultation. The consultation period for this was timed to end on 28th February to allow the public to consider the Local Plan and the SPD concurrently, in view of the close relationship between them. Following consultation on the draft SPD, it was adopted as Interim Planning Guidance by the Planning & Transportation Committee on 30th July 2014, pending approval of the Local Plan. The formal adoption of the Office Use SPD will be the subject of a report to the next meeting of the Planning & Transportation Committee.

Public examination

5. During the consultation period on the Local Plan responses were received from 27 organisations. On 21st May 2014 the Local Plan and the public's responses were submitted to the Secretary of State, who appointed a planning inspector to examine the Plan.
6. In order, where possible, to resolve objections to the Plan and avoid unnecessary discussion at the examination a list of proposed modifications to the Plan was prepared. These modifications are mainly for clarification and do not materially affect the policies of the Plan. In accordance with a recommendation in my earlier reports, this list was agreed in consultation with the Chairman of the Planning & Transportation Committee. The list was submitted to the planning inspector alongside the Plan. In response to continuing discussions with objectors, some further modifications were subsequently added to the list. The full list of modifications is in Appendix 1 to this report.
7. As part of the examination of the Plan a public hearing was held on 7th October. At the hearing objectors and City officers had the opportunity to explain their cases in a discussion led by the inspector.
8. The inspector has now issued his report on the examination, which is shown in Appendix 2. The inspector concludes that the Local Plan is sound. He is content for the Local Plan to be adopted subject to the list of proposed modifications proposed by the City Corporation and does not recommend any additional modifications. The inspector's report and recommendation have been published and made available in accordance with the statutory requirements.

Proposals

9. It is recommended that the Local Plan be adopted subject to the modifications in Appendix 1 to this report. A copy of the full text of the Local Plan, showing the modifications as tracked changes, is available in the Members' Reading Room and has been distributed to Members electronically.
10. The Plan must be referred to Common Council for adoption by resolution.
11. When adopted, the Local Plan, adoption statement and sustainability appraisal report must be made publicly available on the City's web site and for inspection, and those who asked to be notified of the Local Plan's adoption

must be sent a copy of the adoption statement. An adoption statement must also be sent to the Secretary of State.

12. Currently the Core Strategy, adopted in 2011, and the 55 saved policies of the Unitary Development Plan, 2002 are in force in the City. Upon its adoption the Local Plan will supersede both these documents.

Corporate & Strategic Implications

13. The Local Plan has been prepared with regard to all the City's other plans and strategies, including the Corporate Plan and The City Together Strategy. The Local Plan is considered to be fully in alignment with these strategies.

Next steps

14. It is a statutory requirement that the City's Local Plan should be in general conformity with the Mayor's London Plan. The Local Plan was prepared with regard to the current version of the London Plan, adopted in 2011. In 2013 the Mayor issued 'Further Alterations to the London Plan' (FALP) which were subject to examination by a planning inspector during September 2014 and are expected to be adopted in February 2015. The FALP include revised targets for housing provision, updated employment projections and other significant changes. However, the inspector's conclusions on the FALP have not yet been issued, so it was not possible at this stage to take account of the FALP in the Local Plan. It is considered that, following its adoption, an early review of the Local Plan will be necessary to take account of the FALP and other new policy developments. This approach was noted by the inspector in his report and he also commented that he had no doubts that the Local Plan can be made consistent with the altered London Plan.

Appendices

- Appendix 1 – Local Plan: Schedule of Modifications.
- Appendix 2 – Inspector's report (Report of the examination into the City of London Local Plan)

Background Papers:

Report to Planning & Transportation Committee, Policy & Resources Committee and Common Council: "City of London Local Plan: publication and examination"
(5th Nov/21st Nov/5th Dec 2013)

Derek Read

T: 020 7332 1846

E: derek.read@cityoflondon.gov.uk

This page is intentionally left blank

City of London Local Plan: Schedule of Modifications

Modifications are shown in **bold** text with underlining for additions and strikethrough for deletions.

Ref	Section	Policy / Paragraph	Proposed Modification	Reason for Modification
1a	Introduction	1.1	... It takes account of projected changes in the economy, employment, housing need, transport demand, and seeks to maintain the quality of the City's environment and its historic <u>environment heritage</u> . It provides the strategy and policies for shaping the City until 2026 and beyond.	Response to English Heritage, Comment ID 62
1	Introduction	1.8	... These bodies include the Mayor of London, the Greater London Authority and its "family" of authorities, including Transport for London, London Boroughs (especially the neighbouring boroughs: Westminster, Camden, Islington, Hackney, Tower Hamlets, Southwark and Lambeth), <u>and local authorities beyond London</u> , together with agencies responsible for transport, health and the environment.	Response to request from Wokingham Borough Council under Duty to Co-operate
2	Introduction	1.19	The City Corporation will update the evidence base and Infrastructure Delivery Plan and monitor progress towards meeting the Local Plan's strategic objectives. Key areas where changing trends or uncertainty may result in a need to change policy include: <ul style="list-style-type: none"> • Future levels of economic and employment growth; • <u>Future levels of population growth and housing need</u>; • Transport and infrastructure capacity; ... 	Updating to reflect London Plan and National Planning Policy Framework
3	Spatial Strategy, Vision and Strategic Objectives	City Culture and Heritage The Challenge (paragraph 2)	... The City has 26 conservation areas, over 600 listed buildings, and is one of the most archaeologically important areas in the country. Further development must not detract from these <u>historic heritage</u> assets and their settings, or adversely affect significant views, especially of St Paul's Cathedral and the Tower of London.	Response to English Heritage, Comment ID 66
4	A World Financial and	3.1.11	The City Office Use Supplementary Planning Document provides further guidance on <u>the evidence that would be required to support an</u>	Response to various comments to clarify

Ref	Section	Policy / Paragraph	Proposed Modification	Reason for Modification
	Business Centre 3.1 Offices		<u>application for the loss of existing office accommodation and sites. In particular, applicants will need to provide robust evidence to demonstrate that the building has depreciated such that office use would not be viable or suitable in the long term, having regard to the physical state of the building and its functional and locational obsolescence. office use in the City including the criteria for</u> Marketing evidence will which would be required to show that there is no recent or likely future demand for continued office use on a site or building.	purpose of Office Use SPD, Comment ID 59; 96; 104; 107; 116; 136; 150.
5	A World Financial and Business Centre 3.1 Offices	New Paragraph 3.1.12	<u>3.1.12 The protection of office accommodation will be applied City-wide, including within or near the residential areas identified in this Plan. Where the City Corporation is satisfied that sufficient evidence has been presented to justify the loss of office accommodation located within or near one of these residential areas, then the City Corporation will consider the potential for a change of use to residential use.</u>	Response to various comments, Comment ID 174; 12; 152; 157.
6	A World Financial and Business Centre 3.2 Utilities Infrastructure	Policy CS2: Utilities Infrastructure	Add new policy point 4 and renumber subsequent points: <u>4. Promoting the improvement and extension of utilities and telecommunications infrastructure that is designed and sited to minimise adverse impact on the visual amenity, character and appearance of the City and its heritage assets.</u>	Response to Mobile Operators Association, Comment ID 48
7	A World Financial and Business Centre 3.2 Utilities Infrastructure	Policy DM2.1: Infrastructure provision and connection	2) Utility infrastructure and connections must be designed into and integrated with the development <u>wherever possible</u> . As a minimum, developers should identify and plan for: Amend 4 th bullet point: <ul style="list-style-type: none"> telecommunications network demand, including wired and wireless infrastructure, planning for dual entry provision, where possible, through communal entry chambers, <u>and flexibility to address future technological improvements</u>; 	Response to CPA, Comment ID 176 & Mobile Operators Association, Comment ID 48.

Ref	Section	Policy / Paragraph	Proposed Modification	Reason for Modification
8	A World Financial and Business Centre 3.2 Utilities Infrastructure	3.2.9	Best practice in the field of infrastructure provision is constantly evolving and the City Corporation <u>will encourage the improvement and extension of utilities networks to ensure that the City is at the forefront of the Smart City agenda and continues to provide high quality services for business, residents, students and visitors has a role to play in facilitating 'Smart Cities' infrastructure.</u> The City Corporation has...	Response to Mobile Operators Association, Comment ID 48
9	A World Financial and Business Centre 3.2 Utilities Infrastructure	New paragraph 3.2.13	<u>3.2.13 Rapidly changing technology and infrastructure needs may impact on the visual amenity, character and appearance of the City. The City Corporation will work with utility providers to ensure that new infrastructure is designed and sited to minimise any adverse impacts.</u>	Clarification to reflect modifications to Policy CS2 and DM2.1
10	A World Financial and Business Centre 3.3 Security and Safety	Policy CS3: Security and Safety	Amend policy point 6: 6. Building a resilient society to ensure the <u>Ensuring that development takes account of the need for resilience so that the</u> residential and business communities are better prepared for, and able to recover from, emergencies (including the promotion of business continuity measures).	Response to Haberdashers Company, Comment ID 109
11	A World Financial and Business Centre 3.3 Security and Safety	3.3.8	All applications should be accompanied by a Design & Access Statement which meets <u>Design & Access Statements accompanying applications should meet</u> the recommendations of the ALO and set out how security matters have been considered at the design stage...	Response to City Property Association, Comment ID 177
12	A World Financial and Business Centre 3.4 Planning	Community Infrastructure Levy 3.4.2	... The City Corporation <u>has adopted a CIL Charging Schedule and published the Charging Schedule on its website along with will publish on its website</u> a list of the types of infrastructure or infrastructure projects that may be funded in part or in whole by CIL (the Regulation 123 List). This list <u>will</u> reflect <u>s</u> the infrastructure needs set out in this Plan.	Updating

Ref	Section	Policy / Paragraph	Proposed Modification	Reason for Modification
	Contributions		3.4.4 Details of the CIL rates applied in the City of London and any exemptions from CIL will be set out on the City of London's website and in its Community Infrastructure Levy Charging Schedule.	
13	A World Financial and Business Centre 3.4 Planning Contributions	3.4.7	In line with legislative and regulatory requirements ... and to ensure delivery of non-financial benefits, including requirements set out in this Plan and such as the City Corporation's Local Procurement Initiative...	Clarification
14	A World Financial and Business Centre 3.4 Planning Contributions	3.4.8	The planning obligation thresholds and required levels of contribution will be are set out in a Planning Obligations Supplementary Planning Document.	Updating
15	A World Financial and Business Centre 3.4 Planning Contributions	Who will deliver table: when:	CIL Charging Schedule and Planning Obligations SPD Adopted 2014 (date to be confirmed)	Updating
16	Key City Places 3.8 Aldgate	Policy CS8: Aldgate	Amend policy point 3(iii): 3. (iii) improving signage for visitors from Liverpool Street Station to Tower Hill and from Aldgate to Cheapside.	Response to TfL, Comment ID 160
17	Key City Places 3.9 Thames and the Riverside	Policy CS9: Thames and the Riverside	Amend policy point 4(vi): 4. (vi) resisting the permanent mooring of vessels; if moored vessels are exceptionally permitted they must be of national importance, have a special connection with the City and the River Thames, and be	Response to Port of London Authority, Comment ID 1

Ref	Section	Policy / Paragraph	Proposed Modification	Reason for Modification
			used for a river related purpose <u>and not have a detrimental impact on navigation, river regime or environment;</u>	
18a	City Culture and Heritage 3.10 Design	Policy DM 10.1: New development	Amend bullet point 1: • 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 <u>well satisfactorily</u> to the character of streets, squares, lanes, alleys and passageways;	Response to English Heritage, Comment ID 86
18	City Culture and Heritage 3.10 Design	Who will deliver table: How we will make it happen:	Amend Improved environment: ... Ensuring the highest quality street furniture and street environment through the use of the <u>Street Scene Manual City Streets Manual SPD.</u>	Updating to reinstate original Core Strategy wording.
19	City Culture and Heritage 3.12 Historic Environment	3.12.1	... In addition, the Tower of London, which lies just outside the City boundary, is inscribed by UNESCO as a World Heritage Site of <u>universal significance outstanding universal value</u> and its protection includes a defined local setting which is partly within the City. <u>The Mayor's Supplementary Planning Guidance "World Heritage Sites – Guidance on Settings" provides guidance on how the setting of the World Heritage Site can be positively managed, protecting heritage while encouraging change, in accordance with the NPPF.</u>	Response to Historic Royal Palaces, Comment ID 9 Response to English Heritage, Comment ID 88
20	City Culture and Heritage 3.12 Historic Environment	3.12.5	Development proposals will be required to include supporting information describing the significance of any heritage assets whose fabric or setting would be affected and the contribution made by their setting to their significance <u>and the potential impact of proposals on that significance.</u>	Response to Historic Royal Palaces, Comment ID 9
20a	City Culture and Heritage 3.12 Historic Environment	3.12.9	The designation of a conservation area carries with it the statutory duty to consider how an area or areas can be preserved and enhanced. <u>Conservation areas are defined as designated heritage assets within the NPPF and therefore the settings and significance of conservation</u>	Response to English Heritage, Comment ID 92

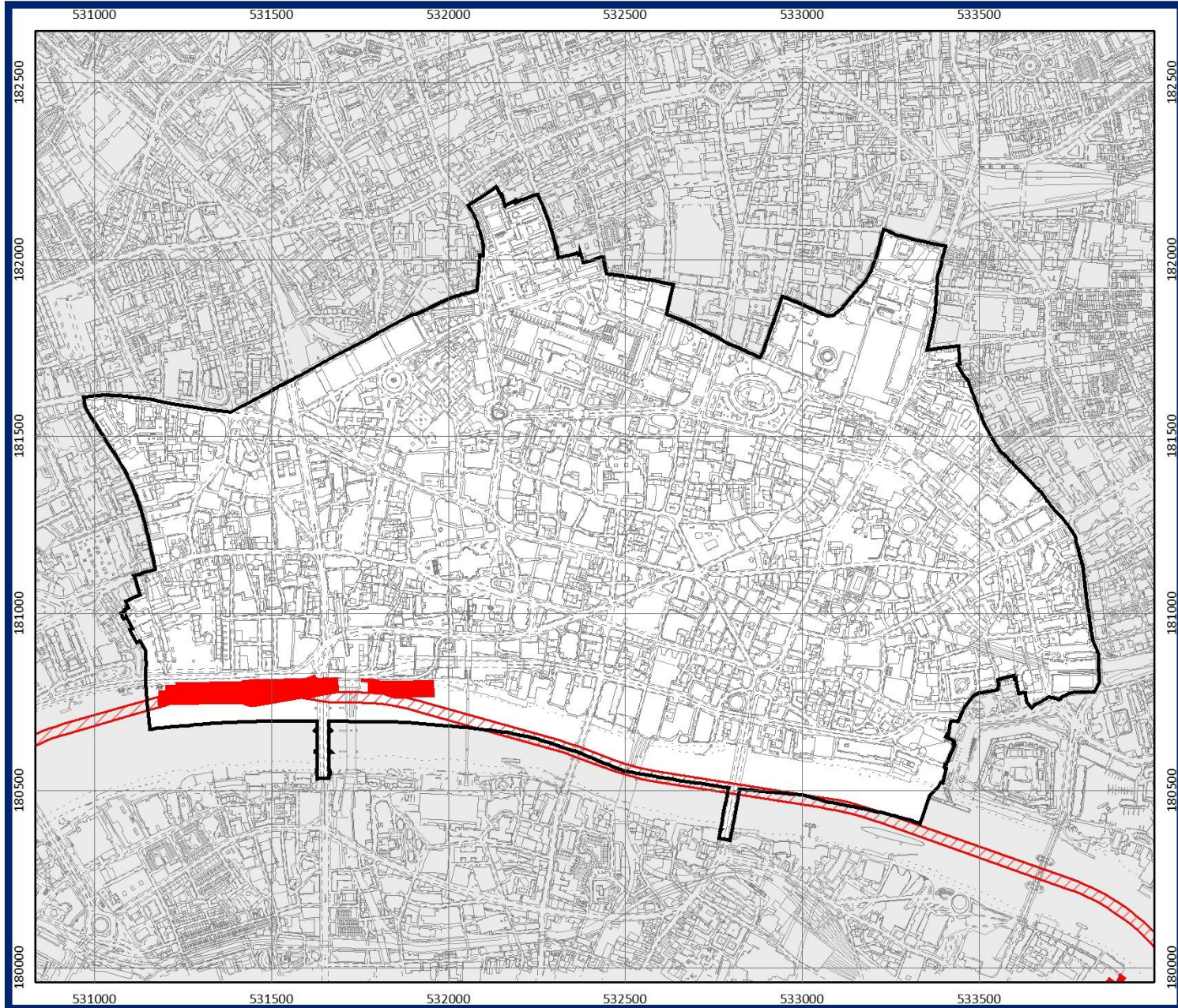
Ref	Section	Policy / Paragraph	Proposed Modification	Reason for Modification
			areas should be sustained and enhanced. The City Corporation will ...	
21	City Culture and Heritage 3.12 Historic Environment	3.12.24	Development proposals that may affect the City's historic parks and gardens will be assessed to ensure that overshadowing does not occur cause undue harm , that their historic character is maintained, and that the setting, enjoyment, and views into and from these gardens are respected.	Response to City Property Association, Comment ID 185
22	City Culture and Heritage 3.12 Historic Environment	Who will deliver table: When:	Barbican Listed Building Management SPG adopted 2012; Golden Lane Listed Building Management Guidelines SPD due to be adopted 2014 adopted 2013	Updating
23	City Culture and Heritage 3.12 Historic Environment	3.12.29	Circular 07/2009 "Protection of World Heritage Sites", Planning Practice Guidance (2014) section "conserving and enhancing the historic environment" contains further guidance on World Heritage Sites. This has implications ...	Response to Historic Royal Palaces, Comment ID 9
24	Environmental Sustainability 3.16 Public Transport, Streets and Walkways	3.16.1	The City is served by an extensive public transport network with 6 six mainline railway stations, 12 underground and DLR stations and 54 bus routes within the City and stations such as London Bridge just outside its boundary serving large numbers of City commuters. Public transport also links the City to the five London airports and the Channel Tunnel rail network for international travel. There are also two river bus stops, at Blackfriars and at Tower Pier just outside the City.	Response to Port of London Authority, Comment ID 2
25	Environmental Sustainability 3.16 Public Transport, Streets and Walkways	Policy CS16: Public Transport, Streets and Walkways	Amend policy points 1 and 3 (iv): 1. Securing increased public transport capacity through support for Crossrail, and the Northern Line/Bank Station upgrade, the DLR upgrade (including safeguarding land as shown on the Policies Map), and the completion of the Thameslink programme. 3. (iv) supporting London-wide cycling schemes such as the cycle hire scheme and cycle superhighways , in parallel with initiatives ...	Response to TfL, Comment ID 18

Ref	Section	Policy / Paragraph	Proposed Modification	Reason for Modification
26	Environmental Sustainability 3.16 Public Transport, Streets and Walkways	Policy DM 16.5 Parking and servicing standards	Amend policy point 7: 7) Taxi ranks are encouraged at key locations, such as stations, and 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.	Response to London Taxi and Private Hire, Comment ID 75
27	Environmental Sustainability 3.16 Public Transport, Streets and Walkways	Policy DM 16.8 River transport	Amend policy point 1: 1) River piers, steps and stairs to the foreshore, the Walbrook Wharf safeguarded site, and other river-based transport infrastructure will be safeguarded and improvements will be supported .	Response to Port of London Authority, Comment ID 4
28	Environmental Sustainability 3.17 Waste	3.17.1	... Much of this commercial waste is collected and managed by private contractors, who work across local authority boundaries, so the exact amount of waste produced in the City is difficult to verify and commercial waste projections are complex and uncertain . The London Plan projects that the City's total waste arisings of municipal (MSW) and commercial and Industrial (C&I) waste for 2031 will be 565,000 tonnes and the City of London Waste Arisings study 2013 estimates total (MSW) and (C&I) waste arisings for 2031 at between 509,000 and 539,000 tonnes, but waste minimisation practices could reduce this to below 220,000 tonnes per annum by 2031 .	Updating to reflect uncertainty over future London Plan projections,
28a	Development affecting waste management sites	3.17.13	Any proposed development which might prejudice the operation of the existing safeguarded site at Walbrook Wharf (Fig S) (Fig R) will be resisted ...	Response to Port of London Authority, September 2014.
29	Environmental Sustainability 3.17 Waste	Who will deliver table: How we will	Waste Apportionment and duty to cooperate Joint working to meet the City's London Plan waste management apportionment target on sites elsewhere in London, through	Response to Mayor of London, Comment ID 155

Ref	Section	Policy / Paragraph	Proposed Modification	Reason for Modification
		make it happen:	<u>agreement with the London Borough of Bexley and ongoing contribution to the Southeast London Joint Waste Planning Group's waste technical paper.</u>	
29a	Environmental Sustainability 3.18 Flood Risk	3.18.7	From 2014 all proposals which affect surface water discharges must be approved by the SuDS Approval Body (SAB). The application for SAB approval can be made as a joint Planning/ SAB application. SuDS designs must comply with the SuDS National Standards. Pre application discussion with the SAB City Corporation and consultation with the Environment Agency, Thames Water and other interested parties will must ensure that SuDS designs are suitable for the proposed site. Designs should follow the SuDS management train Fig (T) and drainage hierarchy.	Updating in response to DEFRA/DCLG consultation on 'Delivering sustainable drainage systems' Sept 2014.
30	Environmental Sustainability 3.18 Flood Risk	Who will deliver table: How we will make it happen:	River Flood Risk Manage development to ensure adherence to the NPPF and associated technical guidance on flood risk Planning Practice Guidance and consult the Environment Agency according to current Standing Advice.	Updating to refer to new online Planning Practice Guidance
31	City Communities 3.19 Open Spaces and Recreation	3.19.15	When considering proposals for urban greening within and around conservation areas and other areas and buildings of heritage or other special character, affecting heritage assets, the City Corporation will have regard to the potential visual impact on its their architectural or special character.	Response to City Property Association, Comment ID 192
32	City Communities 3.20 Retailing	Policy DM 20.1 Principal shopping centres	Amend bullet point 1: <ul style="list-style-type: none">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 non-A1 or A2 deposit taker use;	Updating to reflect the Town and Country Planning (General Permitted Development) (Amendment and Consequential Provisions) (England) Order 2014

Ref	Section	Policy / Paragraph	Proposed Modification	Reason for Modification
33	City Communities 3.20 Retailing	3.20.6	... To prevent significant breaks in A1 frontage, the City Corporation will also refuse proposals which would result in more than 2 in 5 consecutive premises not in non- A1 <u>or A2 deposit taker use. A2 deposit taker use is defined as a bank or building society in accordance with The Town and Country Planning (General Permitted Development) (Amendment and Consequential Provisions) (England) Order 2014.</u>	Updating to reflect the Town and Country Planning (General Permitted Development) (Amendment and Consequential Provisions) (England) Order 2014
34	City Communities 3.21 Housing	3.21.11	<u>To accord with policy DM1.1,</u> applicants proposing new housing development will be expected to <u>provide robust evidence to demonstrate that the site is not suitable for office use or an alternative commercial use in accordance with policy DM 1.1, providing robust evidence.</u> <u>Within or near residential areas, where the City Corporation is satisfied that the loss of an office site or building is justified by the evidence provided, then redevelopment to provide residential use will be considered.</u> Details are outlined in the City Office Use SPD.	Response to various comments, Comment ID 39; 49; 57; 130
35	City Communities 3.21 Housing	Policy DM 21.2 Loss of housing	The net loss of existing housing units will not be allowed except where: ...	Response to Berkeley Homes, Comment ID 50
36	City Communities 3.21 Housing	3.21.14	... Housing units outside identified residential areas are more likely to suffer noise nuisance and other disturbance due to other non-residential uses being permitted in close proximity, including clubs and pubs. <u>The loss of existing housing may be acceptable, provided it is replaced with an equivalent or greater number of units.</u>	Response to Berkeley Homes, Comment ID 50
37	City Communities 3.21 Housing	3.21.18	In determining applications the City Corporation will have regard to the importance of the continued existence of a residential <u>and office</u> element in the Temples and of the contribution that this makes to their special character...	Clarification: aim of policy is to protect both residential and office use within the Temples


Ref	Section	Policy / Paragraph	Proposed Modification	Reason for Modification
38	Policies Map		Amend boundary of Thames Tideway Tunnel Safeguarding Area. (See attached map)	Revised safe-guarding order, 24 th Sept 2014.




CITY OF LONDON
LOCAL PLAN
THAMES TUNNEL SAFEGUARDING
DIRECTION

September 2014

KEY

 City of London

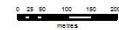
 Thames Tunnel Safeguarding

 Thames Tunnel Work Site

Source:
 Thames Tideway Order 2014
 PART 4, ARTICLE 52



SCALE 1:10 000



CITY OF LONDON

DEPARTMENT OF THE BUILT ENVIRONMENT
 Philip Everett
 BSc, CE ng, MICE
 Director of the Built Environment

This page is intentionally left blank



The Planning Inspectorate

Report to the City of London Corporation

by Douglas Machin BSC DipTP MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Date 12 November 2014

PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED) SECTION 20

REPORT ON THE EXAMINATION INTO THE CITY OF LONDON LOCAL PLAN

**Document submitted for Examination on 21 May 2014
Examination hearings held on 7 October 2014**

File Ref: PINS/K5030/429/3

Summary

This report concludes that the City of London Local Plan provides a sound basis for the planning of the City. Like the Core Strategy it replaces, the Local Plan aims to support the economic growth of the City of London. It seeks to ensure that its role as the world's leading financial, business and maritime centre is maintained. I find that the Local Plan is justified by a sound evidence base. I can see that it has been positively prepared with a high degree of engagement with stakeholders. I am satisfied that it is in conformity with the London Plan and Government guidance. Like its predecessors I am confident that it will be effective in delivering economic growth together with the high quality environment the City of London deserves. The Local Plan is sound as submitted, and there are therefore no Main Modifications necessary before the Plan may be adopted.

Introduction

1. This report contains my assessment of the City of London Local Plan in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004 (as amended). It considers first whether the Plan's preparation has complied with the Duty to Co-operate, in recognition that there is no scope to remedy any failure in this regard. It considers whether the Local Plan is sound and whether it is compliant with the legal requirements. The National Planning Policy Framework (NPPF) (paragraph 182) makes it clear that to be sound a Local Plan should be positively prepared; justified; effective and consistent with national policy.
2. The starting point for the Examination is the assumption that the City Corporation has submitted what it considers to be a sound plan. The basis for my Examination is the submitted draft plan (December 2013) together with the City Corporation's Schedule of Proposed Modifications (2 October 2014). My report considers a number of issues in order to determine whether the Local Plan is legally compliant and sound or whether any Main Modifications are needed to make it so. I have concluded that the Local Plan as submitted in regard to both soundness and legal compliance is sound. It is capable of being adopted without modification. Therefore no Main Modifications are recommended in this report. As they do not raise soundness questions, I am content for the City Corporation to include its Schedule of Proposed Modifications in the adopted Local Plan, and to make any other necessary minor editing changes.
3. This is a very brief report that reflects the fact that the Local Plan carries forward largely unchanged the Spatial Strategy, the Vision, the Strategic Objectives and the Strategic Policies of the adopted Core Strategy. Having regard to the ample written responses received to my initial list of questions about soundness, I have not found it necessary to report on every aspect of the Local Plan. The City Corporation has an excellent record of engaging with stakeholders. This Local Plan reflects the process recommended by the Government of thorough preparation, front loading, consultation, review and amendment where necessary before an Examination of a Local Plan takes place. Consequently there are few remaining potential soundness issues for me to consider.
4. My overall conclusion is largely a repetition of the one I arrived at in 2011 when I found the Core Strategy sound. The Local Plan is succinct, sharply focused, and is locally distinctive and clear. It is underpinned by a proportionate, appropriate and up to date evidence base. Importantly it plans for growth in a key sector of the UK economy. It is sound as submitted and can be adopted as soon as the City Corporation deems it appropriate to do so.

Assessment of the Duty to Co-operate

5. Section s20(5)(c) of the 2004 Act requires that I consider whether the City Corporation has complied with any duty imposed on it by section 33A of the 2004 Act in relation to the Local Plan's preparation.

6. The City Corporation is able to demonstrate a high degree of co-operation with the Greater London Authority (GLA), with neighbouring London Boroughs, with other local authorities and with prescribed bodies in the preparation of the Local Plan. This is consistent with long standing consultation processes and procedures, which are especially important given the small size, constrained nature and national significance of the City of London. The City Corporation's Duty to Co-operate Monitoring Report (May 2014) elaborates and satisfactorily demonstrates how the duty has been complied with in the preparation of the Local Plan. The City Corporation's participation in the East London Housing Partnership Strategic Housing Market Assessment, and in the London wide Strategic Housing Land Availability Assessment, are good examples of how the Duty has been complied with. In relation to planning for waste, again the City Corporation can demonstrate that it has co-operated to ensure that its London Plan waste apportionment target can be met. Furthermore, the delivery strategy elaborated throughout the Local Plan clearly acknowledges continuous co-operative working with stakeholders to ensure the Plan is effective.
7. In conclusion the evidence is compelling that the Duty to Co-operate has been complied with.

Assessment of Soundness

Main Issues

8. Taking account of all the representations, written evidence and the discussions that took place at the Examination Hearings I have identified five main issues upon which the soundness of the Local Plan depends.

Issue 1 – Are the Spatial Strategy, the Vision and the Strategic Objectives sound?

9. The Spatial Strategy, the Vision and the Strategic Objectives of this Local Plan are carried forward from the adopted Core Strategy. There are only a few, minor changes proposed that do not raise soundness questions. The Local Plan is structured around the five Strategic Objectives that reflect the most important challenges facing the City. As with the Core Strategy, the Local Plan reflects the City of London's uniqueness, and displays a locally distinctive approach to promoting growth and managing change in the urban environment of one of the world's great cities.
10. There is clear evidence, that like the Core Strategy it replaces, this is a positively prepared Plan. The Sustainability Appraisal demonstrates that the Local Plan contains the most appropriate Strategy. Undoubtedly the most important aspect of this Strategy is the provision to be made for the continuation of the City's role as a world leading finance, business and maritime centre. The Local Plan appropriately provides for the City to accommodate the level of employment and office floor space growth promoted in the London Plan. Similarly, the London Plan housing target for the City can be comfortably met by the provisions of this Local Plan.
11. However, the Plan also rightly emphasises the importance and contributory role of place making, including high quality design with some tall buildings, conservation of heritage assets, and the provision of open space, social and community facilities, and infrastructure. These are recognised as supporting

and enhancing economic growth and a strengthening of the City's role and its national and international significance. It is convincingly demonstrated that the Spatial Strategy, Vision and Strategic Objectives are justified by a comprehensive and up to date evidence base. Furthermore, the period between the adoption of the Core Strategy and the submission of the Local Plan has been used to good effect in consulting with stakeholders, amending the draft Plan in an appropriate way in the light of comments received.

12. A notable feature of this Local Plan is the emphasis on implementation and delivery of the Strategy. The City Corporation can demonstrate a high degree of sophistication in recognising, monitoring and managing the demand for office floor space. This is reflected in the Local Plan. Each Policy topic contains a table setting down the responsibilities for delivering that part of the Plan. Also evident is a good appreciation of the risks to delivery and the implications for the Strategy.
13. As for conformity with national policy and guidance, the Mayor of London has confirmed that the Local Plan is in conformity with the London Plan 2011, and with the Revised Early Minor Alterations to the London Plan, which updated that Plan to ensure consistency with the NPPF. This conformity, and the City Corporation's self-assessment checklist, satisfies me that the Local Plan conforms with national policy and guidance, and with the London Plan. I note that the City Corporation intends to carry out an early revision of the Local Plan once the Further Alterations to the London Plan are adopted. However, there is nothing that raises any doubts in my mind that the Local Plan can be consistent with the altered London Plan, especially the likely increased housing target.
14. In conclusion I am satisfied that the Spatial Strategy, the Vision and the Strategic Objectives meet the tests of soundness in paragraph 182 of the NPPF. Accordingly, no Main Modifications are required.

Issue 2 – Does the Local Plan set out the strategic priorities for the City of London, and satisfactorily address the “what, where, when and how” questions about significant change? Is development viability and delivery at the heart of the Local Plan?

15. The Local Plan adopts and takes forward the strategic priorities of the Core Strategy. The Local Plan is just as clear over what, where, when and how significant change will be promoted and accommodated. This is especially so in relation to office and other commercial development where levels and location of growth are set down in the Local Plan. The Local Plan makes abundantly clear the importance of the City of London to the economies of London and of the United Kingdom, contributing some 3.1% to the Gross Domestic Product, and some £42 billion to the nation's export earnings.
16. To maintain the City's pre-eminent role, the Local Plan provides for office floor space to increase by 1.15 million sq. m from 2011 to 2026. The expected increase in employment of 55,000 will account for some 11% of the total increase in employment across the whole of London in that period. The City of London is entirely within the London Central Activities Zone where commercial development is encouraged. The Local Plan has a clear phasing and location specific approach in its strategy for office development.

17. In relation to the planned increases in retail floor space and housing, the Local Plan is similarly clear about the rate and location of change. The Local Plan continues with the same responsive approach to risk awareness and management contained in the Core Strategy. However, the Local Plan will offer even greater confidence in its ability to deliver development by virtue of its comprehensive Development Management Policies.
18. In relation to development viability, the Local Plan benefits from the thorough viability assessment supporting the City's adopted Community Infrastructure Levy Charging Schedule. That assessment demonstrates a high degree of awareness of development costs in the City and the effect of planning policy. The costs of the infrastructure needed to support growth are clearly set down in the City Corporation's Infrastructure Delivery Plan. This is regularly updated. There is no evidence to suggest that development in the City, as promoted and managed by Local Plan Policies, will not be viable
19. I have therefore no hesitation in concluding that the Local Plan does set out the strategic priorities for the City of London, and does satisfactorily address the "what, where, when and how" questions about significant change. It is clear that development viability and delivery are at the heart of this Local Plan. It is therefore sound in this respect.

Issue 3 – Is the Local Plan sound in the priority it gives to the protection of office floor space?

20. The pre-eminent finance, business and maritime role of the City of London is supported by Core Strategic Policy CS1. The Local Plan proposes an additional criterion to the Core Strategy version of the Policy. This seeks to protect existing office accommodation where there are strong economic reasons why the loss of offices would be inappropriate. This criterion is given effect in Policy DM 1.1 which seeks to refuse the loss of office accommodation to other uses where the building or its site is considered to be suitable for long term viable office use, and where there are strong economic reasons why the loss would be inappropriate. Complementary Policies DM 1.2 and DM 1.3 seek to protect large office sites and small and medium sized offices respectively. The City Corporation's Draft Office Use Supplementary Planning Document (July 2014) (SPD) elaborates on the justification for this approach. It also states the type of evidence required to support a planning application that proposes a loss of existing office floor space.
21. Doubts have been raised by a few as to whether this strengthening of CS1 is sound and sufficiently justified. It is questioned whether CS1 and DM 1.1 would be sympathetic to varying levels of viability in redevelopment schemes across the City. However, on the basis of the evidence supporting the approach taken in the Local Plan, I find merit in its approach. The following factors are compelling, in my judgement. The City's leading finance, business and maritime role relies to a large degree on maintaining a critical mass of office floor space within a defined cluster of commercial activity. This is recognised and supported in the London Plan, and has been the basis of longstanding planning policy in the City of London. The current total office floor space in the City is 8.6 million sq. m. I agree with the City Corporation that any significant erosion of that critical mass and of the additional floor space expected over the Plan period, by changes of use away from offices,

would be likely to undermine the City's ability to function as successfully as it has been doing to date.

22. The City Corporation has been granted a local exemption from permitted development rights to change from office to residential use. Evidence put forward by the City Corporation in support of that application demonstrated that some 18% of the City's office floor space could convert to residential use within five years without the exemption. This is underpinned by evidence from the GLA in its response to the Government's Technical Consultation on Planning that shows that across London, some 373,700 sq. m of occupied office floor space has gained prior approval for a change of use since June 2013. The City Corporation, and the GLA, point to the much higher land values for residential as opposed to office use as one of the main drivers of this trend. I consider therefore that the City Corporation is correct to ensure that Local Plan Policies resist this trend in the City. Accordingly, Policies CS1 and DM 1.1, with the protection of existing office floor space they afford, are justified by the evidence.
23. I have considered whether the Policies are sufficiently responsive to the constraints on redevelopment that are found throughout the City, such as the protection of strategic views, proximity of Listed Buildings, and considerations relating to design, scale and massing. However, I am satisfied that these factors, that may affect the viability of redevelopment schemes, can all be part of the evidence that the City Corporation can take into account in determining applications that propose a change of use away from offices. I am not persuaded that site specific considerations in themselves, which I accept will vary in different parts of the City, and will also no doubt vary over time, justify changing the approach in Policies CS1 and DM 1.1.
24. The SPD supports the Policies by setting out the type of evidence required to justify a change from office to residential use. It requires, amongst other matters, evidence that there is no long term viable need for offices to remain available for that use before the City Corporation will agree to a change. I have considered whether the Policies are unsound without a more specific term over which to assess viability. However, I consider that it is important to recognise that the Policies will apply throughout the Local Plan period, which will almost certainly contain several economic cycles of unknown length. The Policies, appropriately in my view, contain the flexibility for the City Corporation to be able to consider evidence about "long term" viability when it is presented, and to then form a judgement that is appropriate at any point in the Plan period. This, and varying considerations in respect of each potential development site, leads me to the conclusion that the Policies are sound without stating a specific term in which to assess viability.
25. Some argue that the office Policies are too restrictive because they could inhibit housing growth. However, the Local Plan's Housing Trajectory clearly demonstrates more than a five year supply of sites is immediately available. It also shows that the current London Plan annual housing requirement of 110 dwellings can be met and indeed exceeded. The City Corporation has evidence to demonstrate that the higher target being considered in the Further Alterations to the London Plan could also be met. I note the reliance on windfall sites to deliver the required housing numbers. However, consistent with my conclusion on the Core Strategy, I consider that this reliance is

entirely appropriate for the City, given its densely developed nature and the pre-eminence of its finance, business and maritime role. It is worthy of note that since the exemption from permitted development rights to change from office to residential use came into effect, over 270 residential units have been permitted on sites previously in office use in the City. This is an indication to me that the City Corporation is willing to operate its office protection Policies flexibly where appropriate.

26. The office Policies are intended to apply across the City of London. I have considered whether there is any merit in a different approach being taken for specific parts, for example along the Thames Riverside. I accept that the Riverside has a slightly different character to other parts of the City, not least due to the divisive effect of Lower Thames Street. I can see that the Riverside in the City of London would be an attractive residential location as indeed it is in other parts of London. It might be expected, in view of higher land values, that there would be additional pressure along the Riverside for the City Corporation to agree to changes of use away from offices. However, I saw nothing that dissuades me that office use is also appropriate in that location. Indeed there is already significant office floor space there.
27. I am convinced that for the Spatial Strategy for the City of London to be effective in delivering growth for the economies of both London and of the United Kingdom, a clear and consistent approach to the control of changes of use away from offices across the City is necessary. Policy CS9, which gives more emphasis to office-led commercial development along the Riverside, than was the case in the Core Strategy, is sound in view of the likely pressures for residential development. I am satisfied that the site specific viability considerations are able to be given due weight, and that the City Corporation has already demonstrated sufficient flexibility in that process. Therefore I do not support any different approach for the Thames Riverside.
28. In conclusion, I find that the Local Plan is sound in the priority it gives to the protection of office floor space across the City of London. Accordingly, no Main Modifications are needed.

Issue 4 – Are the Development Management Policies sufficiently comprehensive and supportive of the Spatial Strategy?

29. The formulation of the Development Management Policies is well documented in the City Corporation's Preparation Statement. This describes how Policies have taken account of the various rounds of public consultation, the evidence base and the sustainability appraisal and equalities impact assessment. It is evident that the Local Plan avoids wherever possible repeating London Plan Policies or statements of Government policy in the NPPF. I note that the Local Plan contains far fewer Policies than the 2002 Unitary Development Plan. Use is also to be made of Supplementary Planning Documents to give more detailed explanations of Policy requirements.
30. Having reviewed all the Local Plan Policies, and taken account of the City Corporation's response to this issue, I am satisfied that the Development Management Policies set out a precise and clear framework for development management in the City. They are entirely appropriate to support the Spatial

Strategy, and there are no deficiencies that might prevent the Strategy from being fully achieved. Accordingly they are sound.

Issue 5 - The remainder of the Local Plan

31. I have considered all remaining parts of the Local Plan, together with the views of those who have contributed to its preparation. The City Corporation has used its best endeavours to alter the draft Plan in minor ways to acknowledge and accommodate various points made. There are some remaining areas of disagreement but I am satisfied that they do not challenge the soundness of the Local Plan. For example, some argue for the identification of a further residential area around New Street where Policies CS21 and DM 21.1 could encourage new housing to be located, subject to Policy DM 1.1. However, the City Corporation is committed to an early review of the Local Plan, and confirmed that it is willing to consider adding to the number of residential areas where the evidence justifies it. It seems to me that such a comprehensive reassessment is a more sound approach. Other matters such as the continuing discussions about, and potential changes to, the definition of the setting of the Tower of London can also be accommodated by such a review. Neither these matters nor any of the others that have been raised cause me to question the soundness of the Local Plan.

Assessment of Legal Compliance

32. My Examination of the compliance of the Local Plan with the legal requirements is summarised in the table below. I conclude that the Local Plan meets them all.

LEGAL REQUIREMENTS	
Local Development Scheme (LDS)	The Local Plan is identified within the approved LDS (April 2014), which sets out an expected adoption date of March 2015. The Local Plan's content and timing are compliant with the LDS.
Statement of Community Involvement (SCI) and relevant regulations	The SCI was adopted in November 2012, and consultation has been compliant with the requirements therein.
Sustainability Appraisal (SA)	SA has been carried out and is adequate.
Appropriate Assessment (AA)	The Habitats Regulations AA Screening Report (November 2012) sets out why AA is not necessary
National Policy and the London Plan	The Local Plan complies with national policy and with the London Plan.
Sustainable Community Strategy (SCS)	Satisfactory regard has been paid to the SCS.
Public Sector Equality Duty (PSED)	The Local Plan complies with the PSED.
2004 Act (as amended) and 2012 Regulations.	The Local Plan complies with the Act and the Regulations.

Overall Conclusion and Recommendation

33. In accordance with Section 20(7) I recommend that the submitted Local Plan is adopted on the basis that it meets in full the requirements of Section 20(5). My report covers the primary issues that have brought me to this conclusion.

Douglas Machin

Inspector

Committee(s):	Date(s):	
Planning & Transportation Committee	15 December 2014	
Subject: REVENUE AND CAPITAL BUDGETS - 2015/16		Public
Report of: The Chamberlain Director of the Built Environment Director of Culture, Heritage & Libraries		For Decision

Summary

This report is the annual submission of the revenue and capital budgets overseen by your Committee. In particular it seeks approval to the provisional revenue budget for 2015/16, 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.

Business priorities for the forthcoming year include:

Director of the Built Environment

- Supporting the ongoing Service Based Reviews to deliver savings for 2015/16 and beyond;
- 2015/16 will be a year of delivering high profile external schemes, maintaining our high quality external services whilst continuing the improvement to our internal processes;
- Developing our Road Danger Reduction Plan will be a high priority; and
- Modernisation of the Planning Service.

Director of Culture Heritage & Libraries

- The department's mission statement is to educate, entertain and inform, through discovery of our amazing range of resources.

Summary Of Table 1	Latest Approved Budget 2014/15 £'000	Original Budget 2015/16 £'000	Movement £'000
Expenditure	31,002	28,303	(2,699)
Income	(24,309)	(22,144)	2,165
Support Services and Capital Charges	9,532	11,134	1,602
Total Net Expenditure	16,225	17,293	1,068

Overall, the 2015/16 provisional revenue budget totals £17.293m, an increase of £1,068,000 compared with the latest approved budget for 2014/15. The main reasons for this increase are:

- Variations between expenditure and income relate to the 2014/15 Local Implementation Plan Programme of £880,000 and Street Scene works of £480,000, which were off-set by matching reductions in income contributions.
- Reduction in transfers to reserve of £742,000 mainly as a result of reductions in Penalty Charge Notice income of £644,000 due to the ban on CCTV enforcement for on On-Street Parking.
- One-off carry forwards from 2013/14 totalling £232,000 are included in the 2014/15 latest approved budget.
- Effects of Service Based Review savings.
- An increase in support services and capital charges of £1,570,000, relating mostly to increases in highway infrastructure asset depreciation costs, as a result of significant anticipated capital expenditure in 2014/15 in respect of the Aldgate project.

Recommendations

The Committee is requested to:

- Review the provisional 2015/16 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 to allow for further implications arising from potential budget developments including changes to the Additional Works Programme and changes in respect of recharges.
- Note that the Service Based Review changes reported to your Committee on 11th November 2014 which were agreed, have been included in 2014/15 and 2015/16 budgets.

Main Report

Introduction

1. This report sets out the proposed revenue and capital budgets for 2015/16. The revenue budget management arrangements are to;
 - Provide a clear distinction between local risk, central risk and recharge budgets.
 - Place responsibility for budgetary control on departmental Chief Officers.
 - Apply a cash limit policy to Chief Officers' budgets.
2. The provisional budget for 2015/16 has been analysed by the service expenditure and compared with the latest approved budget for the current year (see Table 1).
3. The report also compares the current year's budget with the forecast outturn.

Business Planning Priorities

Director of the Built Environment

4. Over 2015/16 my Department will build on the cross-cutting objectives which were outlined in my 2014 business plan. These objectives will shape the City and our contribution as a department to City business in next few years.
 - I. To deliver the Aldgate Highway Change and Public Realm Project.
 - II. To contribute to the City's Cultural Hub Working Party.
 - III. To future-proof the City.

- IV. Improve departmental and corporate data sharing and use of GIS (Graphical Information Systems).
 - V. To Implement the City's Community Infrastructure Levy (CIL).
5. Of course these objectives are in addition to the day to day work of the divisions, and the challenges these operations present, and will include: the Service Based Reviews; the Thames Tunnel Tideway; Road Danger Reduction Partnership; the Aldgate project; and our contribution to the Cultural Hub.
 6. Our highways team must manage the continuing demand on our highways, managing the demand for utilities and expectations of users. Across the Development Management service we must balance the need for new builds alongside the sensitivity of our heritage assets. Our District Surveyor is under continued pressure to deliver a first class service while competing against the private sector and on Planning Policy our engagement with the Mayor will be significant as the London Plan Further Alterations are the subject of consultation and examination.
 7. This budget supports the needs of my department to deliver our business and our key business objectives.

Director of Culture, Heritage and Libraries

8. The department's mission statement is to educate, entertain and inform, through discovery of our amazing range of resources. The four Strategic Aims are:
 - To refocus our services with more community engagement and partnerships with others.
 - To transform the sense of the City as a destination.
 - To continue to use technology to improve customer service and increase efficiency.
 - To further develop the City's contribution to the life of London as a whole.

Proposed Revenue Budget for 2015/16

9. The proposed Revenue Budget for 2015/16 is shown in Table 1 below 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.
- 10.** The provisional 2015/16 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:
- 2% uplift for inflation.
 - Proper control of transfers of non-staffing budget to staffing budgets.
 - The inclusion of the Service Based Review expenditure reductions of £492,000 and increased incomes of £500,000 that were agreed by the Policy and Resources Committee on 4th September 2014.
- 11.** Income and favourable variances are presented in brackets. An analysis of this revenue expenditure by Service Managed is provided in Appendix 1. Only significant variances (generally those greater than £50,000) have been commented on in the following paragraphs.
- 12.** Overall there is an increase of £1,068,000 in the overall budget between the 2014/15 latest approved budget and the 2015/16 original budget. This movement is explained by the variances set out in the following paragraphs.

TABLE 1

PLANNING & TRANSPORTATION COMMITTEE SUMMARY – ALL FUNDS

Analysis of Service Expenditure	Local or Central Risk	Actual 2013-14 £'000	Latest Approved Budget 2014-15 £'000	Original Budget 2015-16 £'000	Movement 2014-15 to 2015-16 £'000	Paragraph Reference
EXPENDITURE						
Employees	L	9,772	10,396	10,653	257	13
Employees	C	15	23	0	(23)	
Premises Related Expenses (see note i)	L	5,985	6,095	5,188	(907)	14
Premises Related Expenses (see note i)	C	2,984	1,086	1,107	21	
City Surveyor – Repairs & Maintenance	L	604	965	1,155	190	15/28
Transport Related Expenses	L	28	30	21	(9)	
Supplies & Services (see note ii)	L	1,991	2,307	1,262	(1,045)	16
Supplies & Services (see note ii)	C	(777)	55	55	0	
Third Party Payments	L	4,166	3,275	3,323	48	17
Transfer to Reserve	C	5,364	5,256	4,514	(742)	18
Contingencies	L	0	582	384	(198)	19
Contingencies	C	0	15	15	0	
Supplementary Revenue Projects	C	312	917	626	(291)	20
Total Expenditure		30,444	31,002	28,303	(2,699)	
INCOME						
Other Grants, Reimbursements and Contributions	L	(1,867)	(1,568)	(179)	1,389	14, 16 & 21
Other Grants, Reimbursements and Contributions	C	(2,120)	(896)	(604)	292	20
Customer, Client Receipts	L	(7,704)	(7,675)	(7,561)	114	22
Customer, Client Receipts	C	(9,410)	(8,995)	(8,351)	644	23
Transfer from Reserves	L	(81)	(79)	0	79	24
Transfer from Reserves	C	(1,994)	(2,339)	(2,613)	(274)	25
Recharges to Capital Projects	L	(1,518)	(2,757)	(2,836)	(79)	26
Total Income		(24,694)	(24,309)	(22,144)	2,165	
TOTAL EXPENDITURE/ (INCOME) BEFORE SUPPORT SERVICES AND CAPITAL CHARGES		5,750	6,693	6,159	(534)	
SUPPORT SERVICES AND CAPITAL CHARGES						
Central Support Services and Capital Charges		9,443	8,516	10,131	1,615	27
Recharges within Fund		960	1,017	1,004	(13)	
Recharges Across Funds		(1)	(1)	(1)	0	
Total Support Services and Capital Charges		10,402	9,532	11,134	1,602	
TOTAL NET EXPENDITURE/(INCOME)		16,152	16,225	17,293	1,068	

Notes - Examples of types of service expenditure:-

- (i) Premises Related Expenses – includes repairs & maintenance, energy costs, rates, water services, cleaning and domestic supplies
- (ii) Supplies and Services – Equipment, furniture, materials, uniforms, printing, stationery, professional fees, grants & subscriptions

- 13.** A net increase of £257,000 in employee costs mainly relates to departmental provision for pay award, increments, re-gradings and vacancies in 2014/15 being filled in 2015/16.
- 14.** A reduction of (£907,000) from the 2014/15 premises related expenses budget is principally due to the one-off effects of additional spend of £100,000 for carriageway resurfacing repairs in 2014/15, and a reduction of £456,000 in highway schemes relating to the Local Implementation Plan (LIP) programme and Street Scene revenue works of £315,000.
- 15.** An increase of £190,000 relates to the additional works programme, reflecting changes in the composition and phasing of the works.
- 16.** A reduction of (£1,045,000) in supplies and services expenditure mainly relates to one-off spends in 2014/15 on externally funded projects including, the City's LIP programme of £649,000; carry forward monies from 2013/14 of £207,000, Local Plan works programme of £79,000 and £137,000 reduction in spend on costs associated with the relocation of office staff at Tower Bridge.
- 17.** The increased third party payment costs of £48,000 principally relate to uplift in contract costs in 2015/16 for On-Street and Off Street parking contracts.
- 18.** A net decrease in the transfer to reserve of (£742,000) reflects anticipated income reductions of £890,000 mainly relating to penalty charge notice (PCN) fines as a result of a ban on CCTV enforcement, which were partly offset by decreases in the net operating costs for on-street parking activities, due to the reduction in the Parking Enforcement contract.
- 19.** The decrease relates to the balance of spend which the Director of Built Environment has yet to allocate and is currently in discussion with the Chamberlain on how best to deal with fluctuating income streams as a result of development activity which may not be sustainable in future years.
- 20.** The 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.
- 21.** The reduction in income from grants, reimbursements and contributions is mainly due to reduced funding of the LIP programme which has been offset accordingly with decreased scheme expenditure (see paragraphs 14 and 16).
- 22.** The decrease in income mainly relates to the income loss for White's Row car park closure and a drop in administration fee income of £31,000 for recoverable works in the Drain and Sewers service.

23. The reduction in income is mainly due to a drop in penalty charge notice fines of £890,000 as a result of banning the use of CCTV enforcement. This has been offset by an increase in parking meter income of (£242,000).
24. The reduction in transfers from reserves was due to a one-off draw down in reserves in 2014/15 to fund costs relating to the Local Plan works programme (see paragraph 16).
25. Increase in transfers from the Parking Meter Reserve relates to the need to fund increases in City Surveyor's repairs and maintenance costs of £183,000 and cover a shortfall in car park fees of £58,000.
26. The increase in recharges to capital projects reflects the increase in employee costs for staff working on capital projects which are fully recovered from TFL/S106/S278 monies.
27. An increase in central support services and capital recharges reflects the net impact of changes in the budgets of central departments and their apportionment between committee, as shown in Appendix 2. The increase of £1,615,000 is mainly due to additional highway infrastructure asset depreciation costs, as a result of significant anticipated capital expenditure in 2014/15 in respect of the Aldgate project and other schemes including Riverside Walkway, various street scene and security enhancement schemes.

28. The increase of £190,000 in the budget for the City Surveyor’s additional works programme reflects changes in the composition and phasing of the works. See Table 2 below.

TABLE 2 - CITY SURVEYOR LOCAL RISK	Latest Approved Budget 2014/15 £'000	Original Budget 2015/16 £'000	Movement 2014/15 to 2015/16 £,000
Repairs and Maintenance			
Additional Works Programme	582	805	223
Minor Improvements Planned Re-active & Cyclical Works			
Highways	186	186	0
Off Street Parking	176	144	(32)
Town Planning	21	20	(1)
Total City Surveyor	965	1,155	190

29. Budgets have provisionally been included for the 2015/16 additional works programme based on bids considered by the Corporate Asset Sub Committee in June 2014. However, a decision on the funding of the programme is not due to be made by the Resource Allocation Sub Committee until December 2014. It may therefore be necessary to adjust budgets to reflect the Resource Allocation Sub Committee’s decision.

30. Analysis of the movement in manpower and related staff costs are shown in Table 3 below (see explanation of financial movement in paragraph 13).

Table 3 - Manpower statement	Latest Approved Budget 2014/15		Original Budget 2015/16	
	Manpower Full-time equivalent	Estimated cost £000	Manpower Full-time equivalent	Estimated cost £000
Director of Built Environment				
Town Planning	47.4	2,467	48.4	2,504
Planning Obligations	2.2	116	2.2	117
Transportation Planning	35.6	2,213	35.6	2,089
Road Safety	2.0	121	2.0	105
Building Control	24.0	1,412	26.6	1,484
Structural Maintenance/Inspections	4.6	272	4.6	275
Highways	21.8	1,234	23.8	1,293
Traffic Management	14.3	577	15.3	648
Off Street Parking	2.0	89	2.0	96
On Street Parking	11.4	482	13.4	557
Drains & Sewers	8.0	376	8.0	381
Total Director of Built Environment	173.3	9,359	181.9	9,549
Director of Culture, Heritage & Libraries				
Tower Bridge Operational	27	1,037	27	1,104
Total Director of Culture, Heritage & Libraries	27	1,037	27	1,104
TOTAL PLANNING & TRANSPORTATION	200.3	10,396	208.9	10,653

Potential Further Budget Developments

31. The provisional nature of the 2015/16 revenue budget recognises that further revisions may be required, including in relation to:

- Decisions on funding of the 2015/16 Additional Work Programme by the Resource Allocation Committee in December 2014;
- Budget reductions to capture savings arising from the on-going Service Based Reviews;
- Central and departmental recharges.

Revenue Budget 2014/15

32. The forecast outturn for the current year is currently in line with the latest approved budget of £16.225m. A budget of £597,000 is included in the forecast outturn for the Director of the Built Environment, for which he is currently in discussion with the Chamberlain on how best to deal with fluctuating income streams as a result of development activity which may not be sustainable in future years.
33. It is anticipated that the Director of Culture, Heritage & Libraries will remain within his resource allocation.

Bridges' Repairs, Maintenance and Major Works Fund

34. 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.
35. The balance of the Fund stood at £127.9m as at 1 April 2014, which comprised of property investments of £24.6m, managed investments of £84.8m and cash of £18.5m. 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 2064/65. A summary of the works projection and consequent contributions from Bridge House Estates is shown below in Table 4.

Table 4: Thames Bridges' Repairs, Maintenance and Major Works Fund 50 Year Works and Required Contributions Projection to 2064/65		
	£'000	£'000
Balance brought forward 1st April 2014		(127,953)
Planned Expenditure (inflated at 2% pa):		
- Blackfriars Bridge	46,863	
- Southwark Bridge	45,922	
- London Bridge	20,959	
- Millennium Bridge	26,672	
- Tower Bridge	96,798	
		237,214
Forecast Income:		
- Managed Investments	(96,532)	
- Interest Accruing	(4,368)	
- Rental Income from Bridge House Estates	(58,741)	
		(159,641)
Net balance before planned contributions		(50,380)
Planned contributions to Fund		(92,158)
Forecast Balance as at 31st March 2065		(142,538)

36. Within the budgets provided for you as part of the overall Bridges Repairs Fund, there are a number of supplementary revenue projects which will be required to proceed through the gateway approval procedure. Over the last few years, there has been an underspend in supplementary revenue projects on the bridges as a result of the introduction of the gateway approvals process. These projects have now been re-programmed and will be completed over the coming years.

37. The forthcoming projects which will be required to proceed through the gateway approval procedure are summarised in the table below:

Table 5		
Bridge	Project	Starting Date
Blackfriars Bridge	Parapet repairs/strengthening	2015/16 – 2016/17
Southwark Bridge	Joint replacement & footway strengthening	2015/16
London Bridge	Bearing replacement	2015/16 – 2018/19
Millennium Bridge	Cable re-tensioning	2015/16
	Paint touch-up	2015/16
Tower Bridge	Window Repair/Replacement	2016/17
	Insulation of Walkway Roofs	2015/16
	High Voltage System replacement	2015/16
	Bascule Deck Replacement	2016/17

Draft Capital and Supplementary Revenue Budgets

38. The latest estimated costs for the Committee's draft capital and supplementary revenue projects are summarised in the Table below.

Capital & Supplementary Revenue projects - latest estimated costs								
Service Managed	Project	Exp. Pre 01/04/14	2014/15	2015/16	2016/17	2017/18	Later Years	Total
		£'000	£'000	£'000	£'000	£'000	£'000	£'000
CITY FUND								
<u>Pre-implementation</u>								
	Street lighting strategy	42	8					50
	Roads	712	177					889
	Security & landscaping schemes	66	25					91
	Street scene enhancements	466	126	17				609
	Cheapside strategy	129	57	20				206
	Riverside Walk enhancement strategy	75	71					146
	Barbican area strategy	197	300	241				738
	Eastern City cluster	140	225					365
	Bank area strategy	261	292	202				755
	Fenchurch/Monument strategy	17	96					113
	West Smithfield strategy	0	30	90				120
	Aldgate & Tower area strategy	2,068	889	102	101	102		3,262
	Chancery Lane area enhancement	27	53					80
	Fleet Street area strategy	67	104					171
	Liverpool area strategy	228	146					374
<u>Authority to start work granted</u>								
	Information technology	804	143					947
	Roads	6,656	521					7,177
	Security, Walkways & landscaping schemes	2,710	712					3,422
	Street scene enhancements	6,446	1,899	746	54			9,145
	Cheapside strategy	2,151	502					2,653
	Riverside Walk enhancement strategy	739	2,193	407				3,339
	Barbican area strategy	410	1,530					1,940
	Eastern City cluster	207	171	765	579			1,722
	Bank area strategy	3	266					269
	Fenchurch/Monument strategy	188	576					764
	Aldgate & Tower area strategy	0	8,516	8,037	763	767		18,083
	Liverpool area strategy	29	1,907	20				1,956
	Temple & Whitefriars strategy	320	364					684
TOTAL CITY FUND		25,158	21,899	10,647	1,497	869	0	60,070

Capital & Supplementary Revenue projects - latest estimated costs								
Service Managed	Project	Exp. Pre 01/04/14 £'000	2014/15 £'000	2015/16 £'000	2016/17 £'000	2017/18 £'000	Later Years £'000	Total £'000
BRIDGE HOUSE ESTATES								
Authority to start work granted								
Bridges Repairs Fund	Bridgemaster's accommodation	0	552					552
TOTAL BRIDGE HOUSE ESTATES		0	552	0	0	0	0	552
CITY'S CASH								
Pre-implementation								
	St Paul's external lighting	18	7					25
TOTAL CITY'S CASH		18	7	0	0	0	0	25
TOTAL PLANNING & TRANSPORTATION		25,176	22,458	10,647	1,497	869	0	60,647

39. 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.
40. It should be noted that the above 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.
41. Schemes in the pipeline include the externally funded Bank Junction improvements and the Museum of London Gyrotory scheme.
42. The latest Capital and Supplementary Revenue Project budgets will be presented to the Court of Common Council for formal approval in March 2015.

Contact:

Dipti Patel - dipti.patel@cityoflondon.gov.uk
Simon Owen – simon.owen@cityoflondon.gov.uk
Chamberlain's Department

APPENDIX 1

Analysis by Service Managed	Actual 2013-14 £'000	Latest Approved Budget 2014-15 £'000	Original Budget 2015-16 £'000	Movement 2014-15 to 2015-16 £'000	Report Paragraph Reference and Notes
CITY FUND					
Town Planning	2,148	2,246	2,108	(138)	(i)
Transportation Planning	1,157	1,143	993	(150)	(ii)
Planning Obligations	16	32	0	(32)	
Road Safety	336	271	274	3	
Street Scene	0	0	0	0	
Building Control	594	443	526	83	(iii)
Structural Maintenance/Inspections	0	537	506	(31)	
Highways	7,713	7,728	9,175	1,447	27
Rechargeable Works	0	0	0	0	
Traffic Management	(612)	(787)	(706)	81	(iv)
Off- Street Parking	645	0	0	0	
On – Street Parking	0	0	0	0	
Drains & Sewers	395	406	433	27	
Contingency	0	597	399	(198)	19
TOTAL CITY FUND	12,392	12,616	13,708	1,092	
BRIDGE HOUSE ESTATES					
Bridges	1,819	1,839	1,873	34	
Tower Bridge Operational	1,806	1,770	1,712	(58)	(v)
TOTAL BRIDGE HOUSE ESTATES	3,625	3,609	3,585	(24)	
CITY'S CASH					
Off-Street Parking	135	0	0	0	
TOTAL CITY'S CASH	135	0	0	0	
TOTAL	16,152	16,225	17,293	1,068	

Notes:

- (i) The proposed Planning Service restructure, effects of the Service Based Review savings and one-off carry forward monies from 2013/14 of £41,000 has resulted in this reduction.
- (ii) The reduction is mainly due to one-off carry forward monies from 2013/14 of £125,000.
- (iii) An increase of £72,000 mainly relates to two new trainee posts and a vacant post being filled in 2015/16.
- (iv) The increase is due to vacancies in 2014/15 being filled in 2015/16.
- (v) A reduction in costs of (£137,000) associated with the relocation of office staff is off-set by increase in employee costs of £67,000 due to the provisional 2% pay and price increase, anticipated incremental rises and a reapportionment of staff costs part-way through 2014/15 between Operational and Tourism.

APPENDIX 2

Support Service and Capital Charges from/to Planning & Transportation Committee	Actual 2013/14 £000	Latest Approved Budget 2014/15 £000	Original Budget 2015/16 £000	Paragraph Reference
Support Service and Capital Charges				
City Surveyor's Employee Recharge	591	357	352	
Insurance	563	562	587	
IS Recharges – Chamberlain	226	192	174	
Capital Charges	6,306	5,756	7,326	27
Admin Buildings	542	561	621	
Film Liaison Staff Costs	58	0	0	
Support Services -				
Chamberlain	501	432	446	
Comptroller and City Solicitor	238	245	234	
Town Clerk	222	224	214	
City Surveyor	100	104	105	
Other	96	83	72	
Total Support Services and Capital Charges	9,443	8,516	10,131	
Recharges Within Funds				
Corporate and Democratic Core – Finance Committee	(58)	(58)	(58)	
Directorate Recharge – Port Health & Environmental Services Committee	1,045	1,102	1,089	
Tables & Chairs – Licensing Committee	(27)	(27)	(27)	
Recharges Across Funds				
City's Cash - Statues	(1)	(1)	(1)	
TOTAL SUPPORT SERVICE AND CAPITAL CHARGES	10,402	9,532	11,134	

Agenda Item 6

Committee(s):	Date(s):	
Finance	9 th December 2014	
Planning & Transportation	15 th December 2014	
Streets and Walkways Sub	19 th January 2015	
Court of Common Council	15 th January 2015	
Subject: Annual On-Street Parking Accounts 2013/14 and Utilisation of Accrued Surplus on Highway Improvements and Schemes		For Information
Report of : The Chamberlain		Public

Summary

1. The City of London in common with other London authorities is required to report to the Mayor for London on action taken in respect of any deficit or surplus in its On-Street Parking Account for a particular financial year.
2. The purpose of this report is to inform Members that:
 - the surplus arising from on-street parking activities in 2013/14 was £5.290m;
 - a total of £4.137m, was applied in 2013/14 to fund approved projects; and
 - the surplus remaining on the On-Street Parking Reserve at 31st March 2014 was £15.653m, which will be wholly allocated towards the funding of various highway improvements and other projects over the medium term.
3. It is recommended that Members note the contents of this report for their information before submission to the Mayor for London.

MAIN REPORT

Background

1. Section 55(3A) of the Road Traffic Regulation Act 1984 (as amended), requires the City of London in common with other London authorities (i.e. other London Borough Councils and Transport for London), to report to the Mayor for London on action taken in respect of any deficit or surplus in their On-Street Parking Account for a particular financial year.
2. Legislation provides that any surplus not applied in the financial year may be carried forward. If it is not to be carried forward, it may be applied by the City for one or more of the following purposes:

- a) making good to the City Fund any deficit charged to that Fund in the 4 years immediately preceding the financial year in question;
- b) meeting all or any part of the cost of the provision and maintenance by the City of off-street parking accommodation whether in the open or under cover;
- c) the making to other local authorities, or to other persons, of contributions towards the cost of the provision and maintenance by them, in the area of the local authority or elsewhere, of off-street parking accommodation whether in the open or under cover;
- d) if it appears to the City that the provision in the City of further off-street parking accommodation is for the time being unnecessary or undesirable, for the following purposes, namely:
 - meeting costs incurred, whether by the City or by some other person, in the provision or operation of, or of facilities for, public passenger transport services;
 - the purposes of a highway or road improvement project in the City;
 - meeting the costs incurred by the City in respect of the maintenance of roads at the public expense; and
 - for an “environmental improvement” in the City.
- e) meeting all or any part of the cost of the doing by the City in its area of anything which facilitates the implementation of the Mayor’s Transport Strategy, being specified in that strategy as a purpose for which a surplus can be applied; and
- f) making contributions to other authorities, i.e. the other London Borough Councils and Transport for London, towards the cost of their doing things upon which the City in its area could incur expenditure upon under (a)-(e) above.

2013/14 Outturn

3. The overall financial position for the On-Street Parking Reserve in 2013/14 is summarised below:

	£m
Surplus Balance brought forward at 1st April 2013	(14.500)
Surplus arising during 2013/14	(5.290)
Expenditure financed during the year	4.137
Funds remaining at 31st March 2014, wholly allocated towards the funding of future projects	(15.653)

4. Total expenditure of £4.137m in 2013/14 was financed from the On-Street Parking Reserve, covering the following approved projects:

Revenue Expenditure :	£000
Highway Resurfacing and Maintenance	1,892
Concessionary Fares and Taxi Card Scheme	495
Parking Enforcement Plan	56
Special Needs Transport	37
Cheapside Area Strategy/Stage 4A	29
Beech Street Tunnel	27
Barbican Area Strategy	26
Planting Maintenance	18
New Roads and Transport	10
Off Street Parking Surplus	(74)
Total Revenue Expenditure	2,516
Capital Expenditure :	
Farringdon Street Bridge	551
Barbican Podium Waterproofing	418
Transport Improvements – Milton Court	271
Holborn Circus Area Enhancement	168
Silk Street	107
St Giles Terrace	54
Cheapside Stage 4A	52
Total Capital Expenditure	1,621
Total Expenditure Funded in 2013/14	4,137

5. The surplus on the On-Street Parking Reserve brought forward from 2012/13 was £14.500m. After expenditure of £4.137m funded in 2013/14, a balance of £1.153k was carried forward to future years to give a closing balance at 31st March 2014 of £15.653m.
6. Currently total expenditure of some £31.7m is planned over the medium term up to 31st March 2018, by which time it is anticipated that the existing surplus plus those estimated for future years will be mostly utilised. This total includes expenditures of £13.7m, £9.3m, £4.6m and £4.1m planned from 2014/15 until 2017/18 respectively, which are anticipated to reduce significantly the surpluses arising in those years. The total programme covers a number of major schemes including funding towards the Barbican Podium Waterproofing, Aldgate Gyratory Scheme, repairs to Farringdon Street Bridge and Snow Hill Bridge, Barbican Area Strategy, Holburn Circus Area Enhancement, Holburn Viaduct and various street scene projects (e.g. around Milton Court) as well as ongoing funding of highway resurfacing and road maintenance projects. The progression of each individual scheme is, of course, subject to the City's normal evaluation criteria and Standing Orders.

7. A forecast summary of income and expenditure arising on the On-Street Parking Account and the corresponding contribution from or to the On Street Parking Surplus, over the medium term financial planning period, is shown below:

On-Street Parking Account Reserve Projections 2013/14 to 2017/18	2013/14 Actual £m	2014/15 Forecast £m	2015/16 Forecast £m	2016/17 Forecast £m	2017/18 Forecast £m	Total £m
Income	(8.3)	(8.1)	(7.4)	(7.4)	(7.5)	(38.7)
Expenditure (<i>Note 1</i>)	3.0	2.9	2.9	2.9	3.0	14.7
Net Surplus arising in year	(5.3)	(5.2)	(4.5)	(4.5)	(4.5)	(24.0)
Capital, SRP and Revenue Commitments	4.1	13.7	9.3	4.6	4.1	35.8
Net in year contribution from/(to) the surplus	(1.2)	8.5	4.8	0.1	(0.4)	11.8
Deficit/(Surplus) carried forward at 1 st April	(14.5)	(15.7)	(7.2)	(2.4)	(2.3)	
Deficit/(Surplus) carried forward at 31st March	(15.7)	(7.2)	(2.4)	(2.3)	(2.7)	

Note 1: On-Street operating expenditure relates to direct staffing costs, repair & maintenance of meters, VINCI contractor costs, fees & services (covering cash collection, pay by phone, postage & legal), IT software costs for enforcement systems, provision for bad debts for on-street income and central support recharges.

8. There is now a combined service for 'Civil Parking & Traffic Enforcement, including the Cash Collection Contract' which has resulted in on-going savings to the operating costs of the On-Street Parking Account.

Conclusion

9. So that we can meet our requirements under the Road Traffic Regulation Act 1984 (as amended), we ask that the Court of Common Council notes the contents of this report, which would then be submitted to the Mayor of London.

Consultees

10. The Comptroller & City Solicitor has been consulted in the preparation of this report and his comments have been included.

Background Papers

11. Road Traffic Regulations Act 1984; Road Traffic Act 1991; GLA Act 1999 sect 282.
12. Final Accounts 2013/14

Contact Officer

Chamberlain's Department – simon.owen@cityoflondon.gov.uk

Committee(s):	Date(s):
Planning & Transportation	15 Dec 2014
Subject: City Fund Surplus Highway – Barts Square, EC1	Public
Report of: City Surveyor (CS.375/14)	For Decision

Summary

Approval is sought to declare an area totalling 576 ft² of City Fund highway land at Bartholomew Close, Little Britain and West Smithfield, EC1 to be surplus to highway requirements, to allow its disposal and enable the development scheme which is being proposed by Helical Bar.

The highway land is to be encompassed and built upon by the permitted mixed use development scheme, to be known as Barts Square, for which you granted planning permission at your meeting of the 20th November 2012.

In order to grant third party interests in City Fund highway land, the affected parts first need to be declared surplus to highway requirements.

The highway parcels will require stopping-up, which is to be subject to a separate statutory procedure.

The terms for the highway disposal are to be separately reported for approval of the Property Investment Board subject to your approval to declare the affected area surplus to highway requirements.

Recommendation(s)

Members are asked to:

- Resolve to declare the areas of City Fund highway land at Bartholomew Close, Little Britain and West Smithfield, EC1 with a combined total of 576 ft² (53.50 m²) as described in Appendix 2 and upon which the Barts Square permitted development scheme is to be built (consent no. 12/00256/FULEIA) to be surplus to highway requirements to enable its disposal upon terms that are to be subject to the approval of the Property Investment Board.

Main Report

Background

1. Helical Bar plc has received planning consent to construct a mixed use six storey scheme comprising 229,000 ft² offices, 23,800 ft² retail, 215 flats and associated car parking, which will incorporate renovated existing buildings alongside of new at Little Britain and Bartholomew Close, EC1. The scheme is known as Barts Square.

2. You approved planning consent (no.12/00256/FULEIA) for the scheme at your meeting dated the 20th November 2012, and have subsequently approved amendments pursuant to a further application.
3. The development will be built on the affected highway land, largely entailing stopping-up, which is to be subject to a separate statutory procedure.
4. The parcels of affected highway are shown on the plan and on the separate schedule, as Appendix 1 & 2 respectively.

Current Position

5. Helical Bar plc has approached the City seeking to acquire a permanent interest in highway land affected by its approved development scheme.
6. Buildings where the construction and retention of habitable accommodation would be governed or is governed solely by a highway licence can be compromised as investments. Therefore for the purpose of promoting long term development, the City regularly grants suitable permanent interests where permitted schemes encompass City owned highway land. The disposal of the highway land would secure works needed for the proper planning of the area.
7. Where City Fund highway is involved, before the City is able to dispose of any interests in it, the affected land must first be declared surplus to highway requirements.
8. Although the City can dispose of its highway land as a property owner, the highway stratum will nevertheless remain vested in the City as the highway authority until such time as it is stopped-up. In this instance stopping-up will be needed, and will be subject to a separate statutory procedure. The proposed stopping-up arrangement will entail small parcels of Helical Bar land being given over and dedicated for highway purposes.
9. **Affected Highway** - The area of City Fund highway land affected by the permitted scheme is situated at Bartholomew Close, Little Britain and West Smithfield, EC1 and amounts to 576 ft² (53.49 m²).

Proposals

10. Subject to your agreement to declare the area of City Fund highway surplus to requirements, it is proposed that the City disposes of a suitable interest in the highway land upon terms to be approved by the Property Investment Board.

Implications

11. The disposal of highway 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).
12. **Financial** - The financial implications of any disposal will be considered by the Property Investment Board.

13. **Stopping-up** – While the highway land that required to be built, to construct the approved scheme, it will be subject to the stopping-up order being made.
14. **Power of Disposal** - The transaction involves the disposal of City Fund and City's Estate land, both being subject to the highway interest. No statutory power is required to dispose of land held by City's Estate.
15. The City Fund parcels are held by the City of London for planning purposes. Disposal of land held for planning purposes is authorised by Section 233 of the Town and Country Planning Act 1990 to secure the best use of land or to secure the carrying out of works for the proper planning of the area.
16. **Property Investment Board** - The terms of the negotiated highway disposal transaction are to be reported to the Property Investment Board for consideration, subject to you first declaring that the affected City Fund highway land will become surplus to requirements.

Conclusion

17. The necessary declaration confirming the highway to be surplus to requirements excluding the highway stratum, will enable development of the property according to the planning permission that has been granted for the Barts Square mixed use scheme.

Appendices

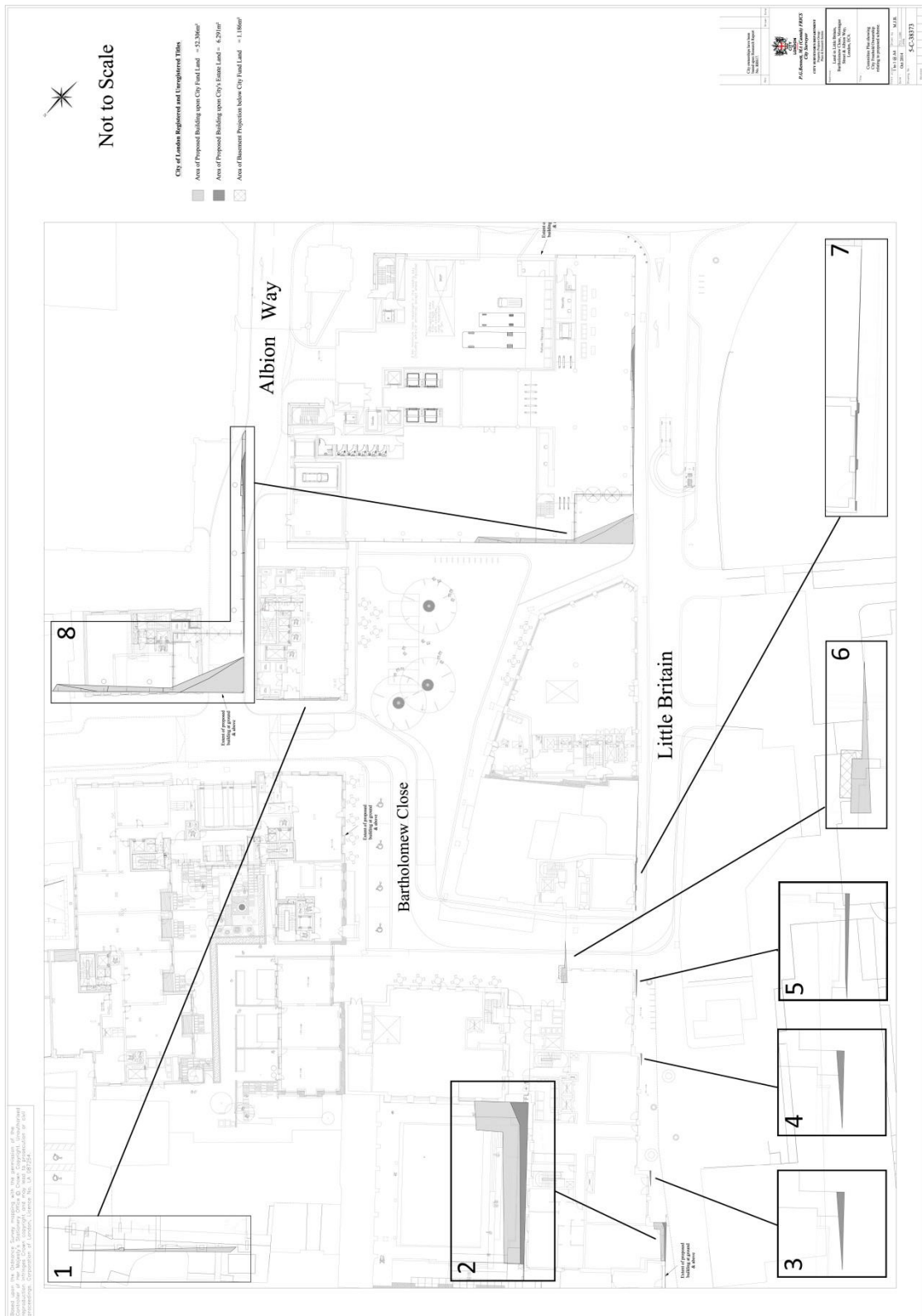
- Appendix 1 – Highway Plan
- Appendix 2 – Schedule of Highway Parcels

Background Papers:

Planning Consent no. 12/00256/FULEIA (20 November 2012).

Roger Adams, Corporate Property Group
T: 020 7332 1661
E: roger.adams@cityoflondon.gov.uk

Appendix 1 – Highway Plan (Barts Square, EC1)



14 November 2014

Appendix 2 – Schedule of Highway Parcels (Barts Square, EC1)

Parcel 1	<ul style="list-style-type: none"> • <u>City Fund</u> highway land acquired and held under planning powers. 	2.62 m ²
Parcel 2	<ul style="list-style-type: none"> • <u>City Fund</u> highway land acquired and held under planning powers. • <u>City's Estate</u> subject to highway interest. 	4.80 m ² 1.62 m ²
Parcel 3	<ul style="list-style-type: none"> • <u>City's Estate</u> subject to highway interest (required for a low level step access). 	0.32 m ²
Parcel 4	<ul style="list-style-type: none"> • <u>City's Estate</u> subject to highway interest. 	0.17 m ²
Parcel 5	<ul style="list-style-type: none"> • <u>City's Estate</u> subject to highway interest. 	0.48 m ²
Parcel 6	<ul style="list-style-type: none"> • <u>City Fund</u> highway land acquired and held under planning powers (including an area required at basement only level - leaving surface intact as highway). 	2.56 m ² 1.19 m ²
Parcel 7	<ul style="list-style-type: none"> • <u>City's Estate</u> subject to highway interest. 	1.24 m ²
Parcel 8	<ul style="list-style-type: none"> • <u>City Fund</u> highway land acquired and held under planning powers (including part acquired under the '<i>ad medium filum</i>' rule). • <u>City's Estate</u> subject to highway interest. 	42.33 m ² 2.46 m ²

note; metric measurements rounded to two decimal places

This page is intentionally left blank

To: **Planning and Transportation Committee** 15th December 2014

From: **Police Committee** 31st October 2014

Barbican Highwalk CCTV

The Committee conducted a detailed discussion of the issue of provision of CCTV on the Barbican Highwalk. It was noted that this Committee needed to consider this issue from a public safety perspective. There were significant public safety concerns regarding the Highwalk in the wake of a number of recent incidents, and the Highwalk was a public highway and therefore the responsibility of the City as a whole to ensure that it was made safe for the public, rather than being solely the responsibility of the Barbican Centre. It was also noted that the Highwalk was the largest area of the City without significant CCTV coverage. However, it was also noted that it was vital that the City took a consistent approach to public safety at all residential estates across the City and should not be seen to be providing preferential treatment to the Barbican Estate.

Members discussed proposals to ensure that there was CCTV coverage at all entrances and exits to the Highwalk. It was also noted that there was currently a development application for the property at 21 Moorfields, which was ideally placed to provide CCTV coverage of an entrance to the Highwalk. The Committee therefore discussed and resolved that a resolution should be put to the Planning and Transportation Committee that:

“The Police Committee requests that the Planning and Transportation Committee, during their consideration of the development application in relation to 21 Moorfields, gives consideration to including a planning condition such that any planning consent which may be granted is contingent upon the development providing sufficient CCTV coverage of the nearby entrances to the Barbican Highwalk on the grounds that this would have a significant benefit to public safety.”

The Assistant Director of Street Scene and Strategy explained that this issue had evolved into a significant area of work and it was intended that a full investigation of the issues would be undertaken, including consultation with residents, with the intention to present a proposed solution to the Committee at its meeting in March 2015.

This page is intentionally left blank

By virtue of paragraph(s) 3, 5, 7 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3, 5, 7 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

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

Document is Restricted

This page is intentionally left blank