



## Planning and Transportation Committee

**Date:** TUESDAY, 18 JUNE 2019  
**Time:** 11.00 am  
**Venue:** LIVERY HALL - GUILDHALL

**Members:**

|                                       |                                  |
|---------------------------------------|----------------------------------|
| Deputy Alastair Moss (Chairman)       | Alderman Robert Hughes-Penney    |
| Christopher Hayward (Deputy Chairman) | Deputy Jamie Ingham Clark        |
| Munsur Ali                            | Shravan Joshi                    |
| Rehana Ameer                          | Oliver Lodge                     |
| Randall Anderson                      | Natasha Maria Cabrera Lloyd-Owen |
| Peter Bennett                         | Andrew Mayer                     |
| Mark Bostock                          | Deputy Brian Mooney              |
| Deputy Keith Bottomley                | Sylvia Moys                      |
| Henry Colthurst                       | Barbara Newman                   |
| Karina Dostalova                      | Graham Packham                   |
| Peter Dunphy                          | Susan Pearson                    |
| Alderman Emma Edhem                   | Judith Pleasance                 |
| Sophie Anne Fernandes                 | Deputy Henry Pollard             |
| Marianne Fredericks                   | James de Sausmarez               |
| Alderman Prem Goyal                   | Oliver Sells QC                  |
| Tracey Graham                         | William Upton QC                 |
| Graeme Harrower                       | Alderman Sir David Wootton       |
| Christopher Hill                      |                                  |

**Enquiries:** Gemma Stokley  
tel. no.: 020 7332 3414  
[gemma.stokley@cityoflondon.gov.uk](mailto:gemma.stokley@cityoflondon.gov.uk)

Lunch will be served in Guildhall Club at 1pm  
Part of this meeting could be the subject of audio visual recording

John Barradell  
Town Clerk and Chief Executive

# AGENDA

## Part 1 - Public Agenda

1. **APOLOGIES**

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

3. **MINUTES**

To agree the public minutes and summary of the meeting held on 24 May 2019.

**For Decision**  
(Pages 1 - 14)

4. **MINUTES OF THE LOCAL PLANS SUB COMMITTEE**

To receive the *draft* minutes of the Local Plans Sub Committee meeting held on 17 May 2019.

**For Information**  
(Pages 15 - 24)

5. **WARDMOTE RESOLUTION**

To consider the following Resolution from the Ward of Farringdon Within and refer it to officers for action, with a report on progress to be provided within three months.

*“This Wardmote notes the dangers caused by cycle tour groups in narrow, semi-pedestrianised areas of the City. Despite discussions with City of London representatives, the operators of such tour groups do not appear to have made any substantial changes. There are reports of cyclists colliding with residents, but such collisions have not been recorded. Cycle convoys are seen to travel at speed through narrow cobbled lanes and have been crossing busy roads at unsafe points with participants, including children, not wearing any safety protection.*

*There is a risk of serious injury to both participants and pedestrians and the Wardmote therefore urges the Planning and Transportation Committee to undertake an urgent review of the terms of licences for such tour groups and confirm the actions that will be taken to improve safety.*

*The Wardmote further urges the Committee to work with the City of London Police on enforcement measures against cyclists who contravene the Highway Code, to safeguard the interests of pedestrians and other road users.”*

**For Decision**

6. **RESOLUTION OF THE AUDIT AND RISK MANAGEMENT COMMITTEE**  
To consider a resolution from the Audit and Risk Management Committee from its meeting on 7 May 2019.  

**For Decision**  
(Pages 25 - 26)
7. **OUTSTANDING ACTIONS**  
Report of the Town Clerk.  

**For Information**  
(Pages 27 - 28)
8. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**  
Report of the Chief Planning Officer and Development Director.  

**For Information**  
(Pages 29 - 40)
9. **VALID PLANNING APPLICATIONS RECEIVED BY THE DEPARTMENT OF THE BUILT ENVIRONMENT**  
Report of the Chief Planning Officer and Development Director.  

**For Information**  
(Pages 41 - 48)
10. **REVENUE OUTTURN 2018/19**  
Joint report of the Chamberlain, the Director of the Built Environment, the Director of Open Spaces and the City Surveyor.  

**For Information**  
(Pages 49 - 60)
11. **PUBLIC LIFT REPORT**  
Report of the City Surveyor.  

**For Information**  
(Pages 61 - 62)
12. **MIPIM PROPERTY CONFERENCE 2019/2020**  
Joint report of the City Surveyor and the Director of the Built Environment.  

**For Decision**  
(Pages 63 - 70)

13. **DEPARTMENT OF THE BUILT ENVIRONMENT RISK MANAGEMENT - QUARTERLY REPORT**  
Report of the Director of the Built Environment.
- For Information**  
(Pages 71 - 86)
14. **LONDON BRIDGE WATERPROOFING AND BEARING REPLACEMENT**  
Report of the Director of the Built Environment.
- For Information**  
(Pages 87 - 98)
15. **DEPARTMENT OF THE BUILT ENVIRONMENT: 'BREXIT' UPDATE**  
Report of the Director of the Built Environment.
- For Information**  
(Pages 99 - 100)
16. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
17. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
18. **EXCLUSION OF THE PUBLIC**  
MOTION – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.
- For Decision**

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

19. **NON-PUBLIC MINUTES**  
To agree the non-public minutes of the meeting held on 24 May 2019.
- For Decision**  
(Pages 101 - 102)
20. **DEBT ARREARS - BUILT ENVIRONMENT (P&T COMMITTEE) PERIOD ENDING 31ST MARCH 2019**  
Report of the Director of the Built Environment.
- For Information**  
(Pages 103 - 110)
21. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

22. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

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

This page is intentionally left blank

## PLANNING AND TRANSPORTATION COMMITTEE

Friday, 24 May 2019

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

### **Present**

#### **Members:**

|                                       |                           |
|---------------------------------------|---------------------------|
| Deputy Alastair Moss (Chair)          | Deputy Jamie Ingham Clark |
| Christopher Hayward (Deputy Chairman) | Shravan Joshi             |
| Munsur Ali                            | Deputy Brian Mooney       |
| Rehana Ameer                          | Sylvia Moys               |
| Randall Anderson                      | Graham Packham            |
| Peter Bennett                         | Susan Pearson             |
| Deputy Keith Bottomley                | Judith Pleasance          |
| Alderman Emma Edhem                   | James de Sausmarez        |
| Marianne Fredericks                   | Oliver Sells QC           |
| Alderman Prem Goyal                   | William Upton QC          |
| Graeme Harrower                       |                           |

#### **Officers:**

|                   |   |
|-------------------|---|
| Angela Roach      | - Assistant Town Clerk                            |
| Gemma Stokley     | - Town Clerk's Department                         |
| Jennifer Ogunleye | - Town Clerk's Department                         |
| Darren Reid       | - Chamberlain's Department                        |
| Alison Bunn       | - City Surveyor's Department                      |
| Annie Hampson     | - Chief Planning Officer and Development Director |
| Carolyn Dwyer     | - Director of the Built Environment               |
| David Horkan      | - Department of the Built Environment             |
| Zahur Khan        | - Department of the Built Environment             |
| Gordon Roy        | - Department of the Built Environment             |
| Bruce McVean      | - Department of the Built Environment             |
| Craig Stansfield  | - Department of the Built Environment             |
| Simon Glynn       | - Department of the Built Environment             |
| Rachel Pye        | - Department of Markets and Consumer Protection   |

#### **Also In Attendance:**

Stuart Reid – Interim Director of Vision Zero, Transport for London

#### **1. APOLOGIES**

Apologies for absence were received from Mark Bostock, Henry Colthurst, Karina Dostalova, Peter Dunphy, Sophie Fernandes, Tracey Graham, Christopher Hill, Alderman Robert Hughes-Penney, Oliver Lodge, Natasha Lloyd-Owen, Andrew Mayer, Deputy Henry Pollard and Alderman Sir David Wootton.

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

Alderman Prem Goyal declared a standing, personal interest in agenda items 6, 7 and 10 by virtue of holding a tenancy in the Ward of Farringdon Within.

3. **MINUTES**

The Committee considered and approved the public minutes of the meeting held on 30 April 2019 as a correct record.

**MATTERS ARISING**

**Land Adjacent to 20 Bury Street London EC3A 5AX** (page 7) – The Chief Planning Officer and Development Director reported that the Section 106 terms were still being negotiated with the applicant and that the 14-day period in which the Mayor had to respond to this was therefore still to be triggered. Notwithstanding this, an Article 31 had been placed by the Secretary of State meaning that the City Corporation could not determine the application without first advising the Secretary of State.

4. **MINUTES OF THE STREETS AND WALKWAYS SUB COMMITTEE**

The Committee received the draft minutes of the Streets and Walkways Sub Committee meeting held on 17 April 2019.

**MATTERS ARISING**

**All Change at Bank** (page 22) – A Member requested an update on the progress of the scheme which had also been considered by the Finance Committee earlier this week. Officers reported that, at the Policy and Resources Committee meeting on 2 May 2019, Members agreed to delegate a decision regarding the continuation of, and further capital spending on, the All Change at Bank project during the period of the fundamental review to the Town Clerk in consultation with the Chair and Deputy Chairman of Resource Allocation Sub Committee. Members agreed this approach subject to the reprioritisation of funding within the Department of the Built Environment and on the basis that there be no resultant increase in central budgets in the 2019/20 financial year. Officers were instructed to produce a report under urgency to the Chair & Deputy Chairman of Resource Allocation Sub-Committee setting out the detail of how this is to be achieved. The urgency requested that Section 106 funding be utilised to fund the All Change at Bank project to Gateway 4 whilst the fundamental review was underway.

In response to questions around the delay to works, the Director of the Built Environment expressed concern around the momentum of this and reported that the urgency had led to significant further questions about the Streets and Walkways Sub Committee's prioritisation around this project and was still, therefore, yet to be signed off. It was estimated that approximately 1 month had been lost already in terms of progressing the works and Officers would need to give careful thought as to how this could now be made up for.

Members echoed the Director's disappointment and asked that a clear message be sent back to the relevant decision makers outlining this. It was noted that many of those using the junction would be waiting to see these



physical improvements implemented as soon as possible. The Chairman agreed with this point and highlighted that this project was a top priority for this Committee and had been for some time now. Another Member commented that such delays were simply adding to the overall costs of the project. She added that the Chamberlain's Department had attended recent meetings of the Streets and Walkways Sub Committee and should therefore be well aware of their priorities.

The Director reported that Officers were now working closely with the Chamberlain to look at how this might be resolved without further delay alongside relevant Members tasked with signing off on the urgency.

5. **APPOINTMENT OF STREETS AND WALKWAYS SUB COMMITTEE - RE-BALLOT**

The Chairman stated that it was disappointing to note the error that had been made in terms of the appointment of Members to the Streets and Walkways Sub Committee subsequent to the last meeting.

He went on to state that the total number of Members appointed to each Sub Committee was set out constitutionally for efficiency reasons. He added that his own view was that there must be an optimum size for each Sub Committee and that, whilst he had no wish to prevent Members who were not appointed to specific Sub Committee's providing adequate notice to the Chair and Deputy Chairman that they would be attending specific meetings and wishing to make specific points, he would not encourage this to be regular practice.

The Deputy Chairman stated that he fully endorsed this view and wished to move that the Committee's resolution that the membership of the Streets and Walkways Sub Committee be expanded to incorporate eight Members from the grand Committee be rescinded and the number revert to seven, with the re-ballot therefore being for one remaining place between those three Members who had tied in the original ballot. The motion was seconded and put immediately to the vote.

Votes on the Motion were cast as follows:

- In favour– 18 Members
- Opposed – 0 Members
- Abstentions – 1 Member

Members therefore proceeded to ballot for one remaining place on the Streets and Walkways Sub Committee between those three Members who had tied in the original ballot – Deputy Jamie Ingham Clark, Marianne Fredericks and William Upton QC. Members were content to allow the votes to be counted as the meeting proceeded with the Assistant Town Clerk acting as scrutineer. Members requested that the votes for each candidate be read out in full.

The Town Clerk delivered the result as follows:

- Deputy Jamie Ingham Clark – 11 votes
- Marianne Fredericks – 8 votes

- William Upton QC – 1 vote

The Town Clerk therefore declared Deputy Jamie Ingham Clark to also be appointed to the Streets and Walkways Sub Committee for the ensuing year.

6. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**

The Committee received a report of the Chief Planning Officer and Development Director detailing development and advertisement applications determined by the Chief Planning Officer and Development Director or those so authorised under their delegated powers since the report to the last meeting.

**RECEIVED.**

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

The Committee received a report of the Chief Planning Officer and Development Director detailing development applications received by the Department of the Built Environment since the report to the last meeting.

A Member stated that she had been informed that the application relating to 26A Savage Gardens had not been signed by the applicant and that this matter had been raised with the Department of the Built Environment by residents. She added that she had also been informed that the description provided was inaccurate and questioned whether the application could therefore be validated. The Chief Planning Officer and Development Director stated that, as she had not received notice of these questions, she would undertake to look into this application specifically and report back to the Member. She did, however, add that she believed that an electronic signature on an application was sufficient.

Another Member stated that he believed that there were also issues around the description of the application relating to 10 Bolt Court. The Chief Planning Officer and Development Director confirmed that revised details of this had not yet been received.

**RECEIVED.**

8. **OUTSTANDING ACTIONS**

The Committee received a report of the Town Clerk detailing outstanding actions from their last meeting.

Updates were provided as follows:

Ludgate Circus

It was highlighted that this was the subject of a separate agenda item.

Daylight/Sunlight Training

It was noted that training had been organised to take place from 10-11am on Tuesday 18 June, immediately prior to the next Planning and Transportation Committee taking place that same morning.

A Member commented that he hoped that the training would cover not only theory but how this impacted on planning decisions. He referred to a recent course he had attended externally which had referenced 2 recent cases that had been brought to Judicial Review. The Chief Planning Officer and Development Director assured Members that the City Corporation almost always requested an independent assessment of daylight/sunlight submissions.

A Member questioned whether a one-hour session would be sufficient on this subject. The Chief Planning Officer and Development Director stated that the session was intended to provide Members with an overview of and a useful introduction to the matter. If it was subsequently felt that more in-depth training was required, this could be arranged.

#### Daylight/Sunlight- Alternative Guidelines

The Chief Planning Officer and Development Director reported that this would now be the subject of a report to the July 2019 meeting of this Committee, given that training was now scheduled for June 2019.

#### Illegal Street Traders on the City's Bridges

It was highlighted that this was the subject of a separate agenda item.

#### Millennium Inclinor

It was highlighted that this was the subject of a separate agenda item.

#### Air Quality

The Chairman referred to the all-pervading nature of Air Quality across the City Corporation's work. He assured Members that a formal mechanism whereby he and the Deputy Chairman would meet periodically with the Chairman and Deputy Chairman of the Port Health and Environmental Services Committee and relevant Officers to discuss the matter had now been established and would help to ensure a more joined up approach at Member level.

The Chairman proposed that the matter therefore be removed from the Outstanding Actions list.

#### Cameras on the City Bridges

The Transportation and Public Realm Director reported that he had now ascertained that this matter was being led by the City of London Police and that an update report would now be submitted to the next meeting of the Health and Wellbeing Board. With that in mind, he suggested that the matter should now be removed from this Committee's list of outstanding actions.

The Member who had originally raised this matter stated that, beyond addressing the issue of suicide/attempted suicide on the bridges, the cameras were also required as a wider security measure. She therefore suggested that it remain on the list of outstanding actions for this Committee going forward. The Member went on to remind the Committee that the matter had originally sat with Planning and Transportation Committee before being passed to the City of London Police. She added that, as Chairman of the Health and Wellbeing

Board, she was happy to also report back to this Committee on progress following their next meeting. If she felt that, at this stage, there had been insufficient progress, she would move to return the matter to the ownership of this Committee.

**9. LUDGATE CIRCUS - PRESENTATION/PROPOSALS FROM VISION ZERO/TFL**

The Chairman welcomed Stuart Reid, Interim Director of Vision Zero at Transport for London (TfL), stating that he was very grateful to have someone of this calibre present today to address the Committee. He added that he would like to thank Mr Reid for the open dialogue that he had helped to facilitate on Ludgate Circus.

Mr Reid began by praising the strong collaborative partnership between TfL and the City Corporation on this work and spoke of plans to introduce more significant/bold improvements to the junction going forward. Mr Reid's presentation to the Committee covered the following points:

- Vision Zero – Targets – Mr Reid spoke on short, medium- and longer-term targets as well as bus casualty targets;
- Rationale for the current design at Ludgate Circus;
- Finding the right safety solution - reducing waiting time for pedestrians as much as possible as well as changing signal timings to encourage pedestrians to cross safely;
- Proposals to improve road safety at Ludgate Circus - restricting turning movements Southbound from Ludgate Hill and at Fleet Street which would provide an additional 30-35 seconds crossing time for some pedestrians. Mr Reid commented that a surprisingly small number of vehicles were currently making this turn, even at peak times, and that it was therefore felt that this traffic could be re-routed via Queen Victoria Street where it was felt that the impact would be acceptable. There were also proposals around removing east-west movements turning south into New Bridge Street. It was reported that one night bus route currently took this turn and that this route would be retained. Members were informed that thought was now being given as to how these proposals might be enforced with the potential use of CCTV under consideration.;
- Timescales for delivery of the new proposals – Mr Reid reported that new signal timings were currently at design stage. It was hoped that this work would conclude in approximately 3 month's time.

The Transportation and Public Realm Director added his thanks to Stuart Reid for presenting a solution to a significant problem aimed at improving safety at the junction for pedestrians. He praised TfL's positive response to the issue and highlighted that any solution was likely to be difficult given that this was one of London's busiest junctions. He highlighted the fact that work to introduce improvements here had been accelerated to be implemented within the next three months and commended this solution to the Committee.

Members were invited to pose questions.

A Member thanked Mr Reid for an excellent piece of work which placed pedestrians as 'number one' in the hierarchy of users of the junction. He went on to question how the additional 30-35 seconds of pedestrian crossing time would be allocated and whether it would equate to the 'green man' simply being illuminated for this much longer. Mr Reid stated that he believed that pedestrians would actually be provided with additional opportunities to cross at the junction, with the aggregate of this being an additional 30-35 seconds of crossing time.

Another Member referred to proposals to prohibit two of the turns and questioned whether this would be applicable to bicycles as well as cars. He welcomed the proposals but expressed concern that these appeared to be a little slow in coming forward. He added that it was already well known that pedestrians were the predominant users of the junction and that it should be made safe for pedestrians of all ages and mobility. With this in mind, he questioned if consideration might also be given to introducing countdown timers for the crossing going forward. The Member also highlighted that he felt that a huge problem here was the inflexibility of the existing cycle route, something which TfL themselves had now recognised was ill-judged. The Member concluded by stating that he was unsure that moving the central crossing was a good idea as many struggled with the length and size of this. He urged that the crossing be made much simpler, clearer and more pedestrian friendly and questioned why this had not been the key aim all along.

The Chairman clarified that the idea of introducing islands in the middle of the crossing had been explored but that this idea had been discounted as unworkable due to the fact that it was likely to result in a large number of pedestrians congregating/penned in to the middle of the highway. The Member responded that, at present, high volumes of pedestrians were congregating on a narrow kerb. He emphasised that a reduction in waiting time should therefore be another key aim.

Mr Reid responded that prohibited turns would apply to all vehicles with the exception of the night bus route referred to which would continue to take the turn at certain times of the day only. He stated that he would seek to discuss the idea of introducing a countdown to the crossing back to engineers. He reiterated the Chairman's point that introducing central islands to the crossing had been looked at alongside the City Corporation but that the conclusion had been that the volume of pedestrians was such that this would not be able to be safely accommodated. It was felt that the pavement was a safer place to congregate and that additional crossing time should go some way to improving the volume of pedestrians doing so at any one time.

The Chairman clarified that one of the arms of the crossing did already have a countdown timer.

Another Member commented that 22 years to achieve 'Vision Zero' did not appear to be overly ambitious. He went on to state that there appeared to be a lack of ambition around the proposals as a whole and questioned why there

were not proposals to raise the surface of the road to cater for pedestrians as priority users. Finally, he questioned the re-routing of traffic via Queen Victoria Street and sought some reassurance as to how this would work in practice.

Mr Reid agreed with the desire to progress more rapidly towards Vision Zero and highlighted that significant progress had already been made in recent years in terms of the number of deaths/serious injuries on London's roads. He highlighted that there were some 'quick wins' that could be implemented and that if Vision Zero could be achieved ahead of 2041 it certainly would be. He went on, however, to highlight the need to be realistic and the fact that there were other contributors towards achieving targets – not least achieving a change in the mindset of pedestrians and other road users.

With regard to the suggestion of raising the surface of the junction, Mr Reid highlighted that the volume of traffic here was such that this measure could be problematic. He added that this proposal was not, however, to be ruled out in the longer term whilst more immediate, rapid improvements were sought. He reassured the Committee that the implementation of any improvements would be carefully monitored with further measures introduced as required.

Mr Reid reported that the Signal Team had carried out an analysis of the prohibited turns and concluded that surprisingly few vehicles made these turns. Diverting via Queen Victoria Street was felt to be the optimum route as traffic flows here were relatively low. He assured the Committee that the consequences of this would be monitored.

The Chairman stated that it was clear that pedestrian safety ranked above traffic flow at this junction and that all parties seemed to be in agreement on this point. He went on to articulate that his view was that the proposals put to the Committee represented a major intervention at this dangerous junction, more so than some of those improvements mentioned that were more visual. He added, however, that it was important to note that these were not to be totally discounted going forward.

A Member cautioned that this project should not be viewed in isolation and questioned the knock-on effects of the proposals around things such as air quality in the area and whether this would be monitored in any way.

Another Member questioned the shorter term, interim targets around Vision Zero were currently on track in terms of achieving a 65% reduction in those killed or seriously injured (KSIs) by 2022 against the 2005-09 baseline. He added that he also had some concerns as to how the prohibited turns would be enforced, particularly in relation to cyclists.

Mr Reid responded to each question in turn, by first highlighting that the 'knock-on' effects of the proposals at the junction had been examined in terms of traffic flow so that Officers were confident that it would be possible to proceed without substantial impact on the surrounding area. In terms of the wider management of the area, signalling would have two layers of control, the first being SCOOT (an automated system to detect queue lengths with parameters set within which

SCOOT could operate to optimise use/flow for each signal) and the second being the ability to take over signalling centrally at TfL's Control Centre if necessary. The Traffic Centre was manned around the clock, 365 days per year.

With specific regard to air quality, Mr Reid stated that, as the proposals concerned low flows of traffic, it was not anticipated that there would be any specific impact. Mr Reid underlined that Air Quality remained a significant priority for TfL and the City Corporation alike.

In terms of progress towards Vision Zero, Mr Reid reported that there had been a multi-pillared approach to this in terms of safe speeds, safe streets and safe vehicles. He added that the aim was to introduce 20mph speed limits on all TfL roads by 2020 with all new bus vehicles fitted with intelligent speed limiters. It was noted that this was also likely to have a positive 'pacing' effect on general traffic in areas where there were a lot of buses. Safer Streets involved work around the education of cyclists, drivers and pedestrians with the introduction of a school's education programme also included. The final pillar centred around safe vehicles and the introduction of things such as auto braking – a technology that it was expected would be rolled out more widely going forward.

A Member highlighted that the need to keep London moving also needed to be a consideration here. Mr Reid highlighted that the need to keep London moving was a statutory duty of TfL's but highlighted that pedestrians were also very much part of that obligation.

Another Member questioned whether jay walking was likely to be addressed as part of the education of pedestrians. Mr Reid stated that he would not be keen to criminalise pedestrians in any way given that the objective for many organisations was to encourage movement around London on foot.

In terms of the wider area, a Member referred to traffic currently turning right from Fleet Street through Whitefriar's Street. He stated that this resulted in 50% of traffic 'rat racing' here at present and that he had previously asked that this matter be addressed/enforced with the use of ANPR cameras. Mr Reid stated that he had not been made aware of the issue previously but was happy to discuss this matter with the Police going forward.

Some Members questioned whether it was necessary to ban both turns as suggested and whether the turns might be permitted at certain times of the day only. Mr Reid responded that it was felt necessary to ban both turns given that it was a straight ahead crossing. In terms of allowing the turns at certain times, Mr Reid stated that, at the outset, for simplicity, it was felt that it was preferable to be unambiguous although this option could be explored on an experimental basis alongside the City Corporation going forward with the turns permitted off-peak, for example.

The Chairman, on behalf of the Committee, thanked Mr Reid for a welcome, interesting and informative presentation. He informed Members that progress

on work in the area as well as the monitoring of this would be shared with this Committee at appropriate intervals going forward.

10. **MILLENNIUM INCLINATOR REPORT**

The Committee considered a report of the City Surveyor regarding the Millennium Inclinor.

The City Surveyor highlighted that approximately £1.3 million had been spent on maintaining the Inclinor to date which was inclusive of the sum of £752,000 spent on its replacement in 2012 in time for the London Olympic Games.

A Member commented that he felt that the course of action now recommended within the report was the best option at this stage. Another Member questioned why the Inclinor had been installed in the first place but conceded that the proposal to allow the City Surveyor to commence discussions with the developer of the Millennium Bridge Development to deliver a long-term option of replacing the Inclinor with a more suitable alternative.

Another Member agreed with the proposal that advice now be sought from Kone on the best way to maintain the Inclinor with that service regime then forming part of the new tender exercise which was to be undertaken in the near future to set a new maintenance contract in place. He also questioned whether there was evidence to suggest that the lift was still being misused and, if so, how this might be tackled.

A Member questioned whether alternative structures would be looked at longer term given that technology and materials had moved on since its initial instalment. She referred to the fact that, at present, it impacted negatively on views of St Paul's.

The Chairman noted that discussions with the developer of Millennium Bridge House were an option at this stage but that it was important for Members of the Committee not to pre-judge anything at this stage.

The City Surveyor concluded by clarifying that she was currently liaising directly with Kone on this matter and that Kone currently managed all TfL lifts. Once the tender exercise had concluded and costs were known, an update would be provided to the Planning and Transportation Committee.

**RESOLVED – That Members:**

- Agree that the City can adopt the same approach as TfL to maintain the Inclinor and go back out to the market with very specific requirements. Kone, who maintain the Inclined Lift at Greenford Station, would also be invited to bid for the contract;
- Agree that the City Surveyor can obtain a quote from Kone to replace the Inclinor with one of their own manufactured ones to assess whether it is better value for money to do this or to continue to maintain the current one; and



- Allow the City Surveyor to open discussion with the developer of the Millennium Bridge House Development to deliver the long-term option of replacing the Inclinor with a more suitable alternative.

#### 11. **DARK HOUSE WALK CITY WALKWAY ALTERATION**

The Committee considered a report of the Director of the Built Environment regarding a City walkway alteration in relation to Dark House Walk.

Officers began by drawing Members' attention to the fact that an amended resolution and an enlarged, colour version of the city walkway alteration plan at Appendix 2B had been tabled.

A Member questioned the effects of the proposed alteration which seemed to narrow the walkway in parts. He questioned why this was therefore recommended and highlighted that, at present, it was possible for the public to walk either side of the street furniture situated here whereas the alterations would mean that it was only possible to walk on one side.

Another Member stated that he felt that the riverside walkway was an important amenity and was therefore supportive of these proposals. Another Member stated that, whilst it was fair to say that the Riverside Walkway was currently underutilised, the completion of this had taken some 20 years to date.

A Member expressed concern that the walkway, which was public realm, would be taken away and allocated for private use under these proposals. She questioned how, with this being the case, consent had been granted without first consulting this Committee. Another Member stated that she also had some difficulty in understanding the recommendations and shared the same concerns around giving away an area of prime public realm to a private developer. She went on to question whether it was also intended to remove the benches from this area which had previously been a well-used/busy space. Whilst she was happy to see further use of the walkway encouraged, she objected to this being given away. The Member went on to question whether the space was intended to house outside tables for the two-storey restaurant and stated that, if so, the developer could apply for a table and chairs licence negating the need to give away this prime, public space. The Member concluded by stating that she would be happier with a compromise whereby space for the restaurant pavilion was allocated but not for the placement of external tables and chairs. She added that she felt that the report was lacking at this stage.

A Member sought clarification from Officers as to what exactly the Walkway was and whether it was necessarily City owned. Another Member stated that clarity was also needed in terms of what the Committee's powers were in these circumstances.

Another Member questioned whether a quid pro quo approach might be taken with the developer whereby they were prepared to offer something in return for acquiring the City walkway space.

*At this point, the Chairman sought approval from the Committee to continue the meeting beyond two hours from the appointed time for the start of the meeting, in accordance with Standing Order 40, and this was agreed.*

Officers confirmed that public right of way must be maintained on City Walkways and that these could go through buildings although not above or below. Members were also informed that Officers were of the view that adequate walkway would be retained if the recommendations were to be agreed. Officers highlighted that the plan tabled showed that the alterations were proposed at the widest point of the walkway meaning that it would be possible to maintain the same width as elsewhere on the walkway plus scope for additional planters/seating. The developer would fund the installation of the proposed planters, the design of which was still to be agreed. Some additional sheltered spaces would also be created.

A Member stated that, whilst this may well be the case, dimensions were a key thing missing from the report/plans which could clearly depict that the remaining space for pedestrians in the area, even with the alterations, would still be superior to space to both the east and west of this area.

Officers went on to explain that the loss of City walkway had been explicit within the original planning application which had been publicly advertised as required. Officers had made a judgement under delegated powers that the application was acceptable and would result in improved facilities and landscaping and an enlivening of the walkway.

The Chief Planning Officer and Development Director clarified that the granting of the planning application and the rescinding of public highway were two quite separate processes.

Due to the number of outstanding questions and concerns raised in relation to the report, Members were of the view that the report should be deferred for consideration at a future meeting. The Chairman clarified that Members would like to see the grounds for the de-designation of City Walkway set out more clearly in a future report as well as further details of the proposal.

**RESOLVED** – That the item be deferred.

12. **DEPARTMENT OF THE BUILT ENVIRONMENT: 'BREXIT' UPDATE**

The Committee received a report of the Director of the Built Environment updating Members on the potential implications of Brexit for the Department of the Built Environment.

**RESOLVED** – That, Members note the report and that further update reports will be made to subsequent meetings of the Committee as appropriate.

13. **UPDATE ON STREET TRADING ENFORCEMENT FOR THE CITY'S BRIDGES.**

The Committee received a report of the Director of Markets and Consumer Protection updating Members on progress with enforcement in relation to illegal street trading on the City's bridges.

Officers were pleased to report that the enforcement work had been a great success to date with the bridges remaining largely clear in terms of illegal street traders. It was highlighted that the traders tended to be very opportunistic and that enforcement would respond flexibly to this, particularly as the Summer months approached.

A Member praised the hard work and persistence of Officers in this area and underlined that continual enforcement would be key here. He questioned whether the Police had been forthcoming in terms of assistance and co-operation. Officers reported that the Police had been incredibly helpful to date and had recently re-prioritised this work for which they were very grateful.

Another Member questioned reference within the report to the 79 illegal gambling operations that had been disrupted in the past six months and praised the efforts of Officers in relation to this. It was noted that the Police would now also be pursuing this matter.

A Member echoed the thanks given to Officers for their efforts in this area and also highlighted the assistance of CCTV evidence in supporting some prosecutions to date.

**RESOLVED** – That, Members note the contents of the report and that Officers will be undertaking a full review prior to the end of the two-year trial period.

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

Ocean Diva

A Member referred to the proposed operation of the Ocean Diva (a 1,500 capacity, three-deck high party boat – on the River Thames. He noted that the application for this sat with the PLA but that a future planning application at Swan Lane Pier to facilitate the mooring of the vessel at Swan Lane would be considered by this Committee in due course.

The Member went on to question what control, if any, this Committee might have over the size of the proposed vessel which would be 3-4 times the size of existing party vessels that utilised the river.

The Chief Planning Officer and Development Director confirmed that the vessel would be regulated by the Maritime and Coastguard Agency with the application regarding Swan Lane Pier currently due to be considered by this Committee in July/September 2019. The application would facilitate the mooring of the vessel at Swan Lane if the pier were to be reconfigured as proposed. It was noted, however, that the vessel could operate on the river, subject to other consents, from other existing piers regardless of this.

The Chairman noted that, as the recently approved Transport Strategy included use of the river, it was right that this Committee should have an eye to this in terms of river traffic and have further details on this and any other lawful considerations within any future report accompanying the planning application.

The Chief Planning Officer and Development Director articulated that it was within the power of this Committee to control what happens landside in terms of the hours that it was possible for vessels to dock and be serviced and that these aspects would be reported on.

15. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**  
There were no additional, urgent items of business for consideration.

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

| <b>Item No.</b> | <b>Paragraph No(s)</b> |
|-----------------|------------------------|
| 17-18           | 3                      |

17. **NON-PUBLIC MINUTES OF THE STREETS AND WALKWAYS SUB COMMITTEE**

The Committee received the draft minutes of the Streets and Walkways Sub Committee meeting held on 17 April 2019.

18. **LAST MILE LOGISTICS UPDATE**

The Committee received a joint report of the Director of the Built Environment and the Chamberlain providing Members with an overview of progress towards delivering Last Mile Logistics Hubs within the Square Mile.

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

There were no questions in the non-public session.

20. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

Officers provided Members with an update on Dockless Cycle Hire in the City.

**The meeting closed at 1.08 pm**

-----  
Chairman

**Contact Officer: Gemma Stokley**  
**tel. no.: 020 7332 3414**  
**[gemma.stokley@cityoflondon.gov.uk](mailto:gemma.stokley@cityoflondon.gov.uk)**

## LOCAL PLANS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Friday, 17 May 2019

Minutes of the meeting of the Local Plans Sub (Planning and Transportation) Committee held at Committee Room - 2nd Floor West Wing, Guildhall on Friday, 17 May 2019 at 11.00 am

### Present

#### Members:

Deputy Alastair Moss (Chairman)  
Randall Anderson  
Deputy Keith Bottomley  
Deputy Jamie Ingham Clark  
Graham Packham  
William Upton QC

#### Officers:

|                |                                       |
|----------------|---------------------------------------|
| Gemma Stokley  | - Town Clerk's Department             |
| Adrian Roche   | - Department of the Built Environment |
| John Harte     | - Department of the Built Environment |
| Paul Beckett   | - Department of the Built Environment |
| Peter Shadbolt | - Department of the Built Environment |
| Michelle Price | - Department of the Built Environment |
| Alanna Coombes | - Department of the Built Environment |

#### 1. APOLOGIES

Apologies for absence were received from Christopher Hayward (Deputy Chairman) and Shravan Joshi.

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

There were no declarations of interest.

#### 3. MINUTES

The public minutes of the meeting held on 6 March 2019 were considered and approved as a correct record.

#### MATTERS ARISING

**Facilities for Public Cycle Parking** (page 1) – A Member requested an update on what was being done to address the impact of development on Wi-Fi coverage as alluded to at the last meeting of this Sub Committee. The Assistant Director (Planning Policy) reported that he had raised this matter with the City Corporation's Strategic Infrastructure Advisor in the City Property Advisory Team (CPAT) who had, in turn, responded directly to the Member who had initially raised this matter. He undertook to circulate the update to the wider Sub Committee.

**Outstanding Actions** – Members requested that the Town Clerk introduce an Outstanding Actions report to be considered by the Sub Committee at all future meetings.

4. **CITY OF LONDON LOCAL PLAN REVIEW: REPORT ON PUBLIC CONSULTATION, KEY ISSUES RAISED AND PROPOSED NEXT STEPS**

The Sub-Committee considered a report of the Director of the Built Environment outlining the key issues that arose from the public consultation on the draft Local Plan for Members' discussion.

Officers clarified that the purpose of the report was two-fold and was intended to bring new members of this Sub-Committee up to speed on the background to the Local Plan and the public consultation around this but also to seek confirmation from the Sub-Committee in terms of how they might now want to proceed.

Officers went on to confirm that the comments received through the public consultation had been wide ranging with a range of opinions expressed throughout. Members were informed that, historically, the organisation's Local Plan had not attracted a huge number of public responses however, on this occasion an extensive and wide-ranging programme of engagement was undertaken including letters to all City residential addresses, emails to approximately 4,600 business on the City Occupiers Database and various stakeholder and public consultation events. As a result, the number of responses received was more than double that when compared with the last iteration of the Local Plan. Officers went on to clarify that some of the responses received (from the City Property Association (CPA) for example) were representative of a much wider group.

Members were informed that the responses received demonstrated that there was no single, dominant theme and that there was general support for the approach outlined within the document. There had been a lot of comment on transport which was unsurprising given that both the Local Plan and Transport Strategy were designed to be complimentary of one another and had both been out for public consultation at the same time. Opinions had been expressed in terms of protected views, height and bulk with regard to building design, support had been voiced for green infrastructure going forward and the tension between vibrancy and residential amenity had been a recurring theme.

Officers reported that a number of key areas of change had been identified within the Plan but that the two main areas that had attracted comment were Smithfield and Barbican as well as the City Cluster and what the intensification of development here actually meant at ground level.

Officers highlighted that the report put before the Sub-Committee also set out a proposed timetable in terms of how it was now proposed that the Plan be taken forward. A Member questioned how the proposed timetable fitted with the adoption of the London Plan. Officers clarified that, legally, the Local Plan needed to be in general conformity with the London Plan. However, it was recognised that the adoption of this was still very flexible and subject to

Government input and whether the Mayor accepts Government comment. In theory, the London Plan should always be a step ahead of the Local Plan. Members were assured that, at present, the Local Plan was broadly in step with the draft version of the London Plan which had undergone public examination. It was recognised that the Mayor intended to adopt the London Plan by the end of 2019. Officers also highlighted that the Mayor was not obliged to make any changes to the London Plan in response to any suggestions made by the inspector but would need to explain to the Secretary of State why he was not intending to do so if this were to be the case. It was also noted that the Mayor aimed to adopt a new London Plan before his term of office expired in Spring 2020.

In response to further questions, Officers clarified that further detail alongside a full schedule of those comments received through the public consultation on the Local Plan would be put to the Sub-Committee at future meetings. It was also noted that all of the comments made on the draft Plan were public and, as such, would be available on the City Corporation's public website shortly. Members noted that it would be particularly useful to see further detail on collective responses submitted by groups such as the CPA, GLA, Barbican Association and Historic England going forward.

A Member questioned how far reaching the consultation had actually been in terms of relevant stakeholders and how this differed to previous public consultations around the Local Plan. He went on to question whether Officers had examined where comments made on the Transport Strategy mapped in to this document given that many respondents would not necessarily differentiate between the two. It was also suggested that Officers consult the Air Quality consultation which had recently closed so that views expressed on these various different documents could be consolidated and synthesised. Members noted that work was currently progressing in terms of business intelligence software to assist in the collation of such responses/information.

Another Member recognised that it was apparent that there were some varying views on the Plan between residents and workers but went on to question how much was known in terms of the views of those using the City recreationally. He went on to reference the Fundamental Review which may affect the direction of travel in terms of the Corporate Plan and therefore have knock-on effects to this document in future. Officers recognised that this may be the case and the need for change could be considered once future corporate direction had been confirmed.

Members were in agreement with the point made around recreational use of the City/tourism. While noting that consultation drop-in events had taken place at the City Information Centre and other visitor venues, it was suggested that Officers consult with the City Corporation's Cultural & Visitor Development Director who had already undertaken a great deal of work around visitor perceptions of the City and produced a dedicated Visitor Strategy.

Members decided to discuss each of the key issues raised through public consultation as detailed within Appendix 1:

## **Vision and Objectives**

Officers clarified that this was largely drawn from the Corporate Plan and that there had been overall support for this from both the business and residential community. As anticipated, some detailed points had arisen in relation to individual policies. The main concerns expressed by residents throughout had been in relation to the impact of development on residential amenity in terms of noise and pollution. There had been strong support for urban greening across the board. Responses from the business community had been more nuanced in terms of how urban greening might be delivered on buildings as opposed to around them.

Officers went on to report on the response received from Historic England which had been around the impact of development on the historic City, particularly in relation to the City Cluster. It was recognised that the consultation period had coincided with the Planning and Transportation Committee's consideration of 'The Tulip' application which may have added to the strength of opinion on this matter.

A Member spoke specifically on pollution and asked that there be further clarity around what was meant around this and what exactly the Plan would like to achieve/commit to in this area, recognising that this was a 20-year vision. He commented that, whilst transport contributed to approximately 50% of air pollution, combined heat and power (CHP) was also a major contributor. Another Member commented that if future legislation was passed around the use of CHP, another Committee would be responsible for acting on this. He went on to express concerns around the organisation still appearing to work in siloes in terms of cross cutting issues such as this which could prove problematic. He underlined the need to work collaboratively on such matters at both Member and Officer level going forward. The Chairman clarified that he was of the view that such matters were for the Chairmen and Deputy Chairmen of respective Committees to discuss and take forward at political level. He added that he was confident that these discussions were taking place at Officer level but recognised that these sorts of issues clearly pervaded the organisation's well constituted/established areas. Officers clarified that documents such as the Local Plan, Transport Strategy and Air Quality Strategy were corporate documents and provided readers with the context in which various different 'siloes' operate.

A Member clarified that Air Quality currently featured on the Corporate Risk Register and was a risk owned by Environmental Health. It was also recognised that air quality was often strategic and that it was equally important to work alongside partners outside of the authority/Square Mile to address the matter going forward.

## **Strategic Policy S1: Healthy and Inclusive City**

Given that there was general support for this across the board, the Policy had been moved to the first section of the draft Plan in order to give it more weight. Businesses, whilst supportive of the approach here, had submitted comments around the methodology to be used for Health Impact Assessments and



requested that some flexibility be introduced. The detail of these comments would be shared with the Sub-Committee at future meetings.

Residents comments here had been around residential amenity and how quieter areas might be introduced and maintained in order to mitigate the impact of development.

Officers reported strong support across the board with regard to air quality.

A Member referred to electric vehicles and questioned whether there were any implications around road safety given that these vehicles tended to be silent. He suggested that this was something that the City Corporation might want to take a view on in an attempt to influence any new legislation that could emerge in relation to this.

A Member, picking up on the comments made by developers around flexibility, stressed the need for the Plan to introduce actual standards. He stated that, if there were specific aspects that simply did not work for commercial buildings, these should be addressed with the goal being to enforce the best standards possible here.

Another Member questioned what feedback, if any, had been sought from the Corporation's own Health and Wellbeing Board on this. Officers confirmed that the Board had had sight of the draft Plan ahead of public consultation but stated that they would be happy to consult them further at this stage if that was felt to be beneficial. The Chairman of the Health and Wellbeing Board, who was also in attendance, reported that the Board had had a brief discussion around this, and the Health Impact Assessments with Board members comments invited via email. She seconded the view that the Plan needed to be firm in its intentions and clearly explain expectations to developers.

The Chairman requested that a more holistic approach be taken and proposed that the consultation with the Health and Wellbeing Board be formalised going forward, recognising that input into this process at both Member and Officer level would be useful from this group.

A Member suggested that it would be helpful for the Sub-Committee to have more information on Health Impact Assessments going forward alongside the development community's concerns and the City Corporation's views. He went on to refer to the ongoing problem of engine idling within the City and questioned whether this should also be reflected within the Local Plan. He highlighted that there was a lack of signage around the fact that there should be no engine idling in the City and that this impacted on the ability of officers to issue notices in relation to this. He suggested that the introduction of sufficient signage could therefore be a 'quick win' going forward.

#### **Strategic Policy S14: Urban Greening**

Officers reported that, again, there was general support for this across the board although some concern around deliverability had been expressed by

developers. Aside from this, the general view was that the Plan could perhaps go further/be stronger in this area.

Views had been expressed around the provision of open space within the City and that there should be more of this as opposed to greening of buildings. Views also suggested that, where open spaces did exist, these should be green. Officers went on to clarify that a policy on trees would be included within the final Plan and that there was overwhelming support for more planting going forward.

A Member, whilst recognising the need to maintain good relations with the development community, questioned whether it would be fair to conclude that they were generally not as ambitious/keen on some of these policies as the organisation would like. He underlined the need to understand their specific concerns and to bring them to the table so that they were very much part of this process and clear on the objectives and expectations going forward. He went on to question who was responsible for the Tree Strategy referred to by Officers and when this was last reviewed.

Officers reported that the Tree Strategy was a Supplementary Planning Document to the Local Plan which the Department of Open Spaces led on. Officers stated that this was a shorter-term document which was currently reviewed every 5 years but undertook to provide Members with a fuller update on this at a future meeting.

A Member questioned whether the lack of a specific policy on trees was the result of a recent planning application. Officers confirmed that no one specific proposal had generated this and that the draft Local Plan had attempted to address tree planting as part of the wider Urban Greening Policy. Additional emphasis on tree planting would be included within the final version of the Plan. The Member went on to state that Members should ensure that, where possible, the provisions of the Tree Strategy were carried through in terms of decisions made on relevant planning applications. The Chairman recognised that many would 'cherry pick' from the various policies but emphasised that it was also possible to have more than one policy in contradiction with another as had been the case with recent applications. Officers supported this point and highlighted that the wording within the Plan made it explicit that the document should be considered as a whole.

The Chairman supported the points raised in relation to the development community's comments. He recognised the need for bold politics but underlined that the organisation still needed to maintain an element of predictability. Officers clarified that the CPA were positively supporting bold improvements in the City but that, as they represented such a diverse group, there were some caveats here.

## **Transport**

### **Strategic Policy S9: Vehicular Transport and Servicing**

Officers clarified that many of the comments received were similar to those submitted as part of the public consultation around the draft Transport Strategy and that there was a lot of support for this policy area.

Comments received tended to centre around congestion, the need to tackle vehicle emissions and consolidation/freight movements. Members were informed that there was support from amongst the development community for this. However, the current 1,000 m<sup>2</sup> threshold for requiring consolidation was seen as too low. Officers underlined that consolidation could, however, take different forms and it was recognised that it might be helpful to clarify this further within the final version of the Plan.

A Member underlined the need to provide clarity with regard to consolidation requirements stating that he was yet to see any meaningful improvement in terms of this in the City. He stressed that the matter should also be pursued with existing buildings in the City and not just be a condition on new developments. He went on to note that there was support from those responding to the public consultation around encouraging greater use of the Thames for passenger and freight transport. He stated that there was a caveat here in that many boats were more high polluting than cars and that this was something that the Plan might also look to address alongside the Port of London Authority.

The Chairman clarified that he was of the view that freight consolidation should be delivered across the board with the Corporation's high aspirations on this clearly set out. Essentially, the City wanted to become a place that vehicles entered by invitation only with deliveries only permitted at certain times of the day managed by way of certain conventions/licences. It was also entirely possible that future technological advances would mean that the rationale for and value of journeys by vehicle could be assessed going forward.

A Member questioned how the 1,000 square metre figure had been arrived at and stressed that this threshold could potentially undermine work around consolidation given that a large percentage of City businesses were small businesses. Another Member seconded this view and stated that buildings of this size could struggle to set up consolidation sites. Where possible, a collaborative approach with other nearby buildings should be encouraged to achieve critical mass.

It was noted that freight consolidation was also addressed within the Transport Strategy.

### **Strategic Policy S10: Walking, Cycling and Healthy Streets**

Officers confirmed that there was strong support for this with many respondents wanting the Corporation to move faster and deliver more in this area.

A Member commented that cycling behaviour in the City was a huge concern for many and suggested that Officers look at how this might be addressed and the impact it had on road safety.

### **Tall buildings, protected views and heritage assets**

#### **Strategic Policy S13: Protected Views**

Officers reported that the key issue here was the impact of development in the City Cluster on views of the Tower of London and how any policy might protect this and other views such as those of St Pauls.

A Member referred to the definition of tall buildings in the City as being those over 75m which differed from adjoining areas. He questioned whether this was also the figure used in relation to the areas that were highlighted within the Plan as being inappropriate for new tall buildings. Officers confirmed that this was the figure used for the City as a whole, with the exception of riverside development where developments in excess of 25m were deemed unsuitable. Members requested that the final version of the Plan offer further explanation and clarification as to why the definition of tall buildings differed between the City and adjoining areas such as Islington and Tower Hamlets where tall buildings were defined as those over 30m.

Officers clarified that, whilst this was the figure used by way of definition, all applications were judged on their merits. A Member commented that it was important to note this point and that there was always a balance to be struck in terms of benefits versus harm.

A Member questioned the comments received by a number of businesses with regard to height limits being relaxed to provide additional public space at upper levels. Officers stated that this was a matter for Members to decide but that it was not something that they would recommend.

#### **Strategic Policy S21: City Cluster**

Officers reported that there was strong support for the consolidation of servicing and deliveries in this area. It was noted that some businesses considered that the City Cluster ought to be extended further than suggested in the Local Plan.

A Member referred to the comments within the report suggesting that both businesses and heritage bodies believed that the 3D modelling should be publicly available and sought the views of Officers on this. Officers stated that they had made it known for some time now that they were using 3D modelling but that this has never been put into the public arena to date. They felt that it was reasonable that this request was now being made.

#### **Strategic Policy S23: Smithfield and Barbican**

Officers reported strong support for Culture Mile. However, this had also attracted some concern in relation to residential amenity. Further information was also sought as to the potential future uses of Smithfield Market which was viewed as key to the future development of the area.

Members noted that many of the leases at the Market site expired in 2028 and that the Local Plan was intended to be a 20-year plan. Members stated that, whilst they recognised that there was still a lot to be decided, they were keen for Officers to say as much as possible publicly on the future of the Market site when the new Local Plan was published.

Officers responded that they intended to put 'hooks' in place within the Plan at this stage but commented that the Markets Consolidation Programme was still at too early a stage to provide site specific guidance in the Local Plan.

### **Strategic Policy S3: Housing**

It was noted that no comments were received from house builders. Affordable Housing generated more comment with the Mayor of London pushing for more of this in the City and suggesting that the requirement should be increased to 50% in line with the London Plan, with the type reflecting what he felt was needed across London as opposed to what the Corporation's Community and Children's Services Department felt was needed for the City. Officers noted that a series of background documents on this would need to be produced going forward.

Members also noted concerns from residents around the fact that a greater emphasis was being placed on encouraging development rather than on residential amenity. A Member questioned whether it would be possible to have something in the relevant policy going forward to require developers to consider space for healthcare provision/a GP surgery as desirable. The Chairman agreed that this would be a good idea.

Members went on to comment on the fact that the City Corporation was currently one of the authorities on a list of underperformers in terms of meeting housing targets and questioned whether Officers were concerned that the organisation was likely to remain on this list. Officers reported that an action plan would be submitted to the Planning and Transportation Committee in July 2019 and that they were confident that the City Corporation would be able to meet the set targets for the next few years. Beyond this, the organisation would be dependent on other 'windfall' sites coming forward.

### **Strategic Policy S5: Retailing**

A Member commented that he felt that it was vital to provide additional retail floorspace and suggested that the Plan could look to adopt a more granular approach as to the type of retail that was desired and be smarter about what was encouraged.

### **Other Key Areas of Change**

Officers outlined that a full schedule of comments on each of the key areas would be brought to future meetings of the Sub Committee.

## **5. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB-COMMITTEE**

There were no questions.

6. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**  
There were no additional, urgent items of business for consideration.

**The meeting ended at 12.36 pm**

-----  
Chairman

**Contact Officer: Gemma Stokley**  
**tel. no.: 020 7332 3414**  
**[gemma.stokley@cityoflondon.gov.uk](mailto:gemma.stokley@cityoflondon.gov.uk)**

DRAFT

**TO: PLANNING AND TRANSPORTATION COMMITTEE**

**18 JUNE 2019**

**FROM: AUDIT AND RISK MANAGEMENT COMMITTEE**

**7 MAY 2019**

15. **PLANNING AND TRANSPORTATION COMMITTEE RESOLUTION REGARDING CR20: ROAD SAFETY**

The Committee received a resolution of the Planning and Transportation Committee requesting that corporate risk CR20: Road Safety be reviewed both in its description and rating.

**RESOLVED**, that – CR20 Road Safety be reviewed in description and its rating brought to 12. A Deep Dive of CR20 will take place at the next meeting on 16 July 2019, to which the Chairman of the Planning & Transportation Committee, the mover of the resolution, and the risk owner will be invited.

This page is intentionally left blank



**PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS**

| <b>Item</b> | <b>Date</b>   | <b>Action</b>   | <b>Officer responsible</b> | <b>To be completed/ progressed to next stage</b>                                  | <b>Progress Update</b>  |
|-------------|---|---|----------------------------|---|---|
| 1.a)        | 20 Nov 2018<br>18 Dec 2018<br>29 Jan 2019<br>19 Feb 2019<br>18 March 2019<br>2 April 2019<br>30 April 2019<br>24 May 2019 | <b>Daylight/Sunlight Training</b><br><br>A Member requested that Committee training be offered on this matter as soon as possible.  | Annie Hampson              | Training to be arranged as soon as is practicable and by no later than June 2019. | UPDATE: It was noted that training had been organised to take place from 10-11am on Tuesday 18 June, immediately prior to the next Planning and Transportation Committee taking place that same morning.<br><br>A Member questioned whether a one hour session would be sufficient. The Chief Planning Officer and Development Director stated that the session was intended to provide Members with an overview of and useful introduction to the matter. If it was subsequently felt that more in-depth training was required this could be arranged. |
| 2. b)       | 18 March 2019<br>2 April 2019<br>30 April 2019<br>24 May 2019   | <b>Daylight/Sunlight – Alternative Guidelines</b><br>A Member argued that the Committee should separate out the desire for Member training and the desire for alternative guidelines on |                            | July 2019   | UPDATE: The Chief Planning Officer and Development Director reported that this would now be the subject of a report to the July 2019 meeting of this Committee, given that training was now scheduled for June 2019.  |

|  |  |  |  |  |  |
|--|--|--|--|--|--|
|  |  | daylight/sunlight,and requested that a report be brought to Committee setting out how the City of London Corporation would go about creating alternative guidelines, including timescales, and the legal implications. |  |  |  |
|--|--|--|--|--|--|

|   |                        |
|---|------------------------|
| <b>Committee(s)</b>   | <b>Dated:</b>          |
| Planning and Transportation   | 18/06/2019             |
| <b>Subject:</b><br>Delegated decisions of the Chief Planning Officer and Development Director | <b>Public</b>          |
| <b>Report of:</b><br>Chief Planning Officer and Development Director                          | <b>For Information</b> |

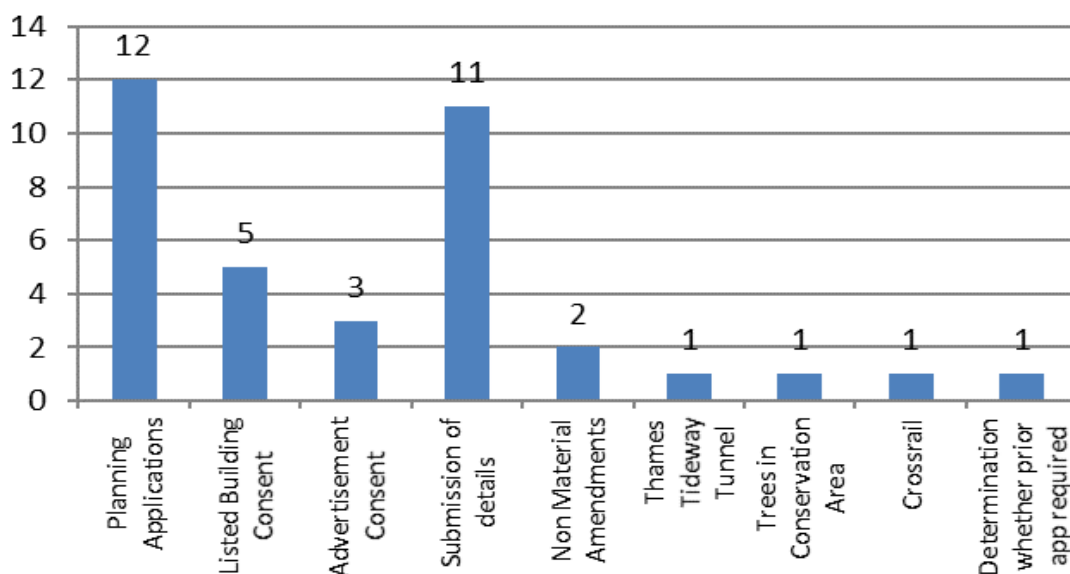
## Summary

Pursuant to the instructions of your Committee, I attach for your information a list detailing development and advertisement applications determined by the Chief Planning Officer and Development Director or those so authorised under their delegated powers since my report to the last meeting.

In the time since the last report to Planning & Transportation Committee Thirty-seven (37) matters have been dealt with under delegated powers.

Eleven (11) relate to conditions of previously approved schemes which One (1) was Planning Obligations. Five (5) relate to works to Listed Buildings. Three (3) applications for Advertisement Consent. Two (2) Non-Material Amendment applications, One (1) Thames Tideway Tunnel and Twelve (12) full applications, including Four (4) Change of Use and 93 sq.m of created floorspace.

**Breakdown of applications dealt with under delegated powers**



Any questions of detail arising from these reports can be sent to [plans@cityoflondon.gov.uk](mailto:plans@cityoflondon.gov.uk).

### Details of Decisions

| Registered Plan Number & Ward | Address  | Applicant/ Agent               | Proposal  | Decision & Date of Decision |
|-------------------------------|--|--------------------------------|---|-----------------------------|
| 19/00164/LBC<br>Aldgate       | 71 Fenchurch Street And Lloyd Avenue London EC3M 4BR | Savile                         | Cleaning of stonework to Fenchurch Street and Lloyds Avenue elevations, cleaning of 4 bronze statues and renewal of paintwork to windows and metal railings.  | Approved<br>14.05.2019      |
| 19/00217/FULL<br>Aldgate      | 11 - 12 Bury Street London EC3A 5AT                  | Textel Holdings Limited        | Works to the existing roof terrace comprising of cladding to the lift shaft, installation of two pergolas, a sculpture, hard and soft landscaping and associated works.   | Approved<br>23.05.2019      |
| 19/00294/MDC<br>Aldgate       | 56 Leadenhall Street London EC3A 2DX                 | Ellipsis Entertainment Limited | Details of fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration and plant mountings pursuant to conditions 3 and 4 of planning permission 17/00840/FULL dated 17.10.2017. | Approved<br>23.05.2019      |

|                                |   |   |  |   |
|--------------------------------|---|---|--|---|
| 18/01071/MDC<br>Aldersgate     | Ben Jonson House, Breton House, Bunyan Court And Willoughby House Barbican, Residential Car Park London EC2 | Barbican Estate Office                      | Submission of details: (i) Revised plans for Breton and Ben Jonson House Car Park and Bunyan Court Car Park; (ii) Barbican Estate Storage Management Plan, store letter and licence agreements; and (iii) CCTV security layout plans pursuant to conditions 2, 3 and 4 of planning permission dated 20 April 2018 (pp ref: 17/00909/FULL). | Approved<br>14.05.2019                          |
| 18/01303/XRAIL<br>Broad Street | 11 - 12 Blomfield Street London EC2   | Crossrail Limited                           | Details of Blomfield Street Façade pursuant to Schedule 7 of the Crossrail Act 2008.   | Approved<br>14.05.2019                          |
| 19/00205/FULL<br>Broad Street  | 8 Angel Court London  | Sun Life Assurance Company of Canada UK Ltd | Installation of a new external canopy above the entrance of the existing building.   | Approved<br>14.05.2019                          |
| 18/01282/TCA<br>Broad Street   | Drapers Hall Throgmorton Avenue London EC2N 2DQ   | The Drapers' Company                        | Works of pruning to two Magnolia Trees.  | No objections to tree works - TCA<br>23.05.2019 |
| 19/00218/ADVT<br>Bishopsgate   | 14 New Street London EC2M 4TR   | Specsavers                                  | Installation and display of: (i) one internally illuminated fascia sign measuring 0.24m high by 2.45m wide; (ii) one internally illuminated fascia sign measuring 0.48m high by 1.27m wide; and (iii)  | Approved<br>14.05.2019                          |

|                              |                                     |   |   |                        |
|------------------------------|-------------------------------------|---|---|------------------------|
|                              |                                     |   | one externally illuminated projecting sign measuring 0.32m high by 0.85m wide situated at a height above ground of 3.45m.   |                        |
| 19/00255/FULL<br>Bishopsgate | 15 St Helen's Place London EC3A 6DE | Equinox Fitness                             | Removal of a lower ground level window and installation of a louvre shutter door to provide access to the plantroom.  | Approved<br>14.05.2019 |
| 19/00365/PODC<br>Bishopsgate | 1-2 Broadgate London EC2M 2QS       | Bluebutton Properties UK Limited            | Submission of a Highway Schedule of Condition Survey pursuant to Schedule 3 Paragraph 7.1 of the Section 106 Agreement dated 28 March 2019 in relation to Planning Permission 18/01065/FULEIA.  | Approved<br>14.05.2019 |
| 19/00214/FULL<br>Bishopsgate | Exchange Square London EC2A 2BR     | Bluebutton Developer Company (2012) Limited | Remodelling of the private open space within Exchange Square to include the provision of new soft and hard landscaping; the creation of informal events/activity spaces; the removal and replanting of trees; the creation of an oculus in the slab above Sun Street Passage; the provision of permanent and moveable outdoor seating; the erection of a new retail unit for either a | Approved<br>23.05.2019 |

|                               |  |                            |   |                        |
|-------------------------------|--|----------------------------|---|------------------------|
|                               |  |                            | restaurant (Class A3) or drinking establishment (Class A4) unit (93sq.m GIA) with associated plant and outdoor seating and accessible roof terrace; and other associated works incidental to the development.   |                        |
| 19/00299/FULL<br>Bishopsgate  | New Chapter House 14 New Street<br>London<br>EC2M 4TR      | West Sussex County Council | Application under section 73 of the Town and Country Planning Act 1990 to vary condition 3 of planning permission dated 22.02.2017 (16/01253/FULL) to incorporate minor material amendments including amalgamation of two retail units into one, altered louvred bin store doors and new window in place of second shop entrance. | Approved<br>30.05.2019 |
| 19/00187/ADVT<br>Billingsgate | The Minster Building 21 Mincing Lane<br>London<br>EC3R 7AG | Elmtree Signs              | Installation and display of one internally illuminated fascia sign measuring 0.34m high by 2.0m wide at a height above ground of 3.0m.  | Approved<br>21.05.2019 |
| 19/00191/ADVT<br>Billingsgate | 2 Minster Court<br>London<br>EC3R 7BB                      | Wework                     | Installation and display of: (i) two non-illuminated wall mounted signs measuring 0.2m high by 0.5m wide at a height above  | Approved<br>21.05.2019 |

|                                 |   |                                      |   |  |
|---------------------------------|---|--------------------------------------|---|--|
|                                 |   |                                      | ground of 0.7m; (ii) two non-illuminated wall mounted signs measuring 0.2m high by 0.5m wide at a height above ground of 0.67m; and (iii) one internally illuminated fascia sign measuring 0.349m high by 2.87m wide at a height above ground of 3.0m.                                  |  |
| 19/00288/DPAR<br>Castle Baynard | Salisbury Square<br>House 8 Salisbury<br>Square<br>London<br>EC4Y 8AP | CTIL and<br>Telefonica<br>UK Limited | Determination under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) that prior approval is not required for the installation of 3 no additional panel antennas mounted to 2 no freestanding support poles at roof level. | Prior<br>Approval<br>Not<br>Required<br><br>16.05.2019 |
| 19/00277/TTT<br>Castle Baynard  | Tideway Working<br>Area Blackfriars<br>Bridge Foreshore<br>London     | Bazalgette<br>Tunnel<br>Limited      | Partial discharge of schedule 3 requirement relating to Construction Logistics Plan (Part 3) pursuant to PW6 and Construction Traffic Management Plan pursuant to BLABF 18 of the Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 as amended.                         | Approved<br><br>21.05.2019                             |



|                                 |  |                                    |   |                        |
|---------------------------------|--|------------------------------------|---|------------------------|
| 19/00353/FULL<br>Castle Baynard | 8 Salisbury Square<br>London<br>EC4Y 8AE                                     | The Secretary of State For Housing | Change of use of the seventh floor from Office (Class B1) to Tribunal (Sui generis) or Office (Class B1) (1376 sq.m).   | Approved<br>23.05.2019 |
| 19/00252/MDC<br>Cripplegate     | Former Richard Cloudesley School<br>Golden Lane Estate<br>London<br>EC1Y 0TZ | ISG                                | Pedestrian Level Wind Microclimate Assessment produced by RWDI dated 18th March 2019 pursuant to condition 16 of planning permission dated 19th July 2018 (planning reference 17/00770/FULL).   | Approved<br>23.05.2019 |
| 19/00235/LBC<br>Cornhill        | City of London Club 19 Old Broad Street<br>London<br>EC2N 1DS                | City of London Club                | Application under Section 19 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to amend condition 4 of listed building consent dated 08/11/2018 (app. no. 18/00903/LBC) to allow minor alterations to the approved plans comprising the retention of an existing food hoist, alterations to window and door arrangements facing the inner courtyard, and changes to the bedroom layouts. | Approved<br>14.05.2019 |
| 19/00237/NMA<br>Cornhill        | The City of London Club 19 Old Broad Street<br>London<br>EC2N 1DS            | City of London Club                | Non-material amendment under Section 96A of the Town and Country Planning Act 1990  | Approved<br>14.05.2019 |

|                                |                                     |                             |   |                        |
|--------------------------------|-------------------------------------|-----------------------------|---|------------------------|
|                                |                                     |                             | (as amended) to planning permission dated 08/11/2018 (app. no. 18/00902/FULL) to allow for minor alterations comprising the retention of an existing food hoist, alterations to window and door arrangements facing the inner courtyard, and changes to the bedroom layouts.  |                        |
| 19/00262/FULL<br>Cornhill      | 33 Old Broad Street London EC2N 1HW | Lloyds Banking Group        | Change of use of ground floor bank (445m2) from Class A2 (financial and professional service) to B1 (office) use  | Approved<br>28.05.2019 |
| 19/00238/MDC<br>Coleman Street | 74 Coleman Street London EC2R 5BT   | Stirling Securities Limited | Details of facilities and methods to accommodate and manage all freight vehicle movements to and from the site during the demolition and construction of the building and submission of a site survey and survey of highway and other land at the perimeter of the site pursuant to condition 2 and 11 of planning permission 18/01309/FULL dated 14.03.19. | Approved<br>21.05.2019 |

|                                       |  |                         |  |                            |
|---------------------------------------|--|-------------------------|--|----------------------------|
| 19/00310/FULL<br>Coleman Street       | Retail Unit 7 1<br>Ropemaker Street<br>London<br>EC2Y 9AW  | Infinite Base<br>Ltd    | Change of use of<br>ground floor lobby<br>and basement from<br>nightclub (sui<br>generis) to a virtual<br>reality entertainment<br>experience (sui<br>generis) with<br>associated<br>customer facilities.  | Approved<br><br>28.05.2019 |
| 19/00314/LBC<br>Dowgate               | 1 - 2 Laurence<br>Pountney Hill<br>London<br>EC4R 0EU  | Miss Stacey<br>Hunt     | Retention of CCTV<br>camera installed<br>outside the rear<br>entrance of the<br>building on Suffolk<br>Lane.   | Approved<br><br>30.05.2019 |
| 18/01235/MDC<br>Farringdon<br>Within  | Land Bounded By<br>Charterhouse<br>Street, Lindsey<br>Street, Long Lane<br>And Hayne Street<br>London<br>EC1 | Helical PLC             | Details of external<br>appearance, and<br>green roof pursuant<br>to conditions 6 (b)<br>(c) (d) (e) (f) (g) (h)<br>(i) (j) (K part) (l ) and<br>10 pursuant to<br>planning permission<br>13/00605/FULEIA<br>(Appeal REF.<br>App/K5030/A/15/30<br>69991) dated 20<br>January 2016 | Approved<br><br>23.05.2019 |
| 19/00015/MDC<br>Farringdon<br>Within  | Central Criminal<br>Court Old Bailey<br>London<br>EC4M 7EH   | City of<br>London Corp. | Details of proposed<br>lifts and lift interiors<br>pursuant to<br>conditions 4(j) of<br>planning permission<br>14/00876/FULL<br>dated 20.01.14 and<br>2 (j) of Listed<br>building consent<br>14/00877/LBC<br>dated 20.01.14.   | Approved<br><br>23.05.2019 |
| 19/00221/FULL<br>Farringdon<br>Within | 8 Half Moon Court<br>London<br>EC1A 7HE  | HDG Limited             | Application under<br>S73 of the Town<br>and Country<br>Planning Act 1990<br>(as amended) to<br>allow variation of  | Approved<br><br>23.05.2019 |

|  |   |                                  |   |                            |
|--|---|----------------------------------|---|----------------------------|
|  |   |                                  | conditions 2 and 9 of planning permission 09/00800/FULL dated 18/02/2010 to make minor material amendments to the external appearance of the building.                        |                            |
| 19/00233/FULL<br>R3<br><br>Farringdon<br>Without | Smithfield Rotunda<br>Garden West<br>Smithfield<br>London<br>EC1A 9DY | City of<br>London<br>Corporation | Installation of a greenhouse pavilion and gate post for a temporary period of 4 months.   | Approved<br><br>14.05.2019 |
| 19/00336/MDC<br><br>Farringdon<br>Without        | 86 Fetter Lane<br>London<br>EC4A 1EQ                                  | Shams<br>Namazie                 | Submission of a Site Environmental Management Plan pursuant to condition 2 of planning permission 18/00369/FULL dated 12 July 2018.   | Approved<br><br>28.05.2019 |
| 18/01359/MDC<br><br>Lime Street                  | 6-8 Bishopsgate<br>And 150<br>Leadenhall Street<br>London<br>EC3V 4QT | Gerald Eve<br>LLP                | Submission of a piling method statement, pursuant to condition 19 of Planning Permission dated 13.09.2018 (17/00447/FULEIA)   | Approved<br><br>16.05.2019 |
| 19/00008/MDC<br><br>Lime Street                  | 6-8 Bishopsgate<br>And 150<br>Leadenhall Street<br>London<br>EC3V 4QT | Gerald Eve<br>LLP                | Submission of a construction logistics plan for piling and basement formation works pursuant to condition 10 (part) of Planning Permission dated 13.09.2018 (17/00447/FULEIA) | Approved<br><br>28.05.2019 |
| 19/00154/MDC<br><br>Lime Street                  | Site Offices 22 - 24<br>Bishopsgate<br>London<br>EC2N 4BQ             | DP9 Limited                      | Details of onsite cycle parking and associated changing facilities pursuant to Conditions 43 and  | Approved<br><br>28.05.2019 |

|                                  |  |   |   |                        |
|----------------------------------|--|---|---|------------------------|
|                                  |  |   | 44 pursuant to planning permission 16/00849/FULEIA dated 11.09.2019.  |                        |
| 19/00127/FULL<br>R3<br>Portsoken | Middlesex Street<br>Estate Middlesex<br>Street<br>London<br>E1 7DF | The City<br>Surveyors   | Application under Section 73 of the Town and County Planning Act 1990 to vary condition 2 of the planning permission (4361) in order to allow part of the car park accommodation (2100 sqm) at basement level for the construction of a secure parking area with ancillary uses and a small office. | Approved<br>14.05.2019 |
| 19/00224/LBC<br>Tower            | Flat 2 41 Crutched<br>Friars<br>London<br>EC3N 2AE                 | Mr Michael<br>Will  | Internal alterations including to the internal plasterboard stud partition layout to increase size of the second bathroom.  | Approved<br>30.05.2019 |
| 19/00316/FULL<br>Tower           | 150 Minories<br>London<br>EC3                                      | Business<br>Enterprise<br>Group                                     | Alterations to the fenestration on part of the ground floor on the Minories elevation.  | Approved<br>30.05.2019 |
| 19/00318/LBC<br>Vintry           | 30 Cannon Street<br>London<br>EC4M 6XH                             | Romulus City<br>(Jersey) 1<br>Limited &<br>Romulus City<br>(Jersey) | Application under section 19 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to vary the approved drawings listed under condition 4 of the listed building consent 15/00890/LBC dated 15.10.2015 in  | Approved<br>14.05.2019 |

|                        |  |   |   |                        |
|------------------------|--|---|---|------------------------|
|                        |  |   | order to make alterations to the Bread Street entrance.   |                        |
| 19/00324/NMA<br>Vintry | 30 Cannon Street<br>London<br>EC4M 6XH | Romulus City (Jersey) 1 Limited & Romulus City (Jersey) | Non-material amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission 15/00889/FULL dated 15.10.2015 for amendments to the Bread Street entrance. | Approved<br>14.05.2019 |

# Agenda Item 9

|  |                        |
|--|------------------------|
| <b>Committee(s)</b>  | <b>Dated:</b>          |
| Planning and Transportation  | 18/06/2019             |
| <b>Subject:</b><br>Valid planning applications received by Department of the Built Environment | <b>Public</b>          |
| <b>Report of:</b><br>Chief Planning Officer and Development Director                           | <b>For Information</b> |

## Summary

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

Any questions of detail arising from these reports can be sent to [plans@cityoflondon.gov.uk](mailto:plans@cityoflondon.gov.uk).

## Details of Valid Applications

| Application Number & Ward | Address   | Applicant/Agent                     | Proposal  | Date of Validation |
|---------------------------|---|-------------------------------------|---|--------------------|
| 19/00467/FULL<br>Aldgate  | The Baltic Exchange, 38 St Mary Axe, London, EC3A 8EX               | Cornerstone & Telefonica UK Limited | Upgrade of the existing telecommunications apparatus comprising replacement of 4no. existing antenna, replacement of 1no. existing equipment cabinet and development ancillary thereto. | 01/05/2019         |
| 19/00549/FULL<br>Aldgate  | East India Arms Public House, 67 Fenchurch Street, London, EC3M 4BR | Shepherd Nearme                     | Replacement window scheme to the 1st, 2nd, 3rd and tank room windows with purpose made double glazed timber windows to match existing in style and opening.                             | 22/05/2019         |

|                               |   |                                |  |            |
|-------------------------------|---|--------------------------------|--|------------|
| 19/00258/FULL<br>Aldgate      | 18 - 20<br>Creechurch<br>Lane, London,<br>EC3A 5AY        | Fuller Smith And<br>Turner PLC | Retention of the<br>replacement<br>windows and doors<br>on the Mitre Street<br>and Creechurch<br>Lane elevation.   | 28/05/2019 |
| 19/00441/FULL<br>Billingsgate | 2 Minster<br>Court, London,<br>EC3R 7BB                   | Ms Michelle<br>Camargo         | Installation of<br>louvres in place of<br>windows on the 4th<br>and 9th floors.  | 25/04/2019 |
| 19/00444/FULL<br>Billingsgate | 51 Eastcheap,<br>London, EC3M<br>1JA                      | WeWork                         | Installation of 5 no.<br>air conditioning<br>units within the<br>lower ground floor<br>lightwell.  | 26/04/2019 |
| 19/00443/FULL<br>Bishopsgate  | Open Space,<br>Exchange<br>Square,<br>London, EC2A<br>2EH | DP9 Ltd                        | Use of part of the<br>open space for the<br>erection of a pop-up<br>bar, storage<br>facilities and a<br>structure<br>incorporating LED<br>screen and<br>associated outdoor<br>seating<br>arrangements for a<br>temporary period<br>between 25th May<br>2019 and 31st<br>August 2019. | 25/04/2019 |
| 19/00497/FULL<br>Bishopsgate  | 1 Broadgate<br>Circle, London,<br>EC2M 2QS                | Hakkasan Ltd                   | Installation of<br>canopy structures<br>provided to two roof<br>terraces.  | 09/05/2019 |
| 19/00502/FULL<br>Bishopsgate  | 19 - 33<br>Liverpool<br>Street, London,<br>EC2M 7PD       | British Land<br>Company PLC    | Application under<br>section 73 of the<br>Town and Country<br>Planning Act 1990<br>to vary condition 10<br>of planning<br>permission dated 5<br>June 2018<br>(18/00206/FULL) for<br>use of part of the<br>ground floor for a<br>flexible use for<br>either a                         | 10/05/2019 |



|                                 |   |  |   |            |
|---------------------------------|---|--|---|------------|
|                                 |   |  | retail/financial or professional services (Class A1/A2) use in lieu of retail use (Class A1).   |            |
| 19/00517/FULL<br>Bishopsgate    | University House, 109 - 117 Middlesex Street, London, E1 7JF          | Coventry University                            | Replacement of the window with a door on the fifth floor of building.   | 20/05/2019 |
| 19/00447/FULL<br>Bread Street   | St Paul's Cathedral School, 2 New Change, London, EC4M 9AD            | Mr Martin Kiddle                               | Installation of an air conditioning unit to the roof of the entrance reception.   | 17/05/2019 |
| 19/00466/FULEIA<br>Broad Street | 1 - 14 Liverpool Street And 11-12 Blomfield Street., London, EC2M 7AW | Aviva Life & Pensions UK And Crossrail Limited | <p>Demolition of the existing building and over site development to provide a 10 storey building for office use (Class B1) (24,749sq.m GIA) with retail floorspace (Class A1-A3) at ground (641sq.m GIA), roof plant and two levels of partial basement.</p> <p>This application is accompanied by an Environmental Statement. Electronic copies of the Environmental Statement may also be obtained from DP9 Limited, 100 Pall Mall, London SW1Y 5NQ free of charge.</p> | 30/04/2019 |

|                                 |   |                          |  |            |
|---------------------------------|---|--------------------------|--|------------|
| 19/00487/FULL<br>Broad Street   | Austin Friars House, 2 - 6 Austin Friars, London, EC2N 2HD                                  | The Cut Gym Limited      | Change of use of part basement from office (Class B1) to a flexible use for either office (Class B1) or gymnasium (Class D2) (242 sq.m). | 03/05/2019 |
| 19/00548/FULL<br>Cheap          | 31 - 33 Foster Lane, Basement Unit, London, EC2V 6HD  | UP Fitness               | Change of use of part ground floor and basement from restaurant/bar (Class A3/A4) to gym (Class D2) (555sq.m).                           | 22/05/2019 |
| 19/00423/FULL<br>Coleman Street | City Point Plaza, 1 Ropemaker Street, London, EC2Y 9AW                                      | Wavegrange Ltd           | Erection of an LED screen with associated outdoor seating arrangements for a temporary period between 17th June 2019 and 22nd July 2019. | 23/04/2019 |
| 19/00415/FULL<br>Coleman Street | City Point Plaza, Ropemaker Street, London, EC2Y 9AW  | Wavegrange Ltd           | Temporary use of the public realm for an open air market four days per week from the 17th June 2019 to 22nd July 2019.                   | 10/05/2019 |
| 18/01305/FULL<br>Coleman Street | The Whitbread Brewery, Hotel, 52 Chiswell Street, London, EC1Y 4SA                          | The Montcalm Hotel Group | Installation of plant screen around existing roof level plant.   | 14/05/2019 |
| 19/00482/FULL<br>Cordwainer     | Cannon Street Adjacent To The Bloomberg Building, 3 Queen Victoria Street, London, EC4N 4TQ | Bloomberg L.P.           | Temporary installation of generators on Cannon Street.   | 01/05/2019 |

|                                    |   |                                       |  |            |
|------------------------------------|---|---------------------------------------|--|------------|
| 19/00572/FULL<br>Dowgate           | 1 - 2 Laurence<br>Pountney Hill,<br>London, EC4R<br>0EU | Miss Stacey<br>Hunt                   | Retention of CCTV<br>camera installed<br>outside the rear<br>entrance of the<br>building on Suffolk<br>Lane.   | 29/05/2019 |
| 19/00489/FULL<br>Farringdon Within | 9 Newbury<br>Street, London,<br>EC1A 7HU                | Simply Crafted<br>Asset<br>Management | (i) Change of use of<br>upper floors from<br>office (Class B1) to<br>residential (Class<br>C3) to create a split<br>level two-bedroom<br>apartment<br>(56.3sq.m); (ii)<br>external alterations<br>and extension at<br>ground floor level<br>including installation<br>of a replacement<br>shopfront and infill<br>extension at the<br>rear of the building;<br>(iii) external<br>alterations and<br>extension at roof<br>level including<br>replacement of<br>existing roof access<br>and creation of a<br>roof terrace; and (iv)<br>associated external<br>alterations. | 06/05/2019 |
| 19/00536/FULL<br>Farringdon Within | Flat 9 &10, 23<br>Middle Street,<br>London, EC1A<br>7AB | Mr Richard Law                        | Conversion of the<br>4th floor rear flat<br>roof space to a<br>balcony, including<br>addition of balcony<br>railings, and<br>enlarging 8 of 9<br>windows at 4th floor<br>level into balcony<br>doors, in flats 9 and<br>10.  | 20/05/2019 |

|                                     |  |   |   |            |
|-------------------------------------|--|---|---|------------|
| 19/00490/FULL<br>Farringdon Within  | 66 - 67 Long Lane, London, EC1A 9EJ                                    | Abrahams                                    | Alterations to existing shopfront including the subdivision of existing shop, creation of two new entrances and the infill of the existing entrance door.   | 24/05/2019 |
| 19/00513/FULL<br>Farringdon Within  | 11 - 12 Half Moon Court, London, EC1A 7HF                              | Abrahams                                    | Installation of two air conditioning condenser units within a basement lightwell.   | 28/05/2019 |
| 19/00476/FULL<br>Farringdon Without | Carpmael Building, Middle Temple Lane, London, EC4Y 7AT                | The Honourable Society of The Middle Temple | Change of use of part second floor from office use (Class B1) to a self-contained one bedroom apartment (Class C3) (70sq.m).  | 08/05/2019 |
| 19/00503/FULL<br>Farringdon Without | 48 - 49 Chancery Lane, London, WC2A 1JF                                | Aviva                                       | Installation of a new entrance door and a new canopy on the Chancery Lane elevation and the installation of a new door on the Quality Court elevation.  | 10/05/2019 |
| 19/00446/FULL<br>Farringdon Without | Inner Temple Treasury, The Terrace, Crown Office Row, London, EC4Y 7HL | Mr Richard Snowdon                          | Application under section 73 of the Town and Country Planning Act 1990 to vary condition 20 of planning permission dated 14.02.2018 (17/00077/FULMAJ) to incorporate a minor material amendment to replace the existing window with a new louvred door on the east elevation. | 15/05/2019 |

|                                     |   |   |  |            |
|-------------------------------------|---|---|--|------------|
| 19/00504/FULL<br>Farringdon Without | 48 - 49<br>Chancery<br>Lane, London,<br>WC2A 1JF                        | Aviva                                     | Creation of a roof<br>terrace at fifth floor<br>level including the<br>installation of a<br>metal balustrade in<br>association with the<br>office use. | 15/05/2019 |
| 19/00470/FULL<br>Portsoken          | 15 Little<br>Somerset<br>Street, London,<br>E1 8AH                      | Stonegate Pub<br>Company Ltd              | Refurbishment of<br>the customer<br>outside seating area<br>to the public house.   | 01/05/2019 |
| 19/00514/FULL<br>Tower              | New London<br>House, 6<br>London Street,<br>London, EC3R<br>7LP         | Doctap                                    | Change of use of<br>part of level two<br>from office (B1) to<br>dual use as office<br>(B1) and a clinic<br>(D1) (9sq.m).                               | 14/05/2019 |
| 19/00516/FULL<br>Tower              | Tower<br>Millennium<br>Pier, Lower<br>Thames Street,<br>London, EC3N    | Crown River<br>Cruises Ltd                | Installation of four<br>additional piles and<br>two additional<br>pontoons.  | 17/05/2019 |
| 19/00554/FULL<br>Tower              | Leonardo<br>Royal Hotel, 8 -<br>14 Cooper's<br>Row, London,<br>EC3N 2BQ | Jurys Hotel<br>Management<br>(UK) Limited | Replacement of the<br>existing facade<br>cladding.   | 24/05/2019 |

This page is intentionally left blank

# Agenda Item 10

|   |                        |
|---|------------------------|
| <b>Committee</b>  | <b>Dated:</b>          |
| Planning & Transportation Committee   | 18 June 2019           |
| <b>Subject:</b><br>Revenue Outturn 2018/19  | <b>Public</b>          |
| <b>Report of:</b><br>Chamberlain<br>Director of the Built Environment<br>Director of Open Spaces<br>The City Surveyor | <b>For Information</b> |
| <b>Report author:</b><br>Dipti Patel, Chamberlain's Department  |                        |

## Summary

This report compares the revenue outturn for the services overseen by your Committee in 2018/19 with the final budget for the year. Overall total net expenditure across all risks during the year was £20.025m, whereas the total budget was £20.340m, representing an underspend of £315,000 as set out below:

| <b>Summary Comparison of 2018/19 Revenue Outturn with Final Agreed Budget</b> |                               |                                  |   |
|---|-------------------------------|----------------------------------|---|
| <b>Direct Net Expenditure</b>   | <b>Final Budget<br/>£'000</b> | <b>Revenue Outturn<br/>£'000</b> | <b>Variations<br/>(Increase)/<br/>Reduction<br/>£'000</b> |
| Director of Built Environment   | (4,711)                       | (4,425)                          | 286   |
| Director of Open Spaces   | (1,732)                       | (1,754)                          | (22)  |
| The City Surveyor   | (750)                         | (617)                            | 133   |
| <b>Total Direct Net Expenditure</b>   | <b>(7,193)</b>                | <b>(6,796)</b>                   | <b>397</b>  |
| <b>Capital &amp; Support Services</b>   | <b>(13,147)</b>               | <b>(13,229)</b>                  | <b>(82)</b>   |
| <b>Overall Total</b>  | <b>(20,340)</b>               | <b>(20,025)</b>                  | <b>315</b>  |

Chief Officers submitted requests to carry forward underspends and these will be considered by the Chamberlain in consultation with Chairman and Deputy Chairman of the Resource Allocation Sub Cttee.

## Recommendation

It is recommended that this revenue outturn report for 2018/19 and the carry forward of local risk underspending to 2019/20 are noted.

## MAIN REPORT

### Revenue Outturn for 2018/19

1. Actual net expenditure across all risks for your Committee's services during 2018/19 totalled £20.025m, an underspend of £315,000 compared to the final budget of £20.340m. A summary comparison with the final budget for the year is tabulated below. In this and subsequent tables, expenditure and adverse variances are presented in brackets. Only significant variances (generally those greater than £50,000) have been commented on.

**Table 1 - Summary Comparison of 2018/19 Revenue Outturn with Final Budget**

|                                     | Final Budget<br>£'000 | Revenue Outturn<br>£'000 | Variations<br>(Increase)/<br>Reduction<br>£'000 | Variation<br>(Increase)/<br>Reduction<br>% |
|-------------------------------------|-----------------------|--------------------------|---|--|
| <b>Local Risk</b>                   |                       |                          |   |  |
| Director of Built Environment       | (9,533)               | (9,396)                  | 137   | 1.4  |
| Director of Open Spaces             | (1,732)               | (1,754)                  | (22)  | (1.3)                                      |
| The City Surveyor                   |                       |                          |   |  |
| - Breakdown Repairs Mtce            | (282)                 | (300)                    | (18)  | (6.4)                                      |
| - Cyclical Works Programme          | (468)                 | (317)                    | 151   | 32.3                                       |
|                                     | -----                 | -----                    | -----   | -----                                      |
| The City Surveyor                   | (750)                 | (617)                    | 133   | 17.7                                       |
|                                     | -----                 | -----                    | -----   | -----                                      |
| <b>Total Local Risk</b>             | <b>(12,015)</b>       | <b>(11,767)</b>          | <b>248</b>                                      | <b>2.1</b>                                 |
|                                     | -----                 | -----                    | -----   | -----                                      |
| <b>Central Risk</b>                 |                       |                          |   |  |
| Director of Built Environment       | <b>4,822</b>          | <b>4,971</b>             | <b>149</b>                                      | <b>3.1</b>                                 |
| <b>Capital and Support Services</b> | <b>(13,147)</b>       | <b>(13,229)</b>          | <b>(82)</b>                                     | <b>(0.6)</b>                               |
| <b>Overall Total</b>                | <b>(20,340)</b>       | <b>(20,025)</b>          | <b>315</b>                                      | <b>1.5</b>                                 |

2. The local risk underspend of £248,000 comprises:
- **Director of Built Environment £137,000 underspend:**
    - (i) Town Planning underspend £206,000, due to staff vacancies and reduced advertisement costs.
    - (ii) Highways underspend £131,000, due to increase in staff cost recovery from capital projects £134,000, staff vacancies £58,000 and reduced electricity costs £50,000. This was partly offset by overspends in R&M works £54,000 and a provision set for bad debts for recoverable works disputed by TfL relating to Upper Thames Street Tunnel £64,000.



- (iii) Road Safety underspend £63,000, due to work costs for traffic management schemes being less than anticipated in 2018/19 £50,000 and reduced advertising costs £9,000.
- (iv) Structural Maintenance underspend £43,000, due to highway structures breakdown maintenance works not required.
- (v) Drains & Sewers underspend £43,000, due to reduced repairs and maintenance works required and reduced staff overtime costs.
- (vi) Transportation Planning overspend £185,000, due to under recovery in staff costs working on non-chargeable corporate capital projects, increased employee costs due to maternity cover and additional staff training costs.
- (vii) Building Control overspend £144,000, due to a shortfall in Building Regulation fee income and approval in principal income.

- **The City Surveyor £133,000 underspend:**

The underspend was mainly due to Cyclical Works Programme (CWP) for cost of works at Shoe Lane Bridge which were less than anticipated (£55,000) and delays in getting scheduled Monument consent from the Inspector of Ancient Monuments/Historic England (£82,000). The CWP does not form part of the City Surveyor's local risk budget and any variances will be carried over to 2019/20. This is a three year rolling programme reported to the Corporate Asset Sub Committee (CASC) quarterly, where the City Surveyor will report on financial performance and also phasing of the projects. Under the governance of the programme, variances on budgets are adjusted for the life of the programme to allow for the completion of projects which span multiple financial years.

3. The central risk underspend of £149,000 comprises:
  - (i) Town Planning underspend £111,000, due to additional planning application fee income and pre-application advice income.
  - (ii) Bridge House Estates underspend £48,000, due to consultant works for the Thames Bridges not required.
  - (iii) Off-Street Parking overspend £43,000, due to overall decrease in local risk operating costs which resulted in a decrease in transfer required from the Parking Reserve Account.
4. The £82,000 overspend on capital and support services is mainly due to increase in Admin Buildings and IS costs recharged from Finance Committee.
5. Appendix A provides a more detailed comparison of the local and central risk outturn against the final budget, including explanation of significant variations.
6. Appendix B shows the movement from the 2018/19 original budget and the latest approved budget (as reported to your Committee in November 2018) to the final budget.

## Local Risk Carry Forward to 2019/20

7. The Director of the Built Environment had local risk underspending of £137,000 on the activities overseen by your Committee. The Director also had local risk underspends of £55,000 on activities overseen by other Committees she supports. The Director is proposing that a total of £188,000 of her overall underspend of £192,000 be carried forward, of which £93,000 relates to activities overseen by your Committee for the following purposes:
- (i) **ANPR CCTV Enforcement Cameras £38K** – to help improve compliance and address road safety issues which are not being addressed adding road danger risk to our streets and increasing congestion.
  - (ii) **Lower Thame Street Void Reinstatement £15K** – a permanent reinstatement is now required after a major void (similar to a sinkhole) opened up under Lower Thames St, causing the road to collapse, the street and adjacent coach park to be closed and significant disruption to be caused to local stakeholders in 2018/19.
  - (iii) **Guildhall North Plaza Pond, Drainage & Lighting Irrigation £15K** – the proposed bid covers significant repairs now required to the pond, it's associated drainage, irrigation for the planters and relighting the space, without which the space will continue to decline.
  - (iv) **Air Quality & Traffic Sensor Trail at Beech St £15K** – taking advantage of the low frequency mesh established for the City Street Lighting control system. The mesh has significant capacity to carry additional data from further sensor technology and provide real time data to support this key City Project.
  - (v) **Pedestrian Modelling £10k** – funds will be used to ensure that new development schemes provide new pedestrian routes in the right locations and directions to accommodate this growth.
8. The Director of Open Spaces had a local risk overspend of £22,000 on activities overseen by your Committee, this being the result of exceptional use of specialist agency staff to ensure the City's statutory obligation for raising and maintaining the Bridge continued. The Director also had a local risk underspending totalling £326,000 on activities overseen by other Committees. The Director is proposing that £19,000 of his eligible underspend of £304,000 be carried forward, none of which relates to activities overseen by your Committee.

## Thames Bridges' Repairs, Maintenance and Major Works Fund

9. The Bridges Repairs, Maintenance and Major Works Fund is operated to provide sufficient resources to meet the maintenance costs of the five bridges. The 50 year programme of works undertaken by the City Surveyor and the Director of the Built Environment to be met by the fund was agreed by your Committee on 20 November 2018. The breakdown is shown below in Table 2.
10. The actual expenditure for 2018/19 was £3.167m against a budget of £3.873m, representing an underspend of £0.706m.

|                    | <b>Final Budget<br/>£'000</b> | <b>Outturn<br/>£'000</b> | <b>Variance<br/>(Increase)/<br/>Reduction<br/>£'000</b> | <b>Variation<br/>(Increase)/<br/>Reduction<br/>%</b> |
|--------------------|-------------------------------|--------------------------|---|--|
| Blackfriars Bridge | (1,110)                       | (912)                    | 198   | 17.8   |
| Southwark Bridge   | (426)                         | (244)                    | 182   | 42.7   |
| London Bridge      | (854)                         | (601)                    | 253   | 29.6   |
| Millennium Bridge  | (167)                         | (89)                     | 78  | 46.7   |
| Tower Bridge       | (1,316)                       | (1,321)                  | (5)   | (0.4)  |
| <b>Total</b>       | <b>(3,873)</b>                | <b>(3,167)</b>           | <b>706</b>  | <b>18.2</b>  |

11. The main reasons for the £0.706m underspend are set out below:

- **Blackfriars Bridge** – underspend as a result of delays in receiving tender documents due to on-going access issues associated with the proposed refurbishment works and delay in works to Street Lighting over the bridge due to legal uncertainty on ownership.
- **Southwark Bridge** - underspend due to delays in upgrading the Street Lighting. These works were postponed with a view to aligning programme of works with the security upgrade works. Also, the cost of works required at Park Street Bridge was less than anticipated.
- **London Bridge** - underspend due to works to replace electrical boards being postponed until the Illuminated River Project completes on site and delays in receiving tender documents for Bridge bearing replacement works.
- **Millennium Bridge** - underspend due to scour protection works and additional survey work being re-programmed around the Thames Tideway works.

12. As part of the current comprehensive review of the governance and administration of BHE, the financial statements of the charity for the year-ended 31 March 2018 were restated to reflect the reconstitution of the permanent endowment fund. Detailed analysis of this was presented to the following Committees in November/December 2018 – City Bridge Trust, Finance Investment Board, Property Investment Board, Investment Committee, Finance and Policy & Resources. The review concluded that all the assets of BHE are available to fulfil the charity’s objectives, with the requirements of the bridges being the prime objective.

13. Designated funds relevant to the BHE Bridges are now managed as follows:

- Bridges Repairs – representing funds required to maintain the bridges for the next 5 years. The balance held at each financial year-end will be adjusted in line with the maintenance reports provided by the specialist structural engineers contracted by DBE to advise on matters relating to the Bridges owned by BHE, to ensure sufficient funds have been ring-fenced for this purpose
- Bridges Replacement – representing funds set aside for the future rebuild of the bridges, based on the present value of estimated future costs and adjusted for increases in construction costs.

14. The value of the above designated funds as at 31 March 2018 was:

|                     |         |
|---------------------|---------|
| Bridges Repairs     | £19.9m  |
| Bridges Replacement | £123.5m |

15. The Task & Finish Group that are addressing the governance review of BHE supported DBE in commissioning an additional report from the specialist structural engineers to consider the future replacement costs of the bridges. The initial results of this report are currently being considered to enable the value of the Bridges Replacement Fund to be confirmed as at 31 March 2019.

**Contact Officers:**

Simon Owen - [simon.owen@cityoflondon.gov.uk](mailto:simon.owen@cityoflondon.gov.uk) ext 1358

Dipti Patel - [dipti.patel@cityoflondon.gov.uk](mailto:dipti.patel@cityoflondon.gov.uk) ext 3628

**Appendices:**

**Appendix A** – Planning & Transportation Committee – Comparison of 2018/19 Revenue Outturn with Final Budget

**Appendix B** – Planning & Transportation Committee – Movement in 2018/19 Latest Approved Budget to Final Budget

**Planning & Transportation Committee****Comparison of 2018/19 Revenue Outturn with Final Budget**

|   | <b>Final Budget<br/>£000's</b> | <b>Revenue Outturn<br/>£000's</b> | <b>Variation (Increase)/<br/>Reduction<br/>£000's</b> | <b>Variation (Increase)/<br/>Reduction<br/>%</b> | <b>Notes</b> |
|---|--------------------------------|-----------------------------------|---|--|--------------|
| <b>LOCAL RISK</b>                       |                                |                                   |   |  |              |
| <b>Director of Built Environment</b>    |                                |                                   |   |  |              |
| City Fund                               |                                |                                   |   |  |              |
| Town Planning                           | (2,527)                        | (2,321)                           | 206   | 8.2  | 1            |
| Planning Obligations                    | 0                              | 0                                 | 0   | 0  |              |
| Transportation Planning                 | (733)                          | (918)                             | (185)   | (25.2)   | 2            |
| Road Safety                             | (424)                          | (361)                             | 63  | 14.9   | 3            |
| Building Control                        | (286)                          | (430)                             | (144)   |  | 4            |
|   |                                | )                                 |   | (50.3)   |              |
| Structural Mtce/Inspections             | (490)                          | (447)                             | 43  | 8.8  | 5            |
| Highways                                | (3,129)                        | (2,998)                           | 131   | 4.2  | 6            |
| Traffic Management                      | 1,134                          | 1,109                             | (25)  | (2.2)  |              |
| Off-Street Parking                      | 480                            | 498                               | 18  | 3.8  |              |
| On-Street Parking                       | (3,046)                        | (3,059)                           | (13)  | (0.4)  |              |
| Drains & Sewers                         | (255)                          | (212)                             | 43  | 16.9   | 7            |
| Committee Contingency                   | 0                              | 0                                 | 0   | 0  |              |
| <b>Total City Fund</b>                  | <b>(9,276)</b>                 | <b>(9,139)</b>                    | <b>137</b>  | <b>1.5</b>                                       |              |
| Bridge House Estates                    |                                |                                   |   |  |              |
| Thames Bridges                          | (257)                          | (257)                             | 0   | 0  |              |
| <b>Total Director Built Environment</b> | <b>(9,533)</b>                 | <b>(9,396)</b>                    | <b>137</b>  | <b>1.4</b>                                       |              |
| <b>Director of Open Spaces</b>          |                                |                                   |   |  |              |
| Tower Bridge                            | (1,732)                        | (1,754)                           | (22)  | (1.3)  |              |
| <b>The City Surveyor*</b>               |                                |                                   |   |  |              |
| Town Planning                           | (122)                          | (37)                              | 85  | 69.7   |              |
| Highways                                | (386)                          | (360)                             | 26  | 6.7  |              |
| Off-Street Parking                      | (242)                          | (220)                             | 22  | 9.1  |              |
| <b>Total City Surveyor</b>              | <b>(750)</b>                   | <b>(617)</b>                      | <b>133</b>  | <b>17.7</b>                                      | 8            |
| <b>TOTAL LOCAL RISK</b>                 | <b>(12,015)</b>                | <b>(11,767)</b>                   | <b>248</b>  | <b>2.1</b>                                       |              |

(\*includes the Cyclical Works Programme)

## **Reasons for significant Local Risk variations**

1. **Town Planning** - underspend mainly due to reduced salary costs as a result of vacancies £153,000 and reduced General Development Order advertisement costs £50,000.
2. **Transportation Planning** - overspend due to under recovery of staff costs due to non-chargeable time by officers for work on corporate capital projects £176,000, increase in employee costs due to maternity cover costs and additional staff training costs £50,000. These were partly offset by reduced printing costs £34,000 and other running cost savings £10,000.
3. **Road Safety** - underspend due to reduced work costs for traffic management schemes £50,000 and reduced advertising costs £9,000.
4. **Building Control** - overspend due to shortfall in income for Building Regulation fees £143,000 and Approval in Principle income £35,000, this has been partly offset by salary underspends £30,000.
5. **Structural Maintenance** – underspend mainly due to reduced highways structures breakdown maintenance works £58,000, which has been partly offset by a shortfall in Approvals in Principle income £17,000.
6. **Highways** – underspend due to increase in increase in staff cost recovery from capital projects £134,000, staff vacancies £58,000 and reduced electricity cost £50,000. This was partly offset by a provision set for bad debts for recoverable works disputed by TfL relating to Upper Thames Street Tunnel £64,000 and additional repairs and maintenance costs for the Lord Mayor’s Show, Lower Thames Street sink hole and higher than anticipated Street Lighting Maintenance cost £54,000.
7. **Drains & Sewers** - underspend due to reduced repairs and maintenance works £16,000, reduced staff overtime costs £16,000 and reductions in other running costs £9,000.
8. **City Surveyor** - underspend of £133,000 mainly due to CWP works where there were delays in getting scheduled Monument consent from the Inspector of Ancient Monument/Historic England to commence works in 2018/19 £82,000 and reduced work costs at Shoe Lane Bridge £55,000.

**Planning & Transportation Committee**  
**Comparison of 2018/19 Revenue Outturn with Final Budget**

|                                      | Final<br>Budget<br>£000 | Revenue<br>Outturn<br>£000 | Variation<br>(Increase)/<br>Reduction<br>£000 | Variation<br>(Increase)/<br>Reduction<br>% | Notes     |
|--------------------------------------|-------------------------|----------------------------|---|--|-----------|
| <b>CENTRAL RISK</b>                  |                         |                            |   |  |           |
| <b>Director of Built Environment</b> |                         |                            |   |  |           |
| City Fund                            |                         |                            |   |  |           |
| Town Planning                        | 658                     | 769                        | 111   | 16.9                                       | <b>9</b>  |
| Street Scene                         | (252)                   | (252)                      | 0   | 0  |           |
| Highways                             | 2,122                   | 2,083                      | (39)  | (1.8)                                      | <b>10</b> |
| Off-Street Parking                   | 29                      | (14)                       | (43)  | (148.3)                                    | <b>11</b> |
| On-Street Parking                    | 3,442                   | 3,466                      | 24  | 0.7  |           |
| Building Control                     | (15)                    | (10)                       | 5   | 33.3                                       |           |
| Structural Maintenance               | 60                      | 88                         | 28  | 46.7                                       |           |
| Committee Contingency                | (15)                    | 0                          | 15  | 100.0                                      |           |
|                                      | 6,029                   | 6,130                      | 101   | 1.7  |           |
| Bridge House Estates                 |                         |                            |   |  |           |
| Thames Bridges                       | (1,207)                 | (1,159)                    | 48  | 4.0  | <b>12</b> |
| <b>TOTAL CENTRAL RISK</b>            | <b>4,822</b>            | <b>4,971</b>               | <b>149</b>                                    | <b>3.1</b>                                 |           |

**Reasons for significant Central Risk variations**

9. **Town Planning** - underspend due to additional pre-planning application advice and planning application fee income.
10. **Highways** – overspend due to decrease in funding transfer required from the Parking Reserve Account for eligible repairs and maintenance works as these costs were lower than anticipated.
11. **Off-Street Parking** – overspend due to overall decrease in local risk operating costs which resulted in a decrease in funding transfer required from the Parking Reserve Account.
12. **Bridge House Estates** - underspend on consultant fee work not required for the Thames Bridges.

This page is intentionally left blank



**Planning & Transportation Committee****Movement in 2018/19 Latest Approved Budget to Final Budget**

| Service Managed                    | Original<br>Budget<br>2018-19<br>£'000 | Latest<br>Approved<br>Budget*<br>2018-19<br>£'000 | Final<br>Budget<br>2018-19<br>£'000 | Movement<br>£'000 | Notes |
|------------------------------------|--|---|-------------------------------------|-------------------|-------|
| <b>CITY FUND</b>                   |  |   |                                     |                   |       |
| Town Planning                      | (2,964)                                | (2,956)   | (2,920)                             | 36                | 1     |
| Transportation Planning            | (1,683)                                | (1,855)   | (1,901)                             | (46)              | 2     |
| Planning Obligations               | 0                                      | 0   | 0                                   | 0                 |       |
| Road Safety                        | (532)                                  | (536)   | (536)                               | 0                 |       |
| Street Scene                       | 0                                      | 0   | (252)                               | (252)             | 2     |
| Building Control                   | (768)                                  | (783)   | (783)                               | 0                 |       |
| Structural Maintenance/Inspections | (232)                                  | (131)   | (131)                               | 0                 |       |
| Highways                           | (10,332)                               | (8,977)   | (9,165)                             | (188)             | 2     |
| Rechargeable Works                 | 0                                      | 0   | 0                                   | 0                 |       |
| Traffic Management                 | 799                                    | 794   | 730                                 | (64)              | 3     |
| Off- Street Parking                | 0                                      | 0   | 0                                   | 0                 |       |
| On – Street Parking                | 0                                      | 0   | 0                                   | 0                 |       |
| Drains & Sewers                    | (381)                                  | (412)   | (412)                               | 0                 |       |
| Contingency                        | 92                                     | (15)  | (15)                                | 0                 |       |
| <b>TOTAL CITY FUND</b>             | <b>(16,001)</b>                        | <b>(14,871)</b>                                   | <b>(15,385)</b>                     | <b>(514)</b>      |       |
| <b>BRIDGE HOUSE ESTATES</b>        |  |   |                                     |                   |       |
| Bridges                            | (2,329)                                | (2,546)   | (2,546)                             | 0                 |       |
| Tower Bridge Operational           | (2,311)                                | (2,411)   | (2,409)                             | 2                 |       |
| <b>TOTAL BRIDGE HOUSE ESTATES</b>  | <b>(4,640)</b>                         | <b>(4,957)</b>                                    | <b>(4,955)</b>                      | <b>2</b>          | 4     |
| <b>TOTAL</b>                       | <b>(20,641)</b>                        | <b>(19,828)</b>                                   | <b>(20,340)</b>                     | <b>(512)</b>      |       |

\*Latest Approved Budget as reported to your Committee on 20<sup>th</sup> November 2018.

**Notes:**

1. Budget transfer of £36,000 to Traffic Management for Parking App.
2. Supplementary Revenue project budget adjustment of £486,000 relates mainly to Cultural Hub Public Realm Temporary Projects, St Pauls Area Enhancement Strategy and Museum of London Public Realm.
3. Budget transfer of £36,000 from Town Planning for Parking App and Film Liaison staff cost recharge budget adjustment £28,000.
4. Open Spaces Directorate recharge adjustment £2,000.

This page is intentionally left blank

# PLANNING AND TRANSPORTATION COMMITTEE REPORT

**Points to Note:**

- There are 17 Public Lifts/Escalators in the City of London estate. The report below contains details of the two public escalator/lifts where the service is less than 95%.
- The report was created on 03<sup>rd</sup> June 2019 and subsequently since this time the public lifts or escalators may have experienced further breakdowns which will be conveyed in the next report.

| Location  | Status as of 26/04/2019 | % of time in service Between 26/04/2019 and 30/05/2019 | Number of times reported Between 26/04/2019 and 30/05/2019 | Period of time Not in Use Between 26/04/2019 and 30/05/2019 | Comments Where the service is less than 95%   |
|---|-------------------------|--|--|---|---|
| <b>Atlantic House</b><br><b>2001 SC6458966</b><br><br>Page 61 | IN SERVICE              | 93.9%  | 3  | 56 hrs  | 20/05/2019 – Lift error fault, engineer reset lift and returned to service.<br>28/05/2019 – Lowest level door not closing fully, removed debris from car and landing cills, also removed smoke fillet on one side. Ran tested and left lift in service.<br>30/05/2019 – Doors not closing, repaired lift. Ran tested and left in service.   |
| <b>Millennium Bridge</b><br><b>SC6459245</b>                  | IN SERVICE              | 80.2%  | 4  | 156 hrs   | 04/05/2019 – Lift out of service due to faulty doors over bank holiday weekend, returned to service on the next working day.<br>07/05/2019 – Lift failing to move. Engineer attended site repaired fault and returned to service.<br>09/05/2019 – Lift out of service due to lift car door fault.<br>16/05/2019 – Upper level door out of alignment, engineer attended site, repaired fault and returned lift to service. |

*Additional information*

This page is intentionally left blank

# Agenda Item 12

| Committee(s)  | Dated:              |
|---|---------------------|
| Policy & Resources Committee – for decision                               | 06/06/2019          |
| Public Relations and Economic Development sub-committee – for information | 11/06/2019          |
| Property Investment Board – for decision                                  | 12/06/2019          |
| Planning & Transportation Committee – for decision                        | 18/06/2019          |
| <b>Subject:</b><br>MIPIM property conference 2019/2020                    | <b>Public</b>       |
| <b>Report of:</b> The City Surveyor / Director of the Built Environment   | <b>For Decision</b> |

## Summary

This report informs your Committees of the City of London Corporation’s activities at the MIPIM property exhibition in March 2019 and seeks approval for City of London Corporation attendance at MIPIM 2020. This report also identifies potential areas to develop to maximise the benefit of the City Corporation’s attendance at MIPIM 2020.

MIPIM provided an opportunity to engage with local and international representatives of the property industry together with high-level representatives of other international and UK cities and regions. It provided a unique opportunity to engage in the debate relating to key issues and demonstrate how the City Corporation will provide leadership in taking forward matters of local and international importance. The programme of activities was extremely well received by delegates attending.

Key activities from MIPIM 2019 included:

- Promote the City and London
- Relationship building with UK/international cities and regions
- Launch of the *Locate, Create, Innovate: London in a changing world* research report:
  - A pre-MIPIM research launch event hosted by the City Property Association and related media interviews to generate publicity on the research report before MIPIM
  - A City-hosted dinner with high-level guests.
  - An evening reception hosted jointly with the City Property Association and the London Chamber of Commerce
- Meetings with high-level representatives of property companies and stakeholders active in the Square Mile.
- Participation in panel sessions involving the Chair of Policy and Resources Committee, the Chairman of Planning & Transportation Committee and the Director of the Built Environment.
- Production of a new promotional video for the City stand
- Significant media coverage in international, national, local and trade publications

The cost of representation at MIPIM 2018 was below the approved budget of £94,000 totalling £90,596

## Recommendations

1. That this report on MIPIM 2019 is received
2. That the Policy & Resources, Planning & Transportation Committees, and the Property Investment Board, approve that the City of London Corporation should attend MIPIM 2020 with a total budget of £92,000 to be funded via the Central Communications Director budget (£5000), Planning & Transportation Committee budget (£11,250), the Property Investment Board (£21,750), and from the CPAT budget (£54,000).

## Main Report

### Background

1. **MIPIM** is widely recognised as the world's leading and most influential event for the property sector. It is a global marketplace that offers the opportunity to connect with key players in the industry, from investors to end-users and local government to international corporations. This year 28,000 delegates attended from 100 countries.
2. The focus of The City Corporation's attendance at MIPIM 2019 centred on the following headline objectives:
  - a) Promoting the City to the domestic and international property investment market, incorporating the key messages from this year's research theme: *Locate, Create, Innovate: London in a changing world*
  - b) Managing relationships with and extending hospitality to new and existing investors, developers and influencers
  - c) Positioning the City as a thought leader in property and place making
  - d) Supporting the London stand and related organisations including: London Councils, London First and London Chamber of Commerce
  - e) Building relationships with UK cities and regions to support the development of the Regional Strategy
3. The City Corporation representatives attending MIPIM 2019 were the Chair of Policy and Resources Committee, Chairman of Planning and Transportation Committee, Deputy Chairman of the Property Investment Board in addition to the City Surveyor, Director of the Built Environment and the Director of the Investment Property Group. The senior team were supported by three representatives from the City Property Advisory Team and one officer from the Communication's team.

## City Corporation events and speeches:

The City Corporation jointly hosted a seminar with the City Property Association (CPA) to launch *Locate, Create, Innovate: London in a changing world* – based on [research](#) undertaken by the City Corporation's research team. The seminar was chaired by the Chair of Policy & Resources Committee. The seminar examined the ways in which technology is becoming a major driver of change with far-reaching consequences particularly for financial services, law and insurance sectors. The report also picked up on the themes of collaboration and consolidation in terms of work spaces becoming drivers of innovation and efficiency.

4. The Head of Research in the Economic Development Office was flown over for 24 hours to present the findings of this report at the seminar. The cost of flights and accommodation were covered by the City Property Association.
5. A pre-MIPIM launch of the research was hosted by the CPA with the Deputy Chairman of Planning and Transportation Committee providing the keynote address at an event in the City.
6. In addition to the seminar, the Chair of Policy and Resources also participated in five other sessions. The Chair was invited to participate on a panel in the main MIPIM conference programme as part of the “*Post-Brexit investment strategies*” session. The Chair hosted a seminar on the Department for International Trade (DIT) stand titled “*Integrated UK: How London and the regions have built a global financial centre*” together with representatives of Leeds, Cardiff and Birmingham. In addition, the Chair also sat on a panel as part of a City Property Association session titled “*The London HQ City*” the keynote opening panel session opening the London Stand programme on “*Knowledge Economy*” and a panel on the main London Stand programme titled “*Cultural Infrastructure*”
7. The Chairman of the Planning & Transportation Committee participated in a specific panel session hosted on the London Stand entitled “*City of London: A place for people*” which looked at what the City Corporation is doing to create a positive environment for City workers through improvements to amenities and the public realm.
8. The Director of the Built Environment was invited to sit on the Digital Connectivity panel session which examined the importance of digital connectivity and whether London is investing enough into its infrastructure.
9. One City dinner and one evening reception was held during MIPIM 2019. The City dinner was hosted for 6 high level guests and a joint evening reception was hosted in conjunction with the CPA and the London Chamber of Commerce where 156 delegates attended. The evening was funded in partnership with the London Chamber of Commerce (LCCI) and the City Property Association (CPA). Delegates from across the property sector attended the event. The event provided considerable opportunities to make new contacts and develop existing relationships.
10. The Chair of Policy and Resources participated in a programme specifically designed to engage with UK and European cities to promote new contacts and enhance relationships and support development of the Regional Strategy. A focussed engagement programme with the UK regional cities and regions included: Belfast, Manchester, Birmingham, Scotland, Leeds and Cardiff. The Chair also met with senior level representatives from Paris and Berlin. The

meetings were felt to be a valuable opportunity to establish / reinforce relationships in these key areas.

## **Meetings**

11. Programmed meetings were held with 19 developers and investors actively investing in London. The meetings were wide ranging focussing on the general investment market and emerging strategies and policies being promoted in the emerging local plan and transport strategy. In addition, there were several un-programmed meetings relating to inquiries that MIPIM provides an opportunity to engage in.

## **City Stand**

12. The design of the City stand was revamped this year with an open “lounge” style meeting area alongside the City model and a more traditional enclosed meeting room. The new layout received positive feedback and it was decided that the one remaining office should also be replaced next year with a further open plan discussion area. The stand design incorporated a new film jointly commissioned by CPAT and the City Property Association that highlights key elements of the City’s economy and built environment which showcases many of the vibrant new developments recently completed in the City as well as future opportunities and developing strategies such as Culture Mile.

## **Media campaign and coverage:**

13. Media consultants FTI Consulting provided support for the City’s attendance of MIPIM, working closely with the Communications Officer, as part of its year-round engagement to support development of key messages relating to initiatives being delivered by the Department of the Built Environment. Key messages were delivered through a co-ordinated campaign which commenced in the week prior to MIPIM when briefings were undertaken with international, national, local and trade media. The campaign picked up on key City messages which aligned closely with the research launched the week before MIPIM *“Locate, Create, Innovate: London in a changing world”*.
14. The campaign secured much greater coverage than in previous years including articles in: Construction News, The Times, Architect’s Journal, Estates Gazette, Property Week, MIPIM News, The Evening Standard, City AM, CoStar, Building Magazine, Nikkei Real Estate Market Report, Financial News, Malay Mail, 24 Matins, Le Monde, Commercial Observer, Property EU, Bisnow and Relocate Global. A complementary social media campaign was launched on Twitter.
15. A new prospectus, *“The City of London: The Original Connected City”* was created to highlight the City’s interconnectedness in terms of transport, the gigabit city, property, leisure and culture.



## **MIPIM 2020**

16. The MIPIM 2019 programme provided an opportunity to fully engage with local and international representatives of the property industry together with high level representatives of other London boroughs and UK cities. It provided a unique opportunity to engage in the debate relating to key issues and demonstrate how the City Corporation will provide leadership in taking forward matters of local and international importance. The programme of activities was extremely well received by those who attended. Due to the value derived from the programme, it is considered that there will be similar/better opportunities to develop a programme that would be beneficial to the City Corporation's attendance at MIPIM 2020.
17. There are areas where further thought will be given to ensure the value of the City Corporation's attendance at MIPIM 2020 is maximised to support strategic priorities whilst ensuring best value. This will include ensuring the Regional Strategy is further developed to demonstrate the City has a clear and focussed agenda for working with the key cities. Exploring opportunities to more coherently promote key messages for London as part of the London Stand and looking at opportunities to reduce costs relating to travel and accommodation which vary considerably in price from year to year.

## **MIPIM Team**

18. As with last year it is not intended to hold meeting relating to individual development which can be done in London. The programme will be focussed on strategic engagement both in terms of identifying opportunities to support the promotion of London and the City and through engagement with those investors looking to invest in London. The proposed team to attend MIPIM will specifically support the delivery of the tailored programme and provide the necessary support to ensure all aspects run smoothly. The proposed team to attend MIPIM 2020 is : The Chair of the Policy & Resources Committee, the Chair of the Planning & Transportation Committee and the Chair of the Property Investment Board (or representative) who will be accompanied by the Director of the Built Environment, the City Surveyor, the Investment Property Director and the CPAT Team Manager. To ensure the smooth running of the event, two members of the CPAT team and one member of the Communications team will also be in attendance.

## **MIPIM Expenditure**

19. The total spend for MIPIM 2019 was £90,596 which was £8,601 less than spent at MIPIM 2018 (£99,197) and £3,404 less than the approved budget of £94,000 (which included a £3,000 contingency). The reduced cost was as a result of reducing the team by one person, the CPA paying for the cost of the hiring an auditorium to host the research launch and the CPA and London Chamber of Commerce making an increased contribution to the cost of hosting the evening reception. The costs of hotels and flights remain volatile and vary from year to year which in 2019 saw hotel prices increasing significantly. It is hoped that the cost of accommodation can be reduced for 2020 by looking at accommodation still within walking distance but slightly further away from the main trade show.

20. The City Property Association is happy to support the delivery of joint research to be launched at MIPIM 2020 and it is anticipated that as with 2019 they would pay any costs relating to the launch of the research at MIPIM and will also continue to jointly host the evening reception.
21. The table below sets out a full cost comparison between 2019-20. It is proposed that the baseline budget for MIPIM 2020 should be reduced to £89,000 with a contingency of £3,000 from the CPAT local risk budget to cover any unforeseen costs.

**MIPIM 2019/2020 Budget**

| <b>Item</b>  | <b>Approved budget 2019</b> | <b>Actual spend 2019</b> | <b>Proposed budget 2020</b> |
|--|-----------------------------|--------------------------|-----------------------------|
| Exhibition and attendance costs: City Model, stand delegate passes, artwork graphics, furniture hire and technical support | £56,850                     | £56,840                  | £57,000                     |
| Travel (including transfers) accommodation and subsistence expenses  | £21,650                     | £24,167                  | £22,000                     |
| Corporate hospitality (evening reception and dinner)   | £12,500                     | £9,538                   | £10,000                     |
| Contingency  | £3,000                      |                          | £3,000                      |
| <b>Total</b>   | <b>£94,000</b>              | <b>£90,596</b>           | <b>£92,000</b>              |

22. In the previous seventeen years, each committee has contributed a sum of money for MIPIM in approximate proportion to the level of representation and relevance to the work of each committee.
23. The contributions from the three IPG funds have been slightly altered to 35% City Fund, 45% City Cash and 20% Bridge House Estates respectively based on the market values of the three estates as at 31 March 2019.
24. The anticipated contributions from existing budgets for MIPIM 2019 are:

|  |                     |
|--|---------------------|
| Communications Director Budget   | £5,000 – City Fund  |
| Planning & Transportation Committee                                      | £11,250 – City Fund |
| Property Investment Board  | £21,750 –           |
| ( to be split 35% City Fund, 45% City Cash and 20% Bridge House Estates) |                     |
| City Property Advisory Team  | £54,000 – City Fund |
| <b>Total:</b>  | <b>£92,000</b>      |

## **Legal implications**

25. The main purpose of the City's attendance is to support key adopted strategies to promote the City as a leading world business centre and encourage inward investment. As such, its power to undertake the activity in its City Fund capacity and to incur City Fund expenditure is in Section 1 of the Localism Act 2011. No power is required in respect of its City's Estate capacity and expenditure. In respect of its involvement and expenditure in its capacity as trustee of Bridge House Estates, this may be considered in the best interests of the charity in that, as a significant owner of property within the City, it is in the charity's interests that inward investment be encouraged, and the City's status as leading business centre be promoted. In addition, potential investors with an interest in any particular BHE property will have an opportunity to explore that interest.

## **Conclusion**

26. MIPIM 2019 provided the City Corporation with an excellent opportunity to showcase the City's attributes as a place to live, work and invest. MIPIM is still the premier event of its kind, and it is felt that there is no real alternative to MIPIM at which the City Corporation's City of London message would be as effectively disseminated, given the predominance of senior and influential property professionals and the increasing number of representatives of UK and European cities attending MIPIM, and the amount of press attention that it receives. It is also felt that the City Corporation's attendance is a key factor in promoting the Square Mile as a place to invest and do business in the face of increasing competition from other centres and countries, and underpinning confidence in London post Brexit, as the leading global financial centre.

27. MIPIM 2020 takes place from 09-12 March 2020 and will provide similar opportunities as experienced at MIPIM 2019. The Policy & Resources Committee, Planning and Transportation Committee, and the Property Investment Board are now asked to decide if the City Corporation should attend MIPIM 2020.

### **Contact:**

*Linzi Clark, City Surveyors Department*

*Email: [Linzi.clark@cityoflondon.gov.uk](mailto:Linzi.clark@cityoflondon.gov.uk) | 020 7332 3493*

This page is intentionally left blank

|   |                        |
|---|------------------------|
| <b>Committee(s)</b>   | <b>Dated:</b>          |
| Planning & Transportation Committee – For Information                                     | 18062019               |
| <b>Subject:</b><br>Department of the Built Environment Risk Management – Quarterly Report | <b>Public</b>          |
| <b>Report of:</b><br>Director of the Built Environment                                    | <b>For Information</b> |
| <b>Report author:</b><br>Richard Steele   |                        |

## Summary

This report has been produced to provide the Planning & Transportation Committee with assurance that risk management procedures in place within the Department of the Built Environment are satisfactory and that they meet the requirements of the corporate Risk Management Framework.

This report only considers risks managed by the Department of the Built Environment that fall within the remit of the Planning & Transportation Committee. Parallel reports regarding risks that fall within the remit of the Port Health & Environmental Health Committee are submitted to that Committee.

Risk is reviewed regularly as part of the ongoing management of the operations of the Department of the Built Environment. In addition to the flexibility for emerging risks to be raised as they are identified, a process exists for in-depth periodic review of the risk register.

Since the last report to Members there has been no change in the list of Corporate risks managed by the department and no new Departmental risks have been identified.

There is one Corporate Risk managed by the Department of the Built Environment:

- CR20 - Road Safety (Current risk: AMBER)  
[Planning & Transportation Committee]

The Likelihood of this risk is unchanged since the last report to Members but the Impact has increased to Serious to Major. Following the resolution of the Planning & Transportation Committee on March 18<sup>th</sup> the wording of the risk has been reviewed and is going through the approval process.

There are no Departmental RED Risks managed by the Department of the Built Environment.

## Recommendation

Members are asked to:

- Note the report and the actions taken in the Department of the Built Environment to monitor and manage effectively risks arising from the department's operations.

## Main Report

### Background

1. The Risk Management Framework of the City of London Corporation requires each Chief Officer to report regularly to Committee the risks faced in their department.
2. Risk owners are consulted and risks are routinely reviewed with the updates recorded in the corporate (Covalent) system.
3. Each risk managed by the Department of the Built Environment is allocated to either the Planning & Transportation Committee or the Port Health & Environmental Services Committees. **This report only considers risks managed by the Department of the Built Environment that fall within the remit of the Planning & Transportation Committee.**

Parallel periodic reports are submitted to the Port Health & Environmental Services Committee.

### Current Position

4. This report provides an update on the current risks that exist in relation to the operations of the Department of the Built Environment that fall within the remit of the Planning & Transportation Committee.
5. In order to reduce the volume of information presented, and accordance with the Corporate Risk Management Strategy, this report includes all Corporate and Departmental level risks but not Service Level risks (unless there are changes which are considered to be likely to be of interest to Members).
6. The risk register captures risk across all four divisions within the department, (Transportation & Public Realm, District Surveyor, Development and Policy & Performance) but risks relating to the City Property Advisory Team are managed by the City Surveyor. The department provides advice relating to the City bridges to the City Surveyor's department but the risks are owned by the City Surveyor.

### Risk Management Process

7. Risk and control owners are consulted regarding the risks for which they are responsible at appropriate intervals based on the level of risk and the likelihood that this level will change. In general, RED risks are reviewed monthly; AMBER risk are reviewed quarterly; and GREEN risks are reviewed quarterly, 6 monthly or annually depending on the likelihood of change.
8. Changes to risks were, historically, reported to Members as part of the Business Plan report. Members now receive this report quarterly in accordance with the Corporate Risk Management Strategy.

9. All significant risks (including Health & Safety risks) identified by the Department are managed through the Covalent Corporate Risk Management System.
10. Members will notice that some risks reported are already at the Target Risk Rating & Score and are only subject to Business As Usual actions. These risks are included in accordance with the Corporate Guidance “Reporting Risk Information to Grand Committees” to assist this committee to fulfil the role of Service Committees (as defined in the Corporate Risk Management Strategy) to “Oversee the significant risks faced by the Departments in the delivery of their service responsibilities.” The annual target date for Business As Usual actions, and risks where we are at Target Risk, will be updated prior to the next report.

### **Significant Risk Changes**

11. Regular review of risks has identified two Departmental Level risks where the Current Risk score has changed.

#### **DBE-PL-06 S106 Controls**

Following work to implement the audit recommendations the Likelihood has been reduced from Possible to Unlikely. The risk remains Amber.

#### **DBE-TP-03 Major Projects and key programmes not delivered as TfL funding not received.**

The impact has been reduced from Serious to Minor to reflect the successful bid for Liveable Neighbourhood funding for 2019/20 – 2022/23. This risk is now Green.

12. The Target Risk Ratings/Scores have also been reviewed since the last report to Members and no changes have been identified.
13. Service level risks have also been reviewed with one increase in risk (DBE-DS-02 (District Surveyor’s Budget Loss over 3-5 year period)) - the Likelihood has increased from Unlikely to Possible and, as a result, the risk has moved from Green to Amber and the review period reduced to three months.

One Service Level risk has been closed (DBE-PP-05 Incorrect data provided on the published Public Access map)

### **Identification of New Risks**

14. New risks may be identified at the quarterly review of all risk; through Risk reviews at the Department Management Team; or by a Director as part of their ongoing business management.
15. An initial assessment of all new risks is undertaken to determine the level of risk (Red, Amber or Green). Red and Amber risks will be the subject of an immediate full assessment with Red risks being report to the Department Management Team. Green risks will be included in the next review cycle.

16. No new risks that fall within the remit of the Planning & Transportation Committee have been identified since the last report.
17. The impact of Brexit is now being managed corporately and is the subject of a separate report to this Committee.

### **Summary of Key Risks**

18. The Department of the Built Environment is responsible for one Corporate Risk. This is:

#### **Road Safety (CR20) which is AMBER**

This is the risk related to road traffic collisions.

The Likelihood of this risk is unchanged since the last report to Members but the Impact has increased to Serious to Major.

The City of London's Transport Strategy has been adopted and the Road Danger Reduction and Active Travel Plan will now be updated. Work to deliver both the Strategy and Action Plan continues, including finalising proposals for interim pavement widening and pedestrian crossing improvements at Bank junction.

TfL are aiming to delivering changes at Ludgate Circus junction within three months.

Following the resolution of the Planning & Transportation Committee to the Audit and Risk Management Committee on March 18th the wording of the risk has been reviewed and is going through the approval process.

### **Conclusion**

19. Members are asked to note that risk management processes within the Department of the Built Environment adhere to the requirements of the City Corporation's Risk Management Framework and that risks identified within the operational and strategic responsibilities of the Director of the Built Environment are proactively managed.

### **Appendices**

- Appendix 1 – City of London Corporation Risk Matrix
- Appendix 2 – Register of DBE Corporate and Departmental risks (Planning & Transportation Committee)

#### **Carolyn Dwyer**

Director of the Built Environment

T: 020 7332 1700

E: [carolyn.dwyer@cityoflondon.gov.uk](mailto:carolyn.dwyer@cityoflondon.gov.uk)





### City of London Corporation Risk Matrix (Black and white version)

Note: A risk score is calculated by assessing the risk in terms of likelihood and impact. By using the likelihood and impact criteria below (top left (A) and bottom right (B) respectively) it is possible to calculate a risk score. For example a risk assessed as Unlikely (2) and with an impact of Serious (2) can be plotted on the risk scoring grid, top right (C) to give an overall risk score of a green (4). Using the risk score definitions bottom right (D) below, a green risk is one that just requires actions to maintain that rating.

#### (A) Likelihood criteria

|             | Rare (1)   | Unlikely (2)                                 | Possible (3)                                  | Likely (4)                                |
|-------------|--|--|---|---|
| Criteria    | Less than 10%                                      | 10 – 40%                                     | 40 – 75%                                      | More than 75%                             |
| Probability | Has happened rarely/never before                   | Unlikely to occur                            | Fairly likely to occur                        | More likely to occur than not             |
| Time period | Unlikely to occur in a 10 year period              | Likely to occur within a 10 year period      | Likely to occur once within a one year period | Likely to occur once within three months  |
| Numerical   | Less than one chance in a hundred thousand (<10-5) | Less than one chance in ten thousand (<10-4) | Less than one chance in a thousand (<10-3)    | Less than one chance in a hundred (<10-2) |

#### (B) Impact criteria

| Impact title | Definitions  |
|--------------|--|
| Minor (1)    | <b>Service delivery/performance:</b> Minor impact on service, typically up to one day. <b>Financial:</b> financial loss up to 5% of budget. <b>Reputation:</b> Isolated service user/stakeholder complaints contained within business unit/division. <b>Legal/statutory:</b> Litigation claim or find less than £5000. <b>Safety/health:</b> Minor incident including injury to one or more individuals. <b>Objectives:</b> Failure to achieve team plan objectives.   |
| Serious (2)  | <b>Service delivery/performance:</b> Service disruption 2 to 5 days. <b>Financial:</b> Financial loss up to 10% of budget. <b>Reputation:</b> Adverse local media coverage/multiple service user/stakeholder complaints. <b>Legal/statutory:</b> Litigation claimable fine between £5000 and £50,000. <b>Safety/health:</b> Significant injury or illness causing short-term disability to one or more persons. <b>Objectives:</b> Failure to achieve one or more service plan objectives.   |
| Major (4)    | <b>Service delivery/performance:</b> Service disruption > 1 - 4 weeks. <b>Financial:</b> Financial loss up to 20% of budget. <b>Reputation:</b> Adverse national media coverage 1 to 3 days. <b>Legal/statutory:</b> Litigation claimable fine between £50,000 and £500,000. <b>Safety/health:</b> Major injury or illness/disease causing long-term disability to one or more people <b>Objectives:</b> Failure to achieve a strategic plan objective.  |
| Extreme (8)  | <b>Service delivery/performance:</b> Service disruption > 4 weeks. <b>Financial:</b> Financial loss up to 35% of budget. <b>Reputation:</b> National publicity more than three days. Possible resignation leading member or chief officer. <b>Legal/statutory:</b> Multiple civil or criminal suits. Litigation claim or find in excess of £500,000. <b>Safety/health:</b> Fatality or life-threatening illness/disease (e.g. mesothelioma) to one or more persons. <b>Objectives:</b> Failure to achieve a major corporate objective. |

#### (C) Risk scoring grid

|            |              | Impact         |                |                 |                |
|------------|--------------|----------------|----------------|-----------------|----------------|
|            |              | Minor (1)      | Serious (2)    | Major (4)       | Extreme (8)    |
| Likelihood | X            |                |                |                 |                |
|            | Likely (4)   | <b>4 Green</b> | <b>8 Amber</b> | <b>16 Red</b>   | <b>32 Red</b>  |
|            | Possible (3) | <b>3 Green</b> | <b>6 Amber</b> | <b>12 Amber</b> | <b>24 Red</b>  |
|            | Unlikely (2) | <b>2 Green</b> | <b>4 Green</b> | <b>8 Amber</b>  | <b>16 Red</b>  |
|            | Rare (1)     | <b>1 Green</b> | <b>2 Green</b> | <b>4 Green</b>  | <b>8 Amber</b> |

#### (D) Risk score definitions

|              |  |
|--------------|--|
| <b>RED</b>   | Urgent action required to reduce rating      |
| <b>AMBER</b> | Action required to maintain or reduce rating |
| <b>GREEN</b> | Action required to maintain rating           |

This is an extract from the City of London Corporate Risk Management Strategy, published in May 2014.

Contact the Corporate Risk Advisor for further information. Ext 1297

October 2015

This page is intentionally left blank

# DBE Corporate & Departmental Risks *(Planning & Transportation Committee)*

# APPENDIX 2

Report Author: Richard Steele

Generated on: 04 June 2019

Rows are sorted by Risk Score

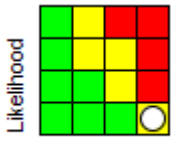
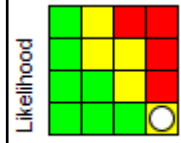

Code & Title: CR Corporate Risk Register 1 DBE Department of Built Environment Risk Register 1 DBE DS District Surveyor 1 DBE PL Chief Planning Officer & Development Director 2 DBE PP Policy & Performance 1 DBE TP Transportation and Public Realm 1

| Risk no, Title, Creation date, Owner                                      | Risk Description (Cause, Event, Impact)  | Current Risk Rating & Score     |    | Risk Update and date of update  | Target Risk Rating & Score      |   | Target Date | Current Risk score change indicator |
|---|--|---------------------------------|----|---|---------------------------------|---|-------------|-------------------------------------|
| <p>20 Road Safety</p> <p>Page 77</p> <p>23-Oct-2015<br/>Carolyn Dwyer</p> | <p><b>Cause:</b> Limited space on the City's medieval road network to cope with the increased use of the highway by vehicles and pedestrians / cyclists within the City of London. Interventions &amp; legal processes take time to deliver</p> <p><b>Event:</b> The number of casualties occurring in the City rises instead of reducing.</p> <p><b>Effect:</b> The City's reputation and credibility is adversely impacted with businesses and/or the public considering that the Corporation is not taking sufficient action to protect vulnerable road users; adverse coverage on national and local media</p> | <p>Likelihood</p> <p>Impact</p> | 12 | <p>The City of London's Transport Strategy has been adopted and the Road Danger Reduction and Active Travel Plan will now be updated. Work to deliver both the Strategy and Action Plan continues, including finalising proposals for interim pavement widening and pedestrian crossing improvements at Bank junction.</p> <p>TfL are aiming to delivering changes at Ludgate Circus junction within three months.</p> <p>Following the resolution from the March 18th P&amp;T Committee the wording of the risk has been reviewed and is going through the approval process.</p> <p><b>29 May 2019</b></p> | <p>Likelihood</p> <p>Impact</p> | 6 | 31-Dec-2019 | <p>Constant</p>                     |

| Action no, Title,  | Action description   | Latest Note  | Action owner | Latest Note Date | Due Date    |
|--|--|--|--------------|------------------|-------------|
| CR20g Pilot Behaviour Change Campaign                            | Behaviour Change Campaign to address 'inattention'. The process will be (1) use focus groups to identify options; (2) conduct attitudinal survey of road users; (3) prepare campaign delivery plan; (4) deliver campaign; (5) evaluate and report to Q4 2018/19.   | This action has been completed.  | Zahur Khan   | 29-May-2019      | 31-Mar-2019 |
| CR20k Implement the Road Danger Reduction and Active Travel plan | <p>The Road Danger Reduction and Active Travel plan 2018 – 2023 (RDR Plan) aims to meet the Vision Zero objectives outlined in the Mayor's Transport Strategy, whereby the annual number of people killed or seriously injured (KSI) in traffic incidents is zero by 2041.</p> <p>To meet this challenging target the plan proposes a number of behaviour change, enforcement, engagement and engineering initiatives that support safer travel by active modes (walking and cycling), whilst reducing road risks at source.</p> | <p>Safe vehicles - continuing to engage with insurance industry representatives to explore opportunities to collaborate on approaches to improving van driver behaviour</p> <p>Safe streets – Continuing to progress planning for lunchtime streets on St Mary Axe (August) and Chancery Lane (September)</p> <p>Safe behaviours – developing campaign targeted at powered two-wheeler riders to be delivered in June. Continuing programme of roadshows in partnership with employers.</p> <p>Worked with Living Streets to promote Hidden City Walking Routes.</p> | Zahur Khan   | 29-May-2019      | 31-Dec-2023 |



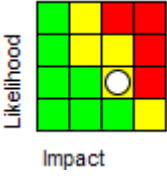
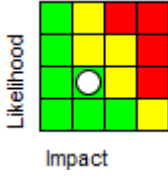

| Action no, Title,                                   | Action description   | Latest Note   | Action owner | Latest Note Date | Due Date    |
|---|--|---|--------------|------------------|-------------|
| DBE-PP-01a<br>Business as usual mitigating controls | (1) Ongoing monitoring of government regulations; (2) continue monitor progress of, and seek to influence, forthcoming legislation | <p>Whilst this risk (at 12) is above appetite (8) to reduce the risk to appetite would require increased engagement by the City Corporation's Senior Members with Government, Opposition and the GLA to ensure that national and strategic policy is always appropriate for the City.</p> <p>We continue to monitor draft regulations to ensure they reflect or adapted to accord with City Corporation priorities.</p> <p>The City Corporation has made its case on outstanding matters in the Draft London Plan at the Examination in Public earlier this year.</p> <p>A final version NPPF published in July 2018 did not address all the City's concerns and subsequent proposed relaxations of Permitted Development Rights cause further concerns. These have been reiterated to Government in response to the public consultation.</p> <p>The new Housing Delivery Test is not appropriate to the City's circumstances. However, it was applied to the City and recent housing delivery has not met Government targets. The City Corporation is preparing an Action Plan to be considered by Members in July 2019. Housing delivery is expected to exceed targets in the next few years.</p> | Paul Beckett | 29-May-2019      | 31-Dec-2019 |

| Risk no, Title, Creation date, Owner  | Risk Description (Cause, Event, Impact)  | Current Risk Rating & Score   |   | Risk Update and date of update              | Target Risk Rating & Score  |   | Target Date | Current Risk score change indicator   |
|---|--|---|---|---|---|---|-------------|---|
| <b>DBE-02 Service/Pipe Subways</b><br>02-Dec-2015<br>Ian Hughes;<br>Giles Radford | Cause: Provide safe access and egress for utilities and maintenance functions, whilst having operatives entering the confined space to undertake checks.<br><br>Event: A lack of Oxygen, poisonous gases, fumes and vapour, liquids and solids that suddenly fill spaces, Fire and explosions, hot conditions, Entrapment and falling debris.<br><br>Impact: Fatality / Major Injury / Illnesses | <br>Likelihood<br>Impact | 8 | No further update<br><br><b>03 Jun 2019</b> | <br>Likelihood<br>Impact | 8 | 31-Dec-2019 | <br><br>Constant |

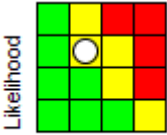
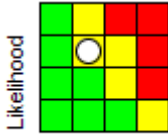

| Action no, Title,                                      | Action description  | Latest Note   | Action owner  | Latest Note Date | Due Date    |
|--|---|---|---------------|------------------|-------------|
| DBE-02a<br>Business As Usual<br>Mitigations<br>Page 81 | <p>Confined space working is avoided when possible.</p> <p>All PPE and other equipment required for a SSOW shall be suitable and sufficient for the tasks identified. The following PPE and equipment shall be provided, as stated in the approved code of practice</p> <p>All openings are controlled through a central booking system. A subway must not be entered if permission to do so has been refused.</p> <p>No booking will be granted to parties who are not on the database. If the contractor is not on the database they must seek approval from CoL regarding their works. Once confirmed, the contractors will be added to the system before agreeing access.</p> <p>All works and operatives entering the pipe subway must comply with the code of practice for access and safe working in local authority subways.</p> <p>Regular inspections of the structure, covers, condition and asbestos surveys are undertaken.</p> <p>The Permit to enter form must be completed and contractors checked to ensure they have suitable and sufficient equipment to enter a confined space.</p> <p>No smoking is allowed at any time.</p> | All business as usual mitigations have been reviewed, they are very much current and continue to work effectively | Giles Radford | 01-Mar-2019      | 31-Dec-2019 |



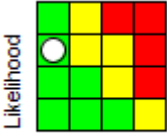
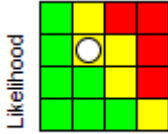



| Risk no, Title, Creation date, Owner                           | Risk Description (Cause, Event, Impact)   | Current Risk Rating & Score  |   | Risk Update and date of update   | Target Risk Rating & Score  |   | Target Date | Current Risk score change indicator   |
|--|---|--|---|--|---|---|-------------|---|
| DBE-PL-06<br>S106 Controls<br><br>30-Nov-2018<br>Annie Hampson | <b>Cause:</b> Disjointed control mechanisms in relation to processing and monitoring S106 agreements.<br><b>Event:</b> Failure to implement Audit recommendations.<br><b>Effect:</b> Loss of funds; non-compliance with agreements and reporting; potential reputational damage |  | 8 | The Likelihood has been reduced from Possible to Unlikely. The risk remains Amber.<br><br>The final audit report has been received and working group meetings are taking place every 2 weeks to implement the audit recommendations. New processes have been agreed for securing and monitoring receipt of S106 & CIL income<br><br><b>31 May 2019</b> |  | 4 | 31-Mar-2020 | <br><br>Decreasing |

| Action no, Title,  | Action description   | Latest Note   | Action owner  | Latest Note Date | Due Date    |
|--|--|---|---------------|------------------|-------------|
| DBE-PL-06b<br>Ensure sufficient resources are available                  | There are insufficient resources to address the recommendations within the next three months. Additional resources will be sought.   | The data for the annual monitoring report has been produced for 2017/18 which will be reported to Committee before recess and the report for 2018/19 will be presented after recess. The ringfenced S106/CIL administration fee is being used to instruct Exacom consultants to input all remaining data. | Annie Hampson | 31-May-2019      | 31-Oct-2019 |
| DBE-PL-06c<br>Interaction with software supplier & Chamberlain's Finance | There is a need to (a) import data from CBIS into Exacom to ensure that it contains up to date expenditure and allocation information; and (b) prepare the necessary budget reports from Exacom. | Discussions are ongoing with external parties and all data is in the process of being uploaded onto Exacom. There is now a better understanding of the complexity of this work and the target date has been adjusted accordingly.   | Annie Hampson | 31-May-2019      | 31-Mar-2020 |

| Risk no, Title, Creation date, Owner  | Risk Description (Cause, Event, Impact)   | Current Risk Rating & Score  |   | Risk Update and date of update  | Target Risk Rating & Score  |   | Target Date | Current Risk score change indicator   |
|---|---|--|---|---|---|---|-------------|---|
| <b>DBE-PL-02</b><br><b>Not being alive to the needs/requirements of the world business centre and the political environment</b><br>23-Mar-2015<br>Annie Hampson | Cause: Staff are badly briefed in relation to the planning development needs of the City as a world business centre<br><br>Event: Perception that we are not responsive to the planning development needs of the City as a world business centre<br><br>Impact: The City's reputation suffers and we fail to deliver buildings that meet the needs of the City as a world business centre | <br>Likelihood<br>Impact | 6 | The risk has been reviewed and is assessed as unchanged, there continues to be uncertainty regarding the wider economic situation and in particular Brexit.<br><br><b>29 May 2019</b> | <br>Likelihood<br>Impact | 6 | 31-Dec-2019 | <br><br>Constant |

| Action no, Title, | Action description  | Latest Note   | Action owner  | Latest Note Date | Due Date    |
|-------------------|---|---|---------------|------------------|-------------|
| DBE-PL-02a        | Business as usual mitigating controls<br><br>(1) Continue to work closely with other parts of the department; the City Property Advisory Team; other City of London Departments; & the Greater London Authority.<br>(2) To work closely with the development industry, the City Property Association and hold regular meetings with City agents.<br>(3) Participation at MIPIM. | The Business As Usual controls have been reviewed and we continue to work closely with the development industry, the City Property Association and hold regular meetings with City agents.<br><br>These controls, which have been implemented, are appropriate and effective. | Annie Hampson | 29-May-2019      | 31-Dec-2019 |

| Risk no, Title, Creation date, Owner  | Risk Description (Cause, Event, Impact)  | Current Risk Rating & Score  |          | Risk Update and date of update  | Target Risk Rating & Score  |          | Target Date | Current Risk score change indicator   |
|---|--|--|----------|---|---|----------|-------------|---|
| <b>DBE-TP-03</b><br><b>Major Projects and key programmes not delivered as TfL funding not received</b><br><br>27 Mar-2015<br>Bruce McVean | Cause: City of London fail to bid at the appropriate time or City of London lose credibility with TfL or Reduced funding from TfL<br>Event: TfL funding for Local Investment Plan ceased or significantly reduced<br>Impact: Unable to deliver highway investment & improvement programmes | <br>Likelihood | <b>3</b> | This risk has been updated. The impact has been reduced from Serious to Minor to reflect the successful bid for Liveable Neighbourhood funding for 2019/20 – 2022/23. The likelihood is currently unchanged reflecting TfL's ongoing review of the LIP funding formula. This may result in a reduction of LIP funding and the risk will be updated if necessary, once there is clarity on the outcome of the review. We are engaging with TfL on this review.<br><br><b>29 May 2019</b> | <br>Likelihood | <b>6</b> | 31-Mar-2020 | <br><br>Decreasing |

| Action no, Title,                        | Action description  | Latest Note  | Action owner | Latest Note Date | Due Date    |
|--|---|--|--------------|------------------|-------------|
| DBE-TP-03a<br>Annual Spending Submission | Send Annual Spending Submission to TfL                                  | 2020/21 Annual Spending Submission due to be submitted in autumn 2019.   | Bruce McVean | 29-May-2019      | 29-Nov-2019 |
| DBE-TP-03b<br>TfL meetings               | Conduct quarterly meetings with TfL-                                    | Quarterly meetings being held as required.   | Bruce McVean | 29-May-2019      | 31-Mar-2020 |
| DBE-TP-03c<br>TfL Bid Process            | Submit bid(s) in line with TfL timetable (e.g. Liveable Neighbourhoods) | Liveable Neighbourhood bid approved by TfL. Participation in future bidding rounds will be kept under review. The dates for this risk have been updated accordingly. | Bruce McVean | 01-Mar-2019      | 30-Nov-2019 |

This page is intentionally left blank

|  |   |  |
|--|---|--|
| <b>Committees:</b><br>Corporate Projects Board <i>[for information]</i><br>Planning and Transportation Committee <i>[for information]</i><br>Projects Sub-Committee <i>[for information]</i> |   | <b>Dates:</b><br>30 May 2019<br>18 June 2019<br>19 June 2019 |
| <b>Subject:</b><br>London Bridge Waterproofing and Bearing Replacement<br><b>Unique Project Identifier: 12017</b>  | <b>Issue Report</b><br>Complex<br><b>Next gateway to be passed:</b><br><b>Gateway 5</b> |  |
| <b>Report of:</b><br>Director of the Built Environment<br><b>Report Author:</b><br>Trina de Silva  |   | <b>For Information</b>                                       |
| <h1 style="margin: 0;">PUBLIC</h1>   |   |  |

| <b>1. Status update</b>       | <p><b>Project Description:</b> Replace waterproofing and bearings in north and south abutments on London Bridge.</p> <p><b>RAG Status:</b> Red (Green at last report to committee)</p> <p><b>Risk Status:</b> Medium (Low at last report to committee)</p> <p><b>Total Estimated Cost of Project (excluding risk):</b> £4,280,000</p> <p><b>Change in Total Estimated Cost of Project (excluding risk):</b> none</p> <p><b>Spend to Date:</b> £57,319</p> <p><b>Costed Risk Provision Utilised:</b> none;</p> <p><b>Slippage:</b> start of work to be delayed until March 2020.</p>  |           |         |         |         |        |        |        |     |
|-------------------------------|--|-----------|---------|---------|---------|--------|--------|--------|-----|
| <b>2. Requested decisions</b> | <p><b>Requested Decisions:</b></p> <p>Committees are to note the change in the start date for these works.</p>   |           |         |         |         |        |        |        |     |
| <b>3. Budget</b>              | <p>There is no change in the project budget. The total project cost is £5 million, which includes a costed risk provision of £720,000. A breakdown of the budget (as well as a list of the costed risk provision items) is included as Appendix 2. The risk register is included in Appendix 3. Bridge House Estates will be funding these works, and the BHE 50 year plan will be amended in line with the new timescales.</p> <p>Programme for capital expenditure:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="padding: 5px;">Pre works</th> <th style="padding: 5px;">Q1 2020</th> <th style="padding: 5px;">Q2 2020</th> <th style="padding: 5px;">Q3 2020</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px; text-align: center;">£0.06m</td> <td style="padding: 5px; text-align: center;">£0.83m</td> <td style="padding: 5px; text-align: center;">£2.11m</td> <td style="padding: 5px; text-align: center;">£2m</td> </tr> </tbody> </table> | Pre works | Q1 2020 | Q2 2020 | Q3 2020 | £0.06m | £0.83m | £2.11m | £2m |
| Pre works                     | Q1 2020  | Q2 2020   | Q3 2020 |         |         |        |        |        |     |
| £0.06m                        | £0.83m   | £2.11m    | £2m     |         |         |        |        |        |     |

|                             |  |
|-----------------------------|--|
| <b>4. Issue Description</b> | Cadent Gas have been working intermittently on Cannon St over the last year and will close Cannon St from April to the end of 2019. Cannon St forms part of the proposed diversion route for this project. Transport for London will not allow the works to London Bridge to proceed until after Cadent Gas reopen Cannon St at the end of the year. To avoid the risk of working during the wet winter weather, it is recommended to start the works in March 2020. |
| <b>5. Options</b>           | <ol style="list-style-type: none"> <li>1. Delay start of works until March 2020.</li> <li>2. Seek a delay of Cadent Gas' works. The imminent safety risks which have required the gas works mean that there is no practical chance of this succeeding.</li> </ol>  |

### Appendices

|                   |                    |
|-------------------|--------------------|
| <b>Appendix 1</b> | Project Coversheet |
| <b>Appendix 2</b> | Project Budget     |
| <b>Appendix 3</b> | Risk Register      |

### Contact

|                         |  |
|-------------------------|--|
| <b>Report Author</b>    | Trina deSilva  |
| <b>Email Address</b>    | <a href="mailto:Trina.desilva@cityoflondon.gov.uk">Trina.desilva@cityoflondon.gov.uk</a> |
| <b>Telephone Number</b> | 020 7332 3049  |

Appendix 1 – Project Coversheet

# Project Coversheet

## [1] Ownership

**Unique Project Identifier:** 12017      **Report Date:** 03.04.2019  
**Core Project Name:** London Bridge Waterproofing and Bearing Replacement  
**Programme Affiliation** (if applicable): n/a  
**Project Manager:** Trina deSilva  
**Next Gateway to be passed:** Gateway 5

## [2] Project Brief

**Project Mission statement:** Replacement of the waterproofing on London Bridge deck. Replacement of bearings in the north and south abutments of the bridge.  
**Definition of need:** Reduce leakage through the structure. Ensure structure is able to expand and contract as designed.

**Key measures of success:**

- 1) Reduction of leakage through the structure. Reduction of risk to stability of the structure from further leakage and corrosion.
- 2) No risk to bridge movement (expansion/contraction) from further deterioration of the bearing plates or the bearings themselves.
- 3) Minimised traffic disruption.

## [3] Highlights

**Finance:**

**Total anticipated cost to deliver:** £4.1 million (works cost)  
**Total potential project liability (cost):** £5 million  
**Total anticipated on-going commitment post-delivery [£]:**n/a  
**Programme Affiliation [£]:**n/a

| [A] Budget Approved to Date*                 | [B] New Financial Requests              | [C] New Budget Total (Post approval)                                |
|--|---|---|
| £84,000                                      | £0                                      | £84,000   |
| [D] Previous Total Estimated Cost of Project | [E] New Total Estimated Cost of Project | [F] Variance in Total Estimated Cost of Project (since last report) |
| £5 million                                   | £5 million                              | £0  |
| [G] Spend to Date                            | [H] Anticipated future budget requests  |   |
| £57,319                                      | £4,942,681                              |   |

**Headline Financial changes: None**

The last report was a combined G1-4 report, in which a budget of £84,000 was approved to take the project to the next gateway. A budget of £5million was reported as the overall project cost.

**Project Status:**

**Overall RAG rating:** Red  
**Previous RAG rating:** Green

## [4] Member Decisions and Delegated Authority

None. A remeasurement contract will be used for these works, to remove the contractor's priced risk for the volume of surfacing being higher than expected. Delegated approval will be obtained prior to tendering, as outlined in the Gateway previous report from June/July 2018.

**[5] Narrative and change**

**Date and type of last report:**

G1-4 report, June/July 2018

**Key headline updates and change since last report.**

Design completed, negotiations underway with Transport for London for closures. Cadent Gas will undertake gas main replacement on Cannon St, which forms part of the proposed diversion route. This has pushed the start date for works back until March 2020.

**Headline Scope/Design changes, reasons why, impact of change:**

**Since 'Project Proposal' (G2) report:**

None

**Since 'Options Appraisal and Design' (G3-4 report):**

Design completed, negotiations underway with Transport for London for closures. Cadent Gas will undertake gas main replacement on Cannon St, which forms part of the proposed diversion route. This has pushed the start date for works back until March 2020.

**Since 'Authority to Start Work' (G5) report:**

n/a

**Timetable and Milestones:**

**Expected timeframe for the project delivery:** Complete by October 2020.

**Milestones:**

1) Gateway 5 – October 2019

2) Works on Site – March to September 2020

3)

**Are we on track for this stage of the project against the plan/major milestones?**

Y

Draft tender documents have been produced. Investigative works are nearly complete, one out of nine trial holes remains to be completed.

**Are we on track for completing the project against the expected timeframe for project delivery? N**

Cadent Gas will be working on Cannon St from April until December 2019. To avoid significant congestion, it is recommended to delay the start of the bridge maintenance works until after Cadent Gas works are complete. To avoid additional risk to the bridge works programme from completing work over the wetter winter period, it is recommended to start the works in March 2020.

**Risks and Issues**

**Top 3 risks:**

| <i>Issue Description</i>      | Mitigation taken and remaining  |
|-------------------------------|---|
| Broken paving slabs and kerbs | Extra time allowed in programme for take up and relaying of granite kerbs. Site inspection: several slabs on eastern footway broken where guardrail columns were. Incomplete trial pits: slabs on eastern |



|   |   |
|---|---|
|   | footway very strongly adhered into the bedding mortar and difficult to remove. Allowance for replacement slabs increased from previous estimate to account for this.  |
| Lane closures not agreed for times required | Early liaison with TfL has resulted in agreed proposals for the works. TM drawings are being agreed as a basis for this, and will be used in tendering. It is recommended that the programme of work is moved to avoid conflict with other works. This item remains a risk as firm approval will need to be obtained by the appointed contractor. Lane closures to be agreed before any site establishment is permitted.  |
| Third Party Delays                          | Agree dates in advance and ensure CoLP, TfL, Met Police etc are aware of impact if work not completed in time. Arrange works to give maximum flexibility in the dates third party works occurs. Undertake works ourselves as far as possible. Once contractor appointed, ensure they keep TfL's CCTV camera out of the area of central reservation to be removed for the contraflow and temporary pedestrian crossing. Works programme amended to include notice periods for removal and replacement of CCTV cameras, HVM barriers etc. |

**Top 3 issues realised:**

| <i>Issue Description</i>                             | <i>Impact and action taken</i>   | <i>Realised Cost</i> |
|--|--|----------------------|
| Services in bridge damaged by jacking                | Movement during jacking restricted to <2mm. Stat companies notified of works, no responses received. Visit to bridge to identify 'at risk' services – only our cast iron drainage pipes are at risk, and will be replaced as part of works.                          | £3000                |
| Bridge doesn't move as one unit during jacking       | Current proposal has jacks under each diaphragm. Jacking restricted to 2mm.  | £0                   |
| Access ladders and gantries not sufficient for works | Access ladders have been sufficient for use of the designers. Specification to include access requirements for works. Contractor to assess whether they would need to remove any of the existing equipment, replacements should be provided at the end of the works. | £3000                |

**Has this project generated public or media impact and response which the City of London has needed to manage or is managing?**  
No.



## Appendix 2 – Project Budget

| Item  | Cost (£'000s) |
|---|---------------|
| Pre works costs   | 64            |
| <b>Works costs</b>  |               |
| Waterproofing   | 2550          |
| Bearings  | 609           |
| Access  | 250           |
| TM estimate   | 657           |
| <b>Sub-total</b>  | <b>4066</b>   |
| Third Parties (temp cameras on north approach)                      | 80            |
| Risk allowance (see below for breakdown)                            | 720           |
| Fees/staff costs  | 70            |
| <b>Total cost</b>   | <b>5000</b>   |
| <b>Risk Allowance</b>   |               |
| Joints damaged during works   | 30            |
| Condition of concrete not acceptable                                | 100           |
| Third Party delay (Met Police, TfL structures approval, CoL Police) | 200           |
| Connections between bridge deck and gym ceiling/walls.              | 10            |
| Broken paving slabs and kerbs                                       | 380           |
| <b>Total requested risk allowance</b>                               | <b>720</b>    |

## Appendix 3 – Risk Register

City of London: Projects Procedure Corporate Risks Register

Project Name: **London Bridge Maintenance Works**  
 Unique project identifier: **12017 (Project Number 72800020)**

PM's Overall **Red**

Average unmitigated risk score **7.4**  
 Average mitigated risk score **3.8**

Open Risks **16**  
 Closed Risks **6**

| Risk ID | Category                          | General risk classification   |  |                           |                       |                   |            |                              | Mitigation actions   |                     |  |  |                                    | Ownership & Action   |             |   |                                |                     |                                       |  |
|---------|-----------------------------------|---|--|---------------------------|-----------------------|-------------------|------------|------------------------------|--|---------------------|--|--|------------------------------------|----------------------|-------------|---|--------------------------------|---------------------|---------------------------------------|--|
|         |                                   | Description of the Risk   | Risk Impact Description  | Likelihood Classification | Impact Classification | Costed impact (£) | Risk score | Confidence in the estimation | Mitigating actions   | Mitigation cost (£) | Likelihood Classification after mitigation | Impact Classification after mitigation | Costed impact after mitigation (£) | Mitigated Risk score | Date raised | City of London Dept monitoring the risk | Risk owner (Officer/ External) | Action dependencies | Date Closed/ realised moved to Issues | Comment(s)   |
| 1       | (5) Safety/ Health                | Leaks persist after works   | Continuing risk to structure from potential corrosion around post tension cable anchor points.   | Rare                      | Serious               | £0                | 2          | A – Very Confident           | Waterproofing will minimise leakage. Investigate what additional work can be done to seal ducts. Design waterproofing to work around existing cast iron gullies  | £0                  | Rare                                       | Minor                                  | £0                                 | 1                    | 21.05.2018  | DBE                                     | T. deSilva                     |                     | 08/01/2019                            | This project will do everything to mitigate for water going through the structure. The ongoing risk isn't attached to this project, but is a long term risk associated with the structure. |
| 2       | (1) Service Delivery/ Performance | Lane closures can't be agreed for the times required.                                     | Could lengthen the works programme and cost  | Possible                  | Extreme               | £300,000          | 24         | B – Fairly Confident         | Negotiate lane closures during design stage. Carry out bearing and waterproof replacement together, so if any TM is needed for bearings it doesn't have to be negotiated separately. Ensure contractor doesn't establish site until we have confirmed agreement on closures.   | £0                  | Rare                                       | Extreme                                | £300,000                           | 8                    | 21.05.2018  | DBE                                     | Contractor                     | TfL final approval. |                                       | Cost given is for six weeks delay at £50k per week.  |
| 3       | (2) Financial                     | Alternative access cannot be created  | Additional manhandling (walk across Fish Wharf, through gym, negotiate several stairs and pedestrian load only on Riverside Walkway) Need to work around gym – i.e. night and weekend working. Licence required? Conditions imposed? | Unlikely                  | Serious               | £60,000           | 4          | B – Fairly Confident         | ECI to be used. Investigate direct access through west footpath. Request plans of services from Stat undertakers, undertake trial hole / CAT scan where access is proposed. Consider refurbishment of bearings in the northern abutment. Design near completion. Barring obstructions during trial holes, this is considered a negligible risk.  | £10,000             | Rare                                       | Minor                                  | £60,000                            | 1                    | 21.05.2108  | DBE                                     | AECOM                          |                     | 03/04/2019                            | Consultants confident new access can be created to avoid working via the gym.  |
| 4       | (1) Service Delivery/ Performance | Successful tenderer doesn't agree with proposals.   | If tender occurs at end of design, risk appointed contractor will not agree with ECI proposals.  | Unlikely                  | Serious               | £0                | 4          | A – Very Confident           | Contractor to be involved in design (ECI). All background information to ECI proposals to be issued with tender. Tenderers to state they are happy with proposals or provide priced alternatives (as well as requested prices). Should have no financial impact as the bid will need to be competitive and compliant to be considered. Only compliant unqualified bids will be accepted. Price and Quality will be | £0                  | Unlikely                                   | Minor                                  | £0                                 | 2                    | 21.05.2018  | DBE                                     | T. deSilva                     |                     |                                       |  |
| 5       | (2) Financial                     | Access ladders and gantries not sufficient for works                                      | Ladders and gantries need replacement  | Possible                  | Serious               | £100,000          | 6          | B – Fairly Confident         | Access ladders have been sufficient for use of the designers. Specify access requirements necessary for works. Contractor to assess whether they would need to remove any of the existing equipment, replacements should be provided at the end of the works.  |                     | Rare                                       | Serious                                | £0                                 | 2                    | 21.05.2018  | DBE                                     | Contractor                     |                     | 08/01/2019                            | closed   |
| 6       | (2) Financial                     | TfL charge for lane rental  | Increased project costs  | Unlikely                  | Major                 | £65,000           | 8          | A – Very Confident           | No confirmation yet from TfL on whether this would be charged. C&CS to advise on legality if TfL confirm they would charge.  | £0                  | Rare                                       | Major                                  | £65,000                            | 4                    | 21.05.2018  | DBE                                     | T. deSilva                     | TfL decision        |                                       |  |
| 7       | (5) Safety/ Health                | Deflection of bridge can't be carried by existing staircase                               | Check whether existing staircase can carry deflection during jacking? Will need to be shut during jacking or during the whole period the bridge is jacked up?  | Rare                      | Serious               | £250,000          | 2          | B – Fairly Confident         | Designers to consider effects of jacking on staircase. Outcome - bridge/staircase joint allows for much more movement than the 2mm max expected.   | £0                  | Rare                                       | Minor                                  | £0                                 | 1                    | 21.05.2018  | DBE                                     | AECOM                          |                     |                                       |  |
| 8       | (5) Safety/ Health                | Services within bridge are damaged by jacking   | Damage to services, reputational damage and financial costs to put this right.   | Possible                  | Major                 | £100,000          | 12         | C – Uncomfortable            | Restrict movement during jacking to < 2mm. Stat companies notified so they can take action if needed. GI and TDS have identified cast iron services in abutment, which are bridge drainage and should be replaced.   | £0                  | Rare                                       | Minor                                  | £30,000                            | 1                    | 21.05.2018  | DBE                                     | Contractor                     |                     | 22/01/2019                            |  |
| 9       | (5) Safety/ Health                | Damage to gym/switchroom within bridge during removal of bearings (e.g. hydro demolition) | Damage to gym/switchroom, reputational damage and financial costs to put this right.   | Possible                  | Major                 | £100,000          | 12         | C – Uncomfortable            | Ensure services are protected or the works are enclosed. Tin sheet over plywood as protection during hydrodem. Use handtools or cut whole structure and replace/lap over reinforcing steel instead of using hydrodem over gym and switchroom. Risk remains of damage in north abutment particularly - additional money allowed for working around the gym/switchroom.  | £0                  | Rare                                       | Minor                                  | £30,000                            | 1                    | 21.05.2018  | DBE                                     | Contractor                     |                     |                                       |  |
| 10      | (1) Service Delivery/ Performance | Bridge does not move as one unit during jacking   |  | Rare                      | Major                 | £50,000           | 4          | C – Uncomfortable            | Design to confirm diaphragms are tied together. Current proposal has jacks under each diaphragm. Jacking restricted to 2mm.  | £0                  | Rare                                       | Minor                                  | £0                                 | 1                    | 04.09.2018  | DBE                                     | Contractor                     |                     | 08/01/2019                            | closed   |
| 11      | (1) Service Delivery/ Performance | Rod Anchorages at back of deck can't take the movement during jacking.                    | Damage to rods or anchorages. Risk to structure.   | Rare                      | Extreme               | £10,000,000       | 8          | C – Uncomfortable            | Movement during jacking kept to <2mm. Less than range of movement bridge is designed to take.  | £0                  | Rare                                       | Minor                                  | £0                                 | 1                    | 04.09.2018  | DBE                                     | AECOM                          |                     | 08/01/2019                            | closed   |
| 12      | (1) Service Delivery/ Performance | Joints damaged during works   | Additional costs incurred to repair or replace joints  | Possible                  | Serious               | £30,000           | 6          | B – Fairly Confident         | Hand break only within 0.5m of joint. Condition survey to benchmark defects. Ensure remedial works (cracked epoxy resin and broken rail) are rectified in advance of main works.   | £0                  | Unlikely                                   | Minor                                  | £30,000                            | 2                    | 04.09.2018  | DBE                                     | Contractor                     |                     |                                       |  |
| 13      | (2) Financial                     | Condition of concrete not acceptable  | Smoothing of the surface or repair of defective concrete required before waterproofing can be applied.   | Possible                  | Serious               | £100,000          | 6          |                              | Trial holes undertaken, suggest it is sensible to allow for repair of 10% of bridge deck.  | £9,000              | Unlikely                                   | Serious                                | £100,000                           | 4                    | 04.09.2018  | DBE                                     | T. deSilva                     |                     |                                       |  |

|    |                                   |  |   |          |         |            |    |                        |  |    |          |         |          |    |            |     |            |   |  |
|----|-----------------------------------|--|---|----------|---------|------------|----|------------------------|--|----|----------|---------|----------|----|------------|-----|------------|---|--|
| 14 | (5) Safety/ Health                | Failure of jacks   | Damage to deck from movement  | Unlikely | Serious | £50,000    | 4  |                        | Locking collars are used on jacks. Even in the event there was unexpected movement before the collar was applied, the maximum amount the deck will be moved is 2mm, which would probably result in damage to the jacks more than it would damage to the bridge.  | £0 | Rare     | Minor   | £0       | 1  | 04.09.2018 | DBE | Contractor |   |  |
| 15 | (5) Safety/ Health                | Security risk to workers and works given current protection in place for pedestrians | Possible terror attack during works   | Unlikely | Extreme | £2,000,000 | 16 | D – Very Uncomfortable | Works are not as much of a target as the open pavements with high volumes of pedestrians. Contractor to consider safety and security of site and possibly use vehicle barriers to cordon off the works. For public safety, the Met Police's HVM barriers will remain in place during the works.  | £0 | Rare     | Extreme | £100,000 | 8  | 04.09.2018 | DBE | Contractor |   | Cost to CoL reduced to two week's closure of the site.   |
| 16 | (2) Financial                     | Third Party delays (Met Police, TfL, CoL Police)                                     | Delay to contractor's works   | Possible | Major   | £200,000   | 12 | B – Fairly Confident   | Agree dates in advance and ensure they are aware of impact if work not completed in time. Arrange works to give maximum flexibility in the dates 3rd party works occurs. Undertake works ourselves as far as possible. Try to keep TfL's CCTV camera out of the area of the contraflow. Programme notice periods for removal and replacement.      | £0 | Unlikely | Serious | £200,000 | 4  | 04.09.2018 | DBE | T. deSilva | Third party approvals and works                               | allows for four weeks delay  |
| 17 | (3) Reputation                    | Connections between bridge deck and gym ceiling/walls.                               | Cracking of finishes to wall/ceilings in gym when deck is jacked.   | Possible | Minor   | £10,000    | 3  | B – Fairly Confident   | Check on site whether this is likely to occur. Warn the gym, perhaps create a 'break line' in advance and allow for repairs in prices. 2mm movement expected to be much less than the bridge ordinarily moves. Make tenant aware that more movement of the bridge in operation should be expected when the new bearings are in service.            | £0 | Unlikely | Minor   | £10,000  | 2  | 20.11.2018 | DBE | Contractor |   |  |
| 18 | (3) Reputation                    | TfL don't complete repairs to south approach prior to these works starting.          | Extension of works in the minds of the public when the repairs are carried out, or unfinished job, if they are not. | Possible | Minor   | £0         | 3  | A – Very Confident     | Make TfL aware early and often of the need for repairs to surfacing on south side of bridge.   | £0 | Unlikely | minor   | £0       | 2  | 09.01.2018 | DBE | T. deSilva | TfL works   |  |
| 19 | (1) Service Delivery/ Performance | Contractor doesn't replace bearings in the same order                                | Fixed bearings may be replaced with rotational causing locking/damage to bridge                                     | Unlikely | Major   | £500,000   | 8  |                        | Quality check on contractor prior to tender. Quality check on tenderers work in progress. Clear documentation on order and location of bearings to be replaced. Any deviation from this specified order would be down to the contractor to correct.  | £0 | Rare     | Serious | £0       | 2  | 09.01.2018 | DBE | Contractor |   |  |
| 20 | (2) Financial                     | Broken paving slabs and kerbs  | Paving slabs are broken during the works.   | Possible | Minor   | £70,000    | 3  | B – Fairly Confident   | Extra time allowed in programme for take up and relaying of granite kerbs. Site inspection: several slabs on eastern footway broken where guardrail columns were. Incomplete trial pits: slabs on eastern footway very strongly adhered into the bedding mortar and difficult to remove. Many more slabs to be replaced than previously estimated. | £0 | Likely   | Major   | £380,000 | 16 | 09.01.2018 | DBE | T. deSilva | Lead in period for paving slabs.                              | Estimate 40% replacement on west footpath and 100% replacement on east footpath. Cost based on JBR £100/m2 (+£50/m2 in case JBR's rates are purposefully low) for supply only of yorkstone. Add in 1 weeks worth of cutting (8 hours*5 days*£30/hr labour rate), and an additional 15% for kerbs |
| 21 | (2) Financial                     | Damage to parapet facing panels discovered during the works.                         | Removal of surfacing adjacent to the parapets may expose hidden damage, which requires repair                       | Unlikely | Serious | £250,000   | 4  | B – Fairly Confident   | Four week delay allowed for as lead time for stonework. Possibly mitigated by installing a temporary cladding panel while awaiting the permanent replacement.  | £0 | Unlikely | Minor   | £62,000  | 2  | 06.03.2019 | DBE | T. deSilva | Lead in period for replacement stone. Temporary fix possible. | Costs - one week delay plus granite replacement costs. (£3000 to replace one granite panel for LB.Joints project, x4 to allow for inflation and replacement of two panels)   |
| 22 | (2) Financial                     | Damage to lighting cables discovered during the works.                               | Removal of surfacing in the central reservation may expose hidden damage, which requires repair                     | Unlikely | Serious | £130,000   | 4  | B – Fairly Confident   | Two week delay, plus some repair costs. Ensure central reservation works carried out in first phase of closure to mitigate delay being on critical path.   | £0 | Unlikely | Minor   | £50,000  | 2  | 06.03.2019 | DBE | T. deSilva |   | 2 weeks delay + £28k repairs, temporary lighting around £2000pw for replacement of 10 lighting columns for 2 weeks.s   |
| 23 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 24 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 25 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 26 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 27 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 28 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 29 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 30 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 31 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 32 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 33 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 34 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 35 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 36 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 37 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 38 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 39 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 40 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 41 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 42 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 43 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 44 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 45 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 46 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 47 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 48 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 49 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 50 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 51 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 52 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 53 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 54 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |
| 55 |                                   |  |   |          |         | £0         |    |                        |  | £0 |          |         | £0       |    |            |     |            |   |  |



This page is intentionally left blank



|   |                        |
|---|------------------------|
| <b>Committee(s)</b>   | <b>Dated:</b>          |
| Planning & Transportation Committee – For information                   | 18 06 2019             |
| <b>Subject:</b><br>Department of the Built Environment: ‘Brexit’ Update | <b>Public</b>          |
| <b>Report of:</b><br>Carolyn Dwyer, Director of the Built Environment   | <b>For Information</b> |
| <b>Report author:</b><br>Richard Steele, DBE                            |                        |

## Summary

This short report updates Members on the potential implications of Brexit for the Department of the Built Environment.

The report notes that risks are also being considered corporately and focusses on those issues which have a particular relevance for the Department. A key consideration is to ensure that the plans, strategies, projects and services being delivered by the Department can still be delivered during and after Brexit. The Department’s role in ‘shaping’ the future City will remain important to ensure that it remains a ‘vibrant and thriving City, supporting a diverse and sustainable London within a globally-successful UK’, as set out in the Corporate Plan.

## Recommendation(s)

Members are recommended to:

- Note this report and that further update reports will be made to subsequent meetings of the Committee as appropriate.

## Main Report

### Background

1. The UK Government’s commitment to the withdrawal of the UK from the EU will have wide ranging implications for the country, the City, the City Corporation and the Department of the Built Environment. It will create opportunities to be seized and risks to be mitigated. The opportunities and risks will depend on the detailed withdrawal arrangements which are yet to be agreed. Meanwhile a priority is to ensure that foreseeable risks have been mitigated where practical and that the service remains resilient in uncertain times.

## Risks

2. Risks which apply to all parts of the organisation are being addressed corporately, but these will still need to be mitigated to some extent at departmental level to ensure that the Department remains in a position to implement its business plan. Examples include the potential short-term and longer-term impacts on supply chains, staff retention, income streams and the demand for services. Such risks could affect delivery of the Department's projects and services if they were to constrain availability of staff and materials. They could also affect the Department's income streams and the demand for its services if Brexit were to lead to significant changes in behaviour. These risks affect all departments and the Director of the Built Environment represents the Department at the corporate working group.
3. Brexit will have short-term and long-term effects on economic and employment growth, in the City and elsewhere, depending on the detailed arrangements to be agreed. Whatever those arrangements, London's strong underlying strengths as a global business centre will remain, meaning it is necessary to plan for sustainable long-term growth.
4. Evidence so far suggests that there is a continuing strong demand to invest in and develop in the City. 565,000 square metres of new office stock have been completed since 2016, leading to a net increase in City office stock from 8.72 to 8.95 million square metres. Employment in the City has also increased from 484,000 to 513,000 during this period. There are another 1.21 million square metres of office floorspace under construction. Planning applications for large developments have continued to be received resulting in large committee agendas at times. Pre-application discussions are also continuing in relation to a number of major development projects.

## Conclusion

5. At this stage the Department considers that it will be able to deliver its services and implement its business plan during and after Brexit. However the uncertain wider situation means that further updates will continue to be provided by the Director in spoken or written form to subsequent committee meetings as appropriate.

### Richard Steele

Department of the Built Environment

T: 020 7332 3150 E: [richard.steele@cityoflondon.gov.uk](mailto:richard.steele@cityoflondon.gov.uk)

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

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, 5, 7 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank