



Planning and Transportation Committee

Date: TUESDAY, 9 JULY 2019
Time: 10.30 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	

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Lunch will be served in Guildhall Club at 1PM
NB: 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 18 June 2019.
For Decision
(Pages 1 - 12)
4. **MINUTES OF THE STREETS AND WALKWAYS SUB COMMITTEE**
To receive the *draft* minutes of the Streets and Walkways Sub Committee meeting held on 28 May 2019.
For Information
(Pages 13 - 18)
5. **OUTSTANDING ACTIONS**
Report of the Town Clerk.
For Information
(Pages 19 - 20)
6. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**
Report of the Chief Planning Officer and Development Director.
For Information
(Pages 21 - 36)
7. **VALID PLANNING APPLICATIONS RECEIVED BY THE DEPARTMENT OF THE BUILT ENVIRONMENT**
Report of the Chief Planning Officer and Development Director.
For Information
(Pages 37 - 44)
8. **DEPARTMENT OF THE BUILT ENVIRONMENT: 'BREXIT' UPDATE**
Report of the Director of the Built Environment.
For Information
(Pages 45 - 46)

9. **DARK HOUSE WALK CITY WALKWAY ALTERATION**
Report of the Director of the Built Environment.
- For Decision**
(Pages 47 - 58)
10. **CITY FUND HIGHWAY DECLARATION - 43 GOLDEN LANE, EC1**
Report of the City Surveyor.
- For Decision**
(Pages 59 - 66)
11. **CITY OF LONDON HOUSING DELIVERY TEST ACTION PLAN**
Report of the Director of the Built Environment.
- For Decision**
(Pages 67 - 80)
12. **CITY OF LONDON TRANSPORT STRATEGY DELIVERY PLAN 2019/20 TO 2021/22**
Report of the Director of the Built Environment.
- For Information**
(Pages 81 - 100)
13. **DISTRICT SURVEYORS ANNUAL REPORT 2018/19**
Report of the Director of the Built Environment.
- For Information**
(Pages 101 - 108)
14. **PARK STREET BRIDGE WATERPROOFING - GATEWAY 6 - OUTCOME REPORT**
Report of the Director of the Built Environment.
- For Decision**
(Pages 109 - 116)
15. **AIR QUALITY STRATEGY 2019 - 2024**
Report of the Director of Market and Consumer Protection.
- For Information**
(Pages 117 - 122)
16. **EMISSIONS REDUCTION BILL UPDATE**
Joint report of the Director of Markets and Consumer Protection and the City Remembrancer.
- For Information**
(Pages 123 - 128)

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

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

19. **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

20. **NON-PUBLIC MINUTES**

To agree the non-public minutes of the meeting held on 18 June 2019.

For Decision
(Pages 129 - 130)

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

To receive the *draft* non-public minutes of the Streets and Walkways Sub Committee meeting held on 28 May 2019.

For Information
(Pages 131 - 132)

22. **BRIDGE HOUSE ESTATES STRATEGIC REVIEW - UPDATE TWO**

Report of the Town Clerk & Chief Executive.

For Information
(Pages 133 - 138)

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

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

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

PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 18 June 2019

Minutes of the meeting of the Planning and Transportation Committee held at the Guildhall EC2 at 11.00 am

Present

Members:

Deputy Alastair Moss (Chairman)	Deputy Jamie Ingham Clark
Munsur Ali	Shravan Joshi
Rehana Ameer	Oliver Lodge
Randall Anderson	Natasha Maria Cabrera Lloyd-Owen
Mark Bostock	Sylvia Moys
Deputy Keith Bottomley	Barbara Newman
Karina Dostalova	Graham Packham
Alderman Emma Edhem	Susan Pearson
Marianne Fredericks	Judith Pleasance
Alderman Prem Goyal	Deputy Henry Pollard
Graeme Harrower	James de Sausmarez

Officers:

Gemma Stokley	- Town Clerk's Department
Priya Rane	- Town Clerk's Department
Simon Owen	- Chamberlain's Department
Dipti Patel	- Chamberlain's Department
Deborah Cluett	- Comptroller and City Solicitor's Department
Alison Bunn	- City Surveyor's Department
Annie Hampson	- Chief Planning Officer and Development Director
David Horkan	- Department of the Built Environment
Zahur Khan	- Department of the Built Environment
Paul Monaghan	- Department of the Built Environment
Richard Steele	- Department of the Built Environment

1. APOLOGIES

Apologies for absence were received from Christopher Hayward (Deputy Chairman), Peter Bennett, Henry Colthurst, Peter Dunphy, Tracey Graham, Christopher Hill, Alderman Robert Hughes-Penney, William Upton QC and Alderman Sir David Wootton.

Apologies were also received from the Director of the Built Environment.

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

There were no declarations.

3. MINUTES

The Committee considered and approved the public minutes of the meeting held on 24 May 2019 as a correct record.

MATTERS ARISING

Land Adjacent to 20 Bury Street London EC3A 5AX (page 2) – In response to a Member's request for an update on this application, the Chief Planning Officer and Development Director reported that the situation was largely unchanged since the last update provided to the Committee at its 24 May 2019 meeting. She added that final drafts were about to be circulated imminently and would then prompt discussions with the GLA around whether they were then content to formally receive these.

10 Bolt Court (page 4) – A Member requested a further update on this particular application. The Chief Planning Officer and Development Director reported that consultation would commence on this once the relevant drawings had been received.

Ludgate Circus (page 6) – A Member reported that TfL were continuing to consult on plans to enforce a 20MPH limit on all of their roads. As part of this, plans had emerged to raise two pedestrian crossings at Tower Hill. The Member suggested that this may therefore set a precedent and that the possibility of doing similar at Ludgate Circus should therefore also be explored once again. The Transportation and Public Realm Director undertook to follow up on this matter with TfL.

Another Member wished to further clarify some of the points made on this item at the last meeting and reported that all arms of the crossing at the junction did already feature countdown timers. He also clarified that right turns from Fleet Street through Whitefriars Street were already banned.

4. MINUTES OF THE LOCAL PLANS SUB COMMITTEE

The Committee received the draft minutes of the Local Plans Sub Committee meeting held on 17 May 2019.

RECEIVED.

5. WARDMOTE RESOLUTION

The Committee formally received the Wardmote Resolution from the Ward of Farringdon Within concerning cycle tour groups in narrow, semi pedestrianised areas of the City.

The Committee noted that the corporate risk of Road Safety was to be discussed later on the agenda and that this matter appeared to be a sub-set of this. It was therefore decided that the specifics of this should be discussed in the round, under Item 13.

Two Members, one of whom was elected to represent the Ward of Farringdon Within on the Committee, expressed their support for the resolution and suggested that the conduct of these groups in these areas was unacceptable. One Member provided some further context to the resolution, reporting that these groups were frequently observed in Carter Lane and other, similar, very narrow streets and had led to incidents with pedestrians.

Another Member commented that this should fall under the Transport Strategy and should be addressed, alongside the City of London Police, in terms of behaviours.

RECEIVED.

6. RESOLUTION OF THE AUDIT AND RISK MANAGEMENT COMMITTEE

The Committee received a resolution of the Audit and Risk Management Committee regarding Corporate Risk CR20: Road Safety which was now to be reviewed both in its description and rating in the near future.

The Chair suggested that any debate on this matter also be dealt with at Item 13.

RECEIVED.

7. OUTSTANDING ACTIONS

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

Updates were provided as follows:

Daylight/Sunlight Training

Members wished to place on record their thanks to Gordon Ingram for the training session that had preceded this meeting and which 18 members of the Committee had attended. Members requested that the presentation slides that had accompanied the presentation be circulated to all.

Daylight/Sunlight – Alternative Guidelines

It was noted that this would be the subject of a report to the 30 July 2019 meeting of this Committee.

Ludgate Circus

Members noted that this matter had now been removed from the list of outstanding actions following the address from TfL on this matter at the last meeting of this Committee. It was, however, noted that there were ongoing discussions around this and other matters with TfL and other third-party stakeholders.

The Chair underlined the importance of these ongoing discussions, recognising TfL as a huge organisation with whom it was important to retain a positive working relationship. He added that he was also currently undertaking a series of meetings with his counterparts in all of the City's surrounding boroughs.

A Member noted that Ludgate Circus continued to feature on the Streets and Walkways Sub Committee's list of outstanding actions and cautioned against declaring premature victory in this area.

8. **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.

A Member noted that West Sussex County Council were one of the applicants featured in the report. The Chair stated that this was a useful reminder of the diversity of ownership in the City of London.

RECEIVED.

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

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

A Member wanted to take the opportunity to flag that he had received feedback to suggest that there had been very limited notification provided to those who would be affected by the proposed development at The Whitbread Brewery.

Another Member questioned whether, once permission had been granted for a development, and works had commenced, could we control the timing of when works were carried out and also whether there were any rules applied as to when the works should conclude.

The Chief Planning Officer and Development Director reported that, once planning permission had been granted, there was usually a period of three years in which works could commence and planning could not determine a commencement date. Serving any sort of completion notice could be an extremely long and complex process. She added that Officers were notified of when works on a particular site commenced if this was tied to a S106 for example but were not routinely notified of this.

The Chair suggested that this was perhaps something that Officers could consider further going forward as the length of time that some sites were undergoing construction in the City and the resulting noise and disruption was an increasingly common observation. He suggested that Officers consider what levers were at their disposal to encourage completion within a certain time frame.

Another Member highlighted that some developments led to closures of lanes of traffic or pavements which had very real impacts. In these cases, he argued that there should be enforceable deadlines around completion.

The Chief Planning Officer and Development Director advised that she would look into this matter with relevant Officers.

A Member questioned if there was any update regarding the two City Point Plaza applications which the report detailed as being for temporary use of the public realm for an open-air market four days per week from the 17th June 2019 to 22nd July 2019. Officers undertook to report back to the Member on this matter.

RECEIVED.

10. REVENUE OUTTURN 2018/19

The Committee received a joint report of the Chamberlain, the Director of the Built Environment, the Director of Open Spaces and the City Surveyor comparing the revenue outturn for the services overseen by the Planning and Transportation Committee in 2018/19 with the final budget for the year.

The Chamberlain updated the Committee on the proposals put forward by the Director of the Built Environment relating to activities overseen by this Committee to be pursued using some of the underspend to be carried forward. He reported that proposals around the drainage and lighting irrigation of the Guildhall North Plaza Pond and pedestrian modelling had since been rejected and it was suggested that the funding for these activities be met from elsewhere.

RESOLVED – That, the revenue outturn report for 2018/19 and the carry forward of local risk underspending to 2019/20 are noted.

11. PUBLIC LIFT REPORT

The Committee received a report of the City Surveyor containing details of the two public escalator/lifts where the service was less than 95%.

The City Surveyor highlighted that the Millennium Bridge Inclinator remained a challenge. She added that a full specification for the maintenance of the lift had now been worked up alongside TfL and that a tender document would now be prepared and put out to tender shortly. The City Surveyor also clarified that recent breakdowns of the Inclinator had occurred at weekends but, under the current specification, repairs could not be affected at weekends or bank holidays – this would be addressed within the new specification.

Finally, the City Surveyor made Members aware that, at present, the Inclinator's compactors were situated at the wrong end of the lift door. Further details around this and any possible remedy would be brought back to the Committee.

RECEIVED.

12. MIPIM PROPERTY CONFERENCE 2019/2020

The Committee considered a joint report of the City Surveyor and the Director of the Built Environment informing Members of the City of London Corporation's activities at the MIPIM property exhibition in March 2019 and seeking approval for City of London attendance at MIPIM 2020.

A Member highlighted that attendance at last year's exhibition had been facilitated under budget. He spoke in support of the great opportunities that arose as a result of regularly attending the exhibition and was in strong support of the organisation's continuing participation here.

Other Members echoed these sentiments and underlined that they felt that it was essential that the organisation continued to be represented at the event, particularly in the lead up to Brexit.

A Member highlighted that a large part of the organisation's costs (approximately £50k) were associated with the City model and questioned whether this was still considered appropriate given that the City utilised 3D modelling which might be more interesting and cost effective to present going forward. Officers clarified that the figure mentioned was for the City model but also hire of the meeting room site for which the organisation received a 50% discount when compared with commercial rates.

Officers went on to report that funding had been received from various sources, including Innovate UK, to develop a virtual reality model of the whole of the City of London. This would be an 18-month programme, but it was hoped that at least some of the work on this would be available as part of next year's exhibit. Officers also clarified that the traditional City model was always a fantastic centre point for the City's exhibition site and that this was always evolving with the addition of new model buildings where necessary.

A Member noted that it was no longer the case that the Director of the Built Environment was invited to attend and questioned why this decision had been made. Officers reported that this had been a decision of the Chair of Policy and Resources and the former Chairman of this Committee as they wanted to introduce a more strategic focus.

Another Member suggested that he felt that the report should contain better metrics on the effects of MIPIM going forward and the effects on the work of the Planning and Transportation Committee in particular. Officers underlined that the metrics were a difficult matter as the conversations held at MIPIM could often not come to fruition until 2-3 years later. Conversations also tended to take place between Members and investors and there could also be some reluctance around making these conversations public event though they did not relate to specific sites. Officers went on to report that the strategy employed this year had been to target foreign investors such as WeWork that the Corporation had not held conversations with previously.

A Member stated that it was evident from the City Corporation's media coverage from MIPIM that the organisation was held up as a 'model local authority'. He suggested that attendees should therefore look to share their knowledge with others and seek to promote wider London/the UK asset, particularly as Brexit approached. Officers clarified that the work that the City Corporation did around MIPIM was with the 'London stand' and that they also worked collaboratively with organisations such as the GLA and London

Councils wherever possible. This year's programme engaged more widely in terms of both messaging and support.

A Member noted that there was a suggestion that money was saved by City of London attendees staying further away from the event site. She stated that she felt that this was a very short-sighted proposal given the benefits of staying in the appropriate hotels and the business that was often conducted here over breakfast for example. Officers accepted that the accommodation costs continued to escalate but underlined that convenience was very important given the extremely busy schedules of delegates.

The Chair thanked Officers for their work on what he felt was now a very well-run operation. He added that it was also extremely useful to have the Chair of Policy and Resources present at MIPIM to help underline the strategic importance of this Committee's work.

RESOLVED – That:

1. The report on MIPIM 2019 is received; and
2. The Planning and Transportation Committee 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 (£5,000), Planning & Transportation Committee budget (£11,250), the Property Investment Board (£21,750), and from the CPAT budget (£54,000).

13. DEPARTMENT OF THE BUILT ENVIRONMENT RISK MANAGEMENT - QUARTERLY REPORT

The Committee received a quarterly report of the Director of the Built Environment regarding the Department of the Built Environment Risk Register.

Officers highlighted that, as detailed within the resolution of the Audit and Risk Management Committee at Item 6, Risk CR20, relating to Road Safety had had its rating increased to 12. The risk was also to be reviewed in its description and would therefore differ from the wording contained within Appendix 2. Members were informed that Summit Group would assess the suitability of the newly proposed description at a meeting scheduled to take place next week and that a 'deep dive' of the risk would also take place on 16 July 2019. The Chair of the Planning and Transportation Committee and the Member who had originally moved that the risk be reviewed would be invited to attend and provide input at this session.

A Member noted that it was hoped that the risk rating and score would decrease by half by the end of the year and questioned whether it was intended that this be achieved by decreasing the impact on the risk as Appendix 2 seemed to suggest. He stressed that reducing the likelihood of this risk should be more of a priority. Another Member seconded this view and stressed that he had already raised this with Officers suggesting that the methodology and how this was applied could also be looked at going forward.

Officers reported that, as soon as the risk of death was present as an outcome of a risk, that risk was defined as 'level 8' in terms of impact. The risk could therefore never, even if the likelihood of it was rare, be anything lower than an amber risk.

The Chair stated that he was delighted that the Audit and Risk Management Committee had taken on board the views of this Committee and looked again at this risk given its clear links with the Transport Strategy and Vision Zero. He underlined that the Wardmote resolution detailed at Item 5 also had clear links to this risk and the attitudinal shifts that were needed from all using the City streets.

The Transportation and Public Realm Director concurred and took the opportunity to inform Members that Officers were already liaising with the Cycle Tour Groups in the City as well as with the City of London Police on behaviours and respect. He added that he would now look to discuss the matter further with the relevant Cycle Tour Group, who he had last met with in March 2019, and question why they appeared to be deviating from some of the agreements made previously. He underlined that tour operators had previously been advised that riders were to dismount where appropriate but that this could be revisited alongside how this behaviour might be better encouraged.

In terms of statistics, the Transportation and Public Realm Director was pleased to report that statistics indicated that, over the past 3 years, the number of accidents relating to road safety on the City streets had started to decrease. In 2016, the total number of recorded accidents was 405 with those involving pedestrians being 111. Latest statistics from 2018 showed a total number of 286 accidents of which 81 involved pedestrians. He reported that it was essential not to be complacent here, but this appeared to reinforce that the organisation's current approach to road safety was appropriate and producing positive results. The Chair also recognised the great progress being made here but underlined that road safety was this Committee's primary concern/duty and that the ultimate aim was for there to be a figure of zero in terms of those killed or seriously injured on the City's streets.

A Member underlined the importance of this issue and stressed that those cycle tour groups not encouraging cyclists to dismount in pedestrian priority areas should be dealt with in terms of encouraging inappropriate use of those streets. Another Member disagreed with this suggestion and urged a less antagonistic approach given the desire to promote tourism and cycling within the City. He suggested that Offices be authorised to continue to pursue the matter with the relevant companies with a view to identifying a solution that worked for all and urged against escalating this to a legal/police matter.

Another Member suggested that this was a London-wide issue that needed to be tackled more holistically. She suggested that a steer be sought from the Mayor of London and his walking/cycling tsar as to how responsible cycling might best be promoted. She went on to suggest that cycle education should be rolled out from a young age in schools.

A Member agreed that a balance between education and enforcement needed to be struck here but underlined that there would also be challenges in terms of the resources for this. He went on to question when Officers would be presenting a delivery strategy for the Transport Strategy to the Committee, particularly around this subject. The Transportation and Public Realm Director reported that a report outlining how over 50 elements of the Strategy would be delivered going forward was currently being worked up by Officers and would be shared with the Committee at the earliest opportunity.

A Member took the opportunity to raise a separate road safety concern reporting that the 'no U turns' sign had recently been removed from Aldersgate/Goswell Road at the junction of Fann Street. She added that, in the past few weeks there had been two accidents between U turning vehicles and a pedestrian in one case, a cyclist in the other, both requiring ambulance attendance. She went on to report that Fann Street was a cul-de-sac and that the only traffic legitimately using it was therefore vehicles entering/exiting one of the Barbican car parks, traffic exiting the Golden Lane Estate car park, short term street parking and deliveries. She asked that Officers consider looking again at this issue to find a safer solution and re-engage with Members to find a way to improve the signage here. The Transportation and Public Realm Director undertook to report back to the Member on this matter.

Members questioned the Target Risk Score assigned to Risk DBE-TP-03 (Major Projects and key programmes not delivered as TfL funding not received) which appeared to be double that of the Current Risk Score. Officers responded to state that, whilst shorter-term funding had been confirmed, longer-term funds remained a concern. The Transportation and Public Realm Director reported that the LIP funds from TfL had always been under review and was something that was under consultation with regard to all London boroughs. He confirmed that the City Corporation had made a robust defence of its allocation to date and had underlined that the Transport Strategy had been heavily backed by TfL. He added that it would be wrong to pre-empt the outcome of this funding review at this stage.

A Member stressed that the organisation's own funding for projects was also of concern given the current Fundamental Review. She referred specifically to the Transport Strategy which was essentially underpinned by Road Safety and questioned whether a potential lack of internal resources to support the delivery of this should be an additional risk.

A Member, also Deputy Chairman of the Finance Committee, clarified that the Fundamental Review was designed to ensure that all outcomes within the Corporate Plan were being appropriately funded. He added that, as Road Safety, for example, was recognised as a corporate risk, funding around this would be made available and not held up by the review process.

The Chairman requested a progress report around the specific issue of Cycle Tour Groups, as detailed within the Wardmote, be provided to the Committee within the next 3 months. He added that, with the introduction of an increasing number of pedestrian priority streets, how cyclists operate in these areas would

be a key consideration. He added that, if it was found that the behaviours of the cycle tour groups failed to improve, the Committee could consider a 'Freebike' style approach clearly setting out the expected behaviours of such groups operating within the City.

RESOLVED – That, Members 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.

14. **LONDON BRIDGE WATERPROOFING AND BEARING REPLACEMENT**

The Committee received a report of the Director of the Built Environment regarding the London Bridge Waterproofing and Bearing Replacement works.

RESOLVED – That the Committee note the change in the start date for these works.

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

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

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

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

Telephone Kiosk – Fleet Street

A Member referenced a telephone kiosk situated on Fleet Street outside the Old Bell public house. He stated that this traditional style telephone box had now been defaced by various advertisements and, given that it was situated in a narrow space he, regrettably, questioned whether this could be removed and, if possible, re-located elsewhere.

The Chief Planning Officer and Development Director reported that this had been a BT telephone box but had been sold to an advertisement company and now had no telephone function – Officers were currently seeking legal advice as to whether or not they could pursue prosecution. She added that this Committee had previously taken a view that they were keen to preserve such telephone boxes following a lengthy report on the matter two years ago. She stated that she believed that this particular telephone kiosk was a category 'K6' but not a listed 'K6' but undertook to clarify this and report back on the matter.

Another Member reported that the wider issue of telephone boxes had been discussed at a Homelessness and Rough Sleepers breakfast event earlier this morning. There had been a plea to have those situated along Mansell Street removed given that they were no longer utilised (other than for criminal activity) and obstructed the pavements here.

Cannon Street

A Member commented that many retailers at Cannon Street (which was situated within his Ward) had complained about the disruptive and long running utility works in the area. They questioned whether they were able to reclaim or receive a discount on business rates as a result of this. The Comptroller and City Solicitor undertook to liaise with colleagues in the Chamberlain's Department and report back to the Member and his Ward colleagues on this matter.

Signage at Bank Junction

A Member questioned whether Officers felt that the type and arrangement of signage at Bank Junction, particularly at Queen Victoria Street, was sufficient and met national standards.

The Transportation and Public Realm Director responded that this junction had been scrutinised more than any other and that he was therefore content that the signage here was sufficient and met legal requirements, something which had previously been independently verified. He added that he would, however, be happy to review the matter further and report back to the Member concerned with further reassurances.

RMT Strike Action

A Member questioned whether there ought to be some City information/public communication on this and the routes likely to be affected/available as alternatives.

Bow Lane Traffic

A Member referred to this area which was often crowded with drinkers outside establishments. She highlighted that it was often used by minicab drivers and other vehicles to avoid Bank Junction as it had different operating times (which finish at 6pm). The Member highlighted that this was causing issues when vehicles used this road whilst pedestrians were still in the road. She urged Officers to look again at the timings here and urged the need for these to be made consistent. Officers undertook to review the matter, look at scope for consistency, and report back to the Member.

Yellow Line on Coopers Row

A Member referred to yellow lines at Coopers Row which were situated outside the new Novatel Hotel and directly opposite a taxi rank. Vehicles parked on the single yellow lines which obstructed the road and stopped free flow when taxis were also parked up in the rank area. She asked that Officers look to ensure that no such obstruction continued. The Transportation and Public Realm Director undertook to look into this matter and report back to the Member.

17. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There were no additional, urgent items of business for consideration.

18. **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.

Item No.	Paragraph No(s).
19	3
20	3, 5 & 7

19. **NON-PUBLIC MINUTES**

The Committee considered and approved the non-public minutes of the meeting held on 24 May 2019 as a correct record.

20. **DEBT ARREARS - BUILT ENVIRONMENT (P&T COMMITTEE) PERIOD ENDING 31ST MARCH 2019**

The Committee received a report of the Director of the Built Environment informing Members of arrears of invoiced income as at 31st March 2019.

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

There were no questions raised in the non-public session.

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

The Chair raised items concerning Crossrail and the Ocean Diva.

The meeting closed at 12.31 pm

Chairman

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STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Tuesday, 28 May 2019

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at the Guildhall EC2 at 11.30 am

Present

Members:

Oliver Sells QC (Chairman)	Deputy Jamie Ingham Clark
Graham Packham (Deputy Chairman)	Shravan Joshi
Randall Anderson	Alderman Alison Gowman (Ex-Officio Member)
Peter Bennett	Christopher Hill (Ex-Officio Member)
Deputy Keith Bottomley	Paul Martinelli (Ex-Officio Member)
Christopher Hayward	

Officers:

Joseph Anstee	- Town Clerk's Department
Zahur Khan	- Department of the Built Environment
Olumayowa Obisesan	- Chamberlain's Department
Gillian Howard	- Department of the Built Environment
Leah Coburn	- Department of the Built Environment
Bruce McVean	- Department of the Built Environment
Sam Lee	- Department of the Built Environment
Mark Lowman	- City Surveyor's Department
Helen Kearney	- Department of the Built Environment
Patrick Hegarty	- Open Spaces Department

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Deputy Alastair Moss.

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

There were no declarations.

3. RESOLUTION OF THE PLANNING & TRANSPORTATION COMMITTEE

The Sub-Committee noted the resolution of the Planning & Transportation Committee meeting on 30 April 2019 and noted the updated membership of the Sub-Committee following the Planning & Transportation Committee meeting on 24 May 2019.

4. ELECTION OF CHAIRMAN

The Sub-Committee proceeded to elect a Chairman in accordance with Standing Order No.29. The Town Clerk read a list of Members eligible to stand and Oliver Sells, being the only Member who expressed his willingness to

serve, was duly elected as Chairman of the Sub-Committee for the ensuing year.

5. ELECTION OF DEPUTY CHAIRMAN

The Sub-Committee proceeded to elect a Deputy Chairman in accordance with Standing Order No.30. The Town Clerk read a list of Members eligible to stand and Graham Packham, being the only Member who expressed his willingness to serve, was duly elected as Deputy Chairman of the Sub-Committee for the ensuing year.

The newly-elected Chairman thanked Members of the Sub-Committee for their support and congratulated the newly-elected Deputy Chairman, before paying tribute to the outgoing Chairman, Christopher Hayward, who had led the Streets & Walkways Sub-Committee and Planning & Transportation Committee with great skill, diplomacy and enthusiasm.

6. MINUTES

RESOLVED – That the minutes of the meeting held on 17 April 2019 be approved as a correct record.

7. OUTSTANDING REFERENCES

The Sub-Committee received a list of outstanding references.

Swan Lane & Trigg Lane

The City Surveyor advised the Sub-Committee that both projects had been completed, with the Environment Agency due back to sign off Swan Lane during the week.

22 Bishopsgate

The Director of the Built Environment advised the Sub-Committee that following a positive meeting between the developer and the City of London Corporation, amendments had been made to the agreement and was expected to be signed off once drafted.

Dockless Bikes

The Director of the Built Environment updated the Sub-Committee on the implementation of the trial period beginning on 12 June. Operators not in the trial had now been asked to exclude the City of London from their operating areas and would be charged the maximum £235 to recover bikes that had been removed by enforcement officers. A more detailed update would be brought to the next meeting, with quarterly updates going forward.

In response to queries from Members, the Director of the Built Environment confirmed that bikes removed by enforcement officers were taken to Walbrook Wharf, and that the trial was timed to end when a London-wide byelaw on dockless cycle management had been developed but could be extended if this had not materialised. The City of London Corporation was involved in the development of the regulations, which would recognise the TfL code of conduct already in place. The Chairman added that this was the beginning of a complex process of physical change, and with technology changing fast there would be more new regulations for new transport technology to come.

Beech Street

The Director of the Built Environment advised the Sub-Committee that the next Gateway report would be submitted to the July meeting of the Sub-Committee. Work was continuing on the strategic model whilst meetings with Islington continued at Member and officer level.

RESOLVED – That the outstanding references be noted.

8. **MUSEUM OF LONDON PUBLIC REALM PROJECT**

The Sub-Committee considered a report of the Director of the Built Environment seeking approval for the next phase of the Museum of London public realm project. The Director of the Built Environment introduced the report and gave a short presentation, updating Members on the project so far and setting out the key points for consideration. In response to queries from Members, the Director of the Built Environment confirmed that the project was outside the scope of the Fundamental Review and was part of the projected ongoing allocations from the On-Street Parking Reserve.

Members commented that the change of scope made sense in this situation, and that the project needed to be carried out intelligently due to the interaction and impact of various other projects in the area such as Crossrail and the markets. Whilst there was limited precision with regard to timeframes, it was important to maintain momentum on the project. A Member suggested moving the ambulance station from the area. The Sub-Committee also felt that the project name could be reviewed, as the proposed change could be improved.

RESOLVED – That the Streets & Walkways Sub-Committee:

- a) Approve the next phase of the project as described in this report.
- b) Note the Capital Funding Review process via Resource Allocation Sub-Committee has approved central funding for the key project dependency elements of this project;
- c) Approve the increase in the scope of the project to reflect the proposals within the Transportation Strategy, the planned implementation of Culture Mile and the development of the Markets Consolidation Programme.
- d) Approve the change of the project name from Museum of London Public Realm, but suggest officers consider alternatives to West Smithfield Area Public Realm and Transportation project;
- e) Note the revised project budget of £715,000; and note the total estimated project cost of £12m which is subject to the identification of funding.

9. **THE CITY OF LONDON CORPORATION'S SPORT AND PHYSICAL ACTIVITY STRATEGY FOR 2019-23**

The Sub-Committee received a report of the Head of Corporate Strategy presenting the proposed final version of the City of London Corporation's Sport and Physical Activity Strategy for 2019-2023.

RESOLVED – That the report be noted.

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

In response to a question from a Member, the Director of the Built Environment gave the Sub-Committee an update on plans for Car Free Day. Officers were currently working out access restrictions, with Beech Street likely to remain open to buses, and continued to engage on synchronising Car Free Day with Open House Weekend events. Committee approval was being sought for the necessary footprint and road closures.

With regards to Ludgate Circus, the Deputy Chairman stressed that Members needed to maintain their role in scrutinising and monitoring progress and asked whether Members should press for TfL to go further. The planned intervention of an experimental traffic order would ban southbound manoeuvres and cause the junction to operate differently for pedestrians. The Director of the Built Environment advised that TfL were committed, and this would be the beginning of a process. Officers would continue to lobby and liaise during the experimental period and monitor the impact of the traffic order. Members stressed that pedestrians should be the highest priority in transforming the junction due to the high volume of pedestrian movements across it.

A Member asked if officers could provide further information on road charging, following a presentation from Centre for London at the recent Walking and Cycling Conference. The Director of the Built Environment advised that Centre for London's proposals aligned closely with the City of London Corporation's own proposals on road user charging. A briefing could be arranged to provide Members with more information on this.

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

The Sub-Committee considered an urgent report of the Director of the Built Environment, concerning the All Change at Bank project. Members noted developments since the last meeting in light of the Fundamental Review and the resolution submitted by the Sub-Committee to the Resource Allocation Sub-Committee. The Sub-Committee was advised of the amended recommendations and noted the proposed funding strategy of using Section 106 deposits to fund the project to the next Gateway.

Members stressed that the project should not be delayed any further and urged officers to ensure the project moved forward.

RESOLVED – That the Streets & Walkways Sub-Committee:

- a) Agree that the S106 deposits identified be used to fund the All Change at Bank project to Gateway 4, at a cost of £659,584, subject to the agreement of the Resource Allocation Sub-Committee; and
- b) Agree the original recommendations set out in the All Change at Bank project Issues report of 17 April 2019, as follows:
 1. That Members agree the intended project approach for the All Change at Bank Project;
 2. That Members note the programme, milestones, costs and key risks as set out;
 3. That Members agree to a second issues report being presented in November/December 2019 to approve a limited number of options to proceed to more detailed feasibility work;
 4. That Members agree to the outlined procurement approach; and
 5. That Members approve the requested budget increase from £1,179,000 to £1,810,761 (an increase of £631,761) to reach Gateway 4.

12. **EXCLUSION OF THE PUBLIC**

RESOLVED – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Local Government Act.

Item No.	Exempt Paragraphs
13 – 14	3
15 – 16	-

13. **NON-PUBLIC MINUTES**

RESOLVED – That the non-public minutes of the meeting held on 17 April 2019 be approved as a correct record.

14. **SECURITY ENHANCEMENTS/SECURITY CROSS CUTTING - CENTRAL CRIMINAL COURT, HOSTILE VEHICLE MITIGATION & CCTV**

The Sub-Committee considered a report of the City Surveyor.

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

There were no questions.

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

There was one item of other business.

The meeting closed at 12.45 pm

Chairman

Contact Officer: Joseph Anstee
tel. no.: 020 7332 1480
Joseph.Anstee@cityoflondon.gov.uk

DRAFT

PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
2. b)	18 March 2019 2 April 2019 30 April 2019 24 May 2019 18 June 2019	Daylight/Sunlight – Alternative Guidelines A Member argued that the Committee should separate out the desire for Member training and the desire for alternative guidelines on 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.		30 July 2019	UPDATE: The Chief Planning Officer and Development Director reported that this would now be the subject of a report to the 30 July 2019 meeting of this Committee, given that training had taken place ahead of the June 2019 meeting.

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Committee(s)	Dated:
Planning and Transportation	9 th July 2019
Subject: Delegated decisions of the Chief Planning Officer and Development Director	Public
Report of: Chief Planning Officer and Development Director	For Information

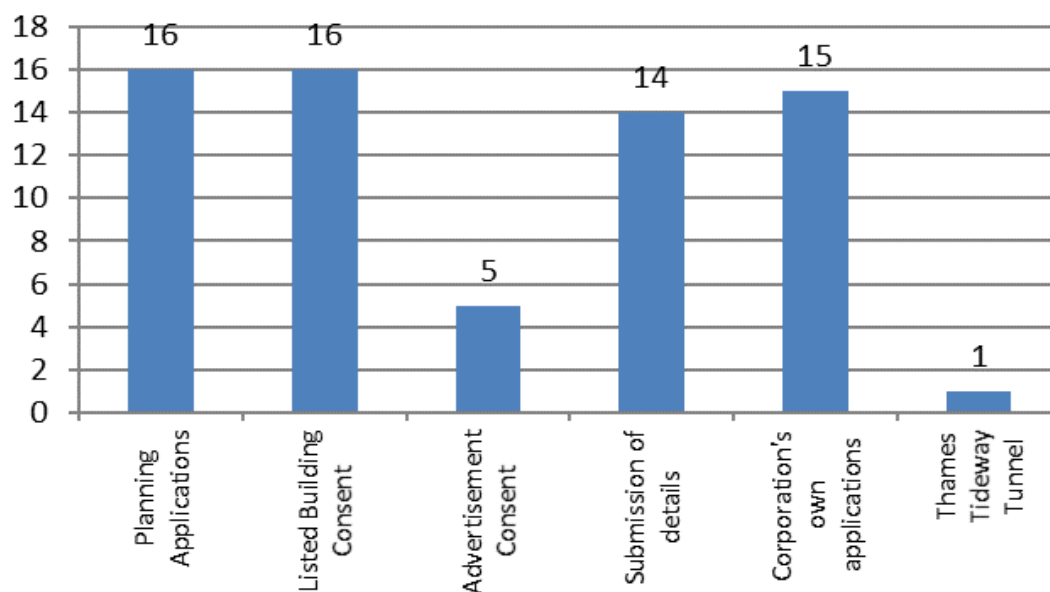
Summary

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 Sixty-Seven (67) matters have been dealt with under delegated powers.

Fourteen (14) relate to conditions of previously approved schemes which Four (4) were Planning Obligations. Sixteen (16) relate to works to Listed Buildings. Five (5) applications for Advertisement Consent. Fifteen (15) Corporation's Own Application, One(1) Thames Tideway Tunnel and Sixteen (16) full applications, including One (1) Change of Use and no floorspace of created.

Breakdown of applications dealt with under delegated powers



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

Details of Decisions

Registered Plan Number & Ward	Address	Applicant/ Agent	Proposal	Decision & Date of Decision
19/00280/LBC Aldgate	6 Lloyd's Avenue London EC3N 3AX	Central London Lloyds Avenue Limited	Erection of internal partitions in two rooms on the lower ground and ground floors.	Approved 04.06.2019
19/00251/MDC Aldgate	Site Bounded By 19-21 & 22 Billiter Street, 49 Leadenhall Street, 108 & 109-114 Fenchurch Street, 6-8 & 9-13 Fenchurch Buildings London EC3	Vanquish Properties (UK) Limited Partnership	Submission of a demolition contract pursuant to condition 7 of planning permission dated 29 May 2014 (13/01004/FULEIA).	Approved 06.06.2019
19/00141/FULL Aldgate	Bevis Marks Synagogue Heneage Lane London EC3A 5DQ	S & P Sephardi Community	Refurbishment, restoration and repair of the Bevis Marks Synagogue, renewal of electrical and heating systems and internal alterations to provide step-free access between the synagogue, ladies gallery and annex; alterations to the basement of annex and undercroft with creation of new visitor facilities to include a cafe, shop, meeting rooms and exhibition spaces. External works to the annex to include	Approved 07.06.2019

			installation of a new roof and entrance screen, new external access ramp, steps and handrails and new plant and screen to the annex roof. Works within the courtyard include fixings in the paving to provide a temporary and removable Sukkah pavilion, and permanent ticket booth and security booth.	
19/00142/LBC Aldgate	Bevis Marks Synagogue Heneage Lane London EC3A 5DQ	S & P Sephardi Community	Refurbishment, restoration and repair of the Bevis Marks Synagogue, renewal of electrical and heating systems and internal alterations to provide step-free access between the synagogue, ladies gallery and annex; alterations the basement of annex and undercroft with creation of new visitor facilities to include a cafe, shop, meeting rooms and exhibition spaces. External works to the annex to include installation of an entrance screen, new external access ramp, steps and handrails and new plant and screen to the annex roof. Works within the courtyard include fixings in the paving to provide a temporary and removable Sukkah pavilion, and permanent ticket booth and security booth.	Approved 07.06.2019
19/00296/LBC Aldgate	Dixon House 1 Lloyd's Avenue London EC3N 3DQ	WeWork	Internal fit out of the grade II listed building - part ground and second to sixth floors.	Approved 11.06.2019

19/00358/FULLR3 Aldgate	Planter No 2 60 - 70 St Mary Axe London	City of London Corporation	Temporary installation of a sculpture 'The garden of floating words' by Elisa Artesero for a temporary period to be taken down on or before 01 June 2020.	Approved 11.06.2019
19/00360/FULLR3 Aldgate	Bury Court London EC3A 8AJ	City of London Corporation	Temporary Installation of a sculpture 'Site of the fall' by Reza Aramesh for a temporary period to be taken down on or before 01 June 2020.	Approved 11.06.2019
19/00362/FULLR3 Aldgate	Mitre Square London EC3A 5DH	City of London Corporation	Application under Section 73 of the Town and Country Planning Act 1990 to vary condition 1 of planning permission 18/00395/FULLR3 dated 14.06.2018 to extend the temporary time period for the installation of the sculpture 'Climb' by Juliana Cerqueira Lette to 01 June 2020.	Approved 11.06.2019
19/00392/FULLR3 Aldgate	Heneage Lane London EC3A 5DQ	City of London Corporation	Application under Section 73 of the Town and Country Planning Act 1990 to vary condition 1 of planning permission 18/00374/FULLR3 dated 14.06.2018 to extend the temporary time period for the installation of the sculpture 'Saree Garden' by Claire Jarrett to 01.06.2020.	Approved 11.06.2019
19/00419/FULLR3	51 Lime Street London EC3M 7DQ	City of London Corporation	Temporary Installation of a sculpture 'Arcadia' by Leo Fitzmaurice to be taken down on or before 1 June 2020.	Approved 07.06.2019

19/00397/FULLR3 Aldgate	Cunard Place London EC3A 5AR	City of London Corporation	Temporary installation of a sculpture - 'The Same for Everyone' by Nathan Coley for a temporary period to be taken down on or before 01.06.2020.	Approved 11.06.2019
19/00467/FULL Aldgate	The Baltic Exchange 38 St Mary Axe London EC3A 8EX	Cornerstone & Telefonica UK Limited	Upgrade of the existing telecommunications apparatus comprising replacement of four existing antenna, replacement of one existing equipment cabinet and development ancillary thereto.	Approved 18.06.2019
19/00468/LBC Aldgate	The Baltic Exchange 38 St Mary Axe London EC3A 8EX	Cornerstone & Telefonica UK Limited	Upgrade of the existing telecommunications apparatus comprising replacement of four existing antenna, replacement of one existing equipment cabinet and development ancillary thereto.	Approved 18.06.2019
19/00547/LBC Aldersgate	331 Lauderdale Tower Barbican London EC2Y 8NA	Mr & Mrs John and Betty Bryden	Widening of the existing bathroom door and frame.	Approved 20.06.2019
18/00079/LDC Broad Street	27 Throgmorton Street London EC2N 2AQ	Mr David Sumner	Details of internal works pursuant to condition 2 (a), (b), (c), (d) and (e) of listed building consent 17/00256/LBC dated 29th June 2017 comprising details of i.) method for removal of existing lift ii.) repair of the retained stair iii.) treatment of lightwell walls at second to fourth floor levels iv) Winter Garden at third floor level and v.) bulkheads across all floors.	Approved 06.06.2019

19/00249/FULL Bridge And Bridge Without	35 Eastcheap London EC3M 1DT	Nightlight Leisure Limited	Installation of four air conditioning units and acoustic enclosure to the ground floor rear elevation in the service yard.	Approved 13.06.2019
19/00250/LBC Bridge And Bridge Without	35 Eastcheap London EC3M 1DT	Nightlight Leisure Limited	Installation of four air conditioning units and acoustic enclosure to the ground floor rear elevation in the service yard.	Approved 13.06.2019
19/00269/MDC Bishopsgate	1 Finsbury Avenue London EC2M 2AN	Bluebutton Properties UK Limited	Anti-Vibration Mount Detail Report pursuant to condition 13 of planning permission 17/00831/FULL dated 21 September 2017.	Approved 06.06.2019
19/00406/FULLR3 Bishopsgate	St Botolph Without Bishopsgate Churchyard London EC2M 3TJ	City of London Corporation	Temporary installation of a sculpture 'Reclining Nude 1' by Kevin Francis Gray for a temporary period to be taken down on or before 01 June 2020.	Approved 11.06.2019
19/00140/MDC Bishopsgate	135 Bishopsgate London EC2M 3TP	Bluebutton Properties UK Ltd	Submission of details of handrails and balustrades; external surfaces within the site boundary including hard and soft landscaping; details of the seating; and a scheme for hard and soft landscaping pursuant to conditions 5 (d), (g), (j) and 13 of planning permission dated 20th September 2018 (18/00816/FULL).	Approved 13.06.2019

19/00443/FULL Bishopsgate	Open Space Exchange Square London EC2A 2EH	DP9 Ltd	Use of part of the open space for the erection of a pop-up bar, storage facilities and a structure incorporating LED screen and associated outdoor seating arrangements for a temporary period until the 31st August 2019.	Approved 18.06.2019
19/00327/FULL Billingsgate	30 Eastcheap London EC3M 1HD	London Bishopsgate B.V. & Roar Fitness Limited	Change of use of part ground floor and part basement from financial & professional services (Class A2) to a flexible use for either financial & professional services (Class A2) or gymnasium (Class D2) (479sq.m).	Approved 13.06.2019
19/00441/FULL Billingsgate	2 Minster Court London EC3R 7BB	Ms Michelle Camargo	Installation of louvres in place of windows on the 4th and 9th floors.	Approved 18.06.2019
19/00328/TTT Castle Baynard	Tideway Working Area Blackfriars Bridge Foreshore Victoria Embankment London EC4Y 0DR	Bazalgette Tunnel Limited	Partial discharge of Schedule 3 requirements relating to approval of details of works to listed buildings, protective works to listed buildings and restoration works to listed buildings for the removal of the Blackfriars Road Bridge western staircase pursuant to BLABF 11, BLABF 12 and BLABF 13 of the Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 as amended.	Approved 04.06.2019
19/00330/FULL Castle Baynard	152 - 153 Fleet Street London EC4A 2DQ	McDonald's Restaurant Limited	Refurbishment of the shopfront including the relocation of one existing entrance and new steps to one entrance.	Approved 18.06.2019

19/00331/ADVT Castle Baynard	152 - 153 Fleet Street London EC4A 2DQ	McDonald's Restaurant Limited	Installation and display of (i) one internally illuminated fascia sign measuring 0.49m high by 3.9m wide at a height above ground of 3m and (ii) one externally illuminated projecting sign measuring 0.5m high by 0.5m wide at a height above ground of 3.72m.	Approved 18.06.2019
19/00286/LBC Cripplegate	3 Brandon Mews Barbican London EC2Y 8BE	Ms Chloe Austerberry	Internal alterations: adapt the garage for use as bicycle store and book room, new stair to improve access between lower floors. Electric mains pressure hot water cylinder to replace individual room water heaters, associated works.	Approved 11.06.2019
19/00350/ADVT Cornhill	55 Bishopsgate London EC2N 3AS	Azzurri Group	Installation and display of two internally illuminated projecting signs measuring 0.4m high by 0.7m wide by 0.07m deep at a height above ground of 3.16m and 3.08m.	Approved 06.06.2019
19/00403/FULLR3 Cornhill	99 Bishopsgate London EC2M 3XD	City of London Corporation	Temporary Installation of a sculpture 'Stagnight' by Michael Lyons to be taken down on or before 1 June 2020.	Approved 06.06.2019
19/00420/FULLR3 Cornhill	99 Bishopsgate London EC2M 3XD	City of London Corporation	Temporary installation of a sculpture 'Arcadia' by Leo Fitzmaurice to be taken down on or before 1 June 2020.	Approved 06.06.2019
19/00348/ADVT Cornhill	Royal Exchange London EC3V 3LR	Royex Real Estate Investments Ltd	Installation and display of temporary shop signage on scaffolding and a scaffold wrap (with an image of the building on it).	Approved 13.06.2019

19/00347/MDC Coleman Street	20 Finsbury Circus London EC2M 1UT	UD Europe Limited	Details of particulars and samples of the materials to be used on all external faces of the building and ground floor elevations pursuant to condition 24 a (part) and b (part) of planning permission 16/01084/FULL dated 16 December 2016.	Approved 04.06.2019
19/00297/PODC Coleman Street	21 Moorfields, Land Bounded By Moorfields, Fore Street Avenue, Moor Lane & New Union Street London EC2P 2HT	LS 21 Moorfields Development Management Ltd	Submission of a revised Local Procurement Strategy pursuant to Schedule 3 Paragraph 3.2 of the Section 106 Agreement dated 04 May 2018 (Planning Application Reference 17/01095/FULEIA).	Approved 06.06.2019
19/00413/MDC Coleman Street	73 Moorgate London EC2R 6BH	Floral Properties Ltd	Submission of details of roof plant noise pursuant to condition 2 of planning permission dated 11/07/2017 (app. no. 17/00225/FULL).	Approved 11.06.2019
19/00455/ADVT Coleman Street	25 Moorgate London EC2R 6AR	Stonegate Pub Company	Installation and display of: (i) two internally illuminated fascia signs measuring 0.55m high by 1.57m wide located at a height above ground of 2.43m and; (ii) two internally illuminated projecting signs measuring 0.4m high by 0.64m wide located at a height above ground of 2.75m.	Approved 11.06.2019

19/00343/MDC Coleman Street	51 Moorgate London EC2R 6BH	GVA	Details of particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces; typical details of stonework including movement joints; ground floor office entrance; soffits, hand rails and balustrades; and green roof pursuant to conditions 5 (a) part, (b), (d), (g), (m), 6, 7 and 9 of planning permission 16/00463/FULL dated 26.07.2016.	Approved 13.06.2019
19/00537/MDC Coleman Street	26 - 27 Eldon Street London EC2M 7LA	Nationwide Building Society	Submission of details of the remodelled Portland cill pursuant to condition 2 of planning permission (app. no. 19/00047/FULL) and listed building consent (19/00048/LBC) dated 14/03/2019.	Approved 13.06.2019
19/00415/FULL Coleman Street	City Point Plaza Ropemaker Street London EC2Y 9AW	Wavegrange Ltd	Temporary use of part of City Plaza for an open air market four days per week until 22nd July 2019.	Approved 20.06.2019
19/00423/FULL 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 until 22nd July 2019.	Approved 20.06.2019
19/00306/FULL Cordwainer	Unit 2A 1 Poultry London EC2R 8EJ	Alfs London Limited	Installation of two extract louvres to the underside of the building above the existing shop fascia.	Approved 06.06.2019

19/00307/LBC Cordwainer	Unit 2A 1 Poultry London EC2R 8EJ	Alfs London Limited	Installation of two extract louvres to the underside of the building above the existing shop fascia	Approved 06.06.2019
18/00796/FULL Farringdon Within	Flat 7 1 - 3 Newbury Street London EC1A 7HU	Mr P Dennis	Installation of a roof light, erection of a cedar fence and use of existing flat roof as a roof garden.	Approved 06.06.2019
19/00492/PODC Farringdon Within	Site Bounded By 34-38, 39- 41, 45-47 & 57B Little Britain & 20, 25, 47, 48- 50, 51-53, 59, 60, 61, 61A & 62 Bartholome w Close	Barts Two Investment Property Limited	Submission of the Utility Connection Programme (for Phase 3) pursuant to Schedule 2 Paragraph 12.1.2 of the Section 106 Agreement dated 29th May 2013 related to planning permission 12/00256/FULEIA (as varied by: 14/00432/FULMAJ, 15/00417/FULMAJ, 16/00164/FULL and 16/00165/FULMAJ).	Approved 06.06.2019
19/00384/FULL Farringdon Within	57 West Smithfield London EC1A 9DS	Barts Two Investment Property Limited	Continued use as a marketing suite (sui generis) (156.7sq.m) in conjunction with the Bartholomew Close development for a temporary period until 31st January 2021.	Approved 06.06.2019
19/00385/ADVT Farringdon Within	57 West Smithfield London EC1A 9DS	Barts Two Investment Property Limited	Display of: (i) one non- illuminated projecting sign measuring 0.6 metres high, 0.6 metres wide displayed at a height of 2.75 metres above ground level; (ii) individual non-illuminated lettering measuring 0.87 metres wide, 0.55 metres high displayed at a height of 3.22 metres and (iii) three window graphics.	Approved 06.06.2019

19/00409/PODC Farringdon Within	Fleet Building, 40 Shoe Lane, 70 Farringdon Street, Plumtree Court, 42 Shoe Lane, 12 Plumtree Court And 57 Farringdon Street London, EC4A	Farringdon Street Partners Limited And Farringdon Street Ltd	Submission of the Interim Travel Plan pursuant to Schedule 3 Paragraph 12.1 of the Section 106 Agreement dated 28 October 2013 in relation to Planning Permission Ref: 12/01225/FULEIA.	Approved 06.06.2019
19/00037/MDC Farringdon Within	16 Old Bailey London EC4M 7EG	Capital Treasure Investments Limited	Submission of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during demolition and construction works and submission of a Construction Logistics Plan, pursuant to conditions 2 (in part) ,3 and 4 (in part) of planning permission dated 5th October 2018 (18/00137/FULL).	Approved 18.06.2019
19/00411/PODC Farringdon Within	Fleet Building, 40 Shoe Lane, 70 Farringdon Street, Plumtree Court, 42 Shoe Lane, 12 Plumtree Court And 57 Farringdon Street	Farringdon Street Partners Limited	Submission of the Delivery and Servicing Management Plan pursuant to Schedule 3 Paragraph 13.1 of the Section 106 Agreement dated 28 October 2013 in relation to Planning Permission Ref: 12/01225/FULEIA.	Approved 20.06.2019

	London, EC4A			
19/00290/LBC Farringdon Without	10 Furnival Street London EC4A 1AB	TSK Group	Internal alterations at third floor level including: changes to existing doors and joinery; and insertion of new doors, joinery and stud partitions.	Approved 04.06.2019
19/00110/FULL Farringdon Without	16 Took's Court London EC4A 1LB	Haji	Works to enlarge an existing ground floor window onto the lightwell and install external balustrade to flat roof edge. Removal of existing plant and installation of new condenser/air source heat pump to existing light well area and associated internal refurbishment.	Approved 06.06.2019
19/00111/LBC Farringdon Without	16 Took's Court London EC4A 1LB	Haji	Works to enlarge an existing ground floor window onto light well and install external balustrade to flat roof edge. Removal of existing plant and installation of new condenser/air source heat pump to existing light well area. Full internal refurbishment, including alterations to the existing third floor ceiling, alterations to the basement layout, installation of new fire doors throughout, installation of comfort cooling/heating throughout and new finishes throughout.	Approved 06.06.2019

19/00326/LBC Farringdon Without	Middle Temple Hall Middle Temple Lane London EC4Y 9AT	The Honourable Society of The Middle Temple	Installation of timber fire-rated double doorset within the threshold of the Watergate Doors including removal of two thin vertical panels to enable the installation of the door frame and pivot hinge floor boxes recessed into existing timber floor. Installation of intumescent brush seals rebated into three edges (sides and top) of existing double door leaves adjacent to stairwell 05 .	Approved 06.06.2019
19/00082/FULL Farringdon Without	St Dunstan In-The-West Fleet Street London EC4A 2HR	Clarke Butterfield Architects	Installation of condenser unit and safety railings on flat roof of the old school rooms.	Approved 18.06.2019
19/00083/LBC Farringdon Without	St Dunstan In-The-West Fleet Street London EC4A 2HR	Clarke Butterfield Architects	Installation of condenser unit and associated works and safety railings on flat roof of the old school rooms.	Approved 18.06.2019
19/00346/LBC Farringdon Without	12 & 13 King's Bench Walk London EC4Y 7EL	Mr Russell	Removal of small section of party wall between properties, and installation of new jib door.	Approved 20.06.2019
19/00364/FULLR3 Langbourn	Cullum Street London EC3M 7JJ	City of London Corporation	Temporary installation of a sculpture-Series Industrial Windows by Marisa Ferreira to be taken down on or before 1 June 2020.	Approved 06.06.2019
19/00394/LBC Langbourn	Leadenhall Market London EC3V 1LR	MTEC	Application under Section 19 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to vary condition 1 of listed building consent (application no.	Approved 20.06.2019

			18/00399/LBC) dated 19th June 2018 to retain the sculpture 'I'm Staying' by Shaun C Badham to be taken down on or before 01.06.2020.	
19/00432/FULLR3 Lime Street	1 Undershaft London EC3A 8EE	City of London Corporation	Temporary installation of a sculpture 'Abstract Mass' by Nina Saunders to be taken down on or before 1 June 2020.	Approved 06.06.2019
19/00383/FULLR3 Lime Street	Undershaft London EC3A 6AT	City of London Corporation	Application under Section 73 of the Town and Country Planning Act 1990 to vary condition 1 of planning permission 18/00378/FULLR3 dated 21.06.2018 to extend the temporary time period for the installation of the sculpture 'Crocodylus Philodendrus' by Nancy Rubins to 01.06.2020.	Approved 11.06.2019
19/00399/FULLR3 Lime Street	O/S 1 Great St Helen's Undershaft London EC3A London	City of London Corporation	Temporary installation of a sculpture 'It Was Only a Matter of Time Before we Found the Pyramid and Forced it Open' by Salvatore Arancio for a temporary period to be taken down on or before 01.06.2020.	Approved 11.06.2019
19/00405/FULLR3 Lime Street	The Leadenhall Building 122 Leadenhall Street London EC3V 4AB	City of London Corporation	Temporary Installation of a sculpture 'Within a realm of relative form' by Lawrence Weiner for a temporary period to be taken down on or before 01 June 2020.	Approved 11.06.2019
19/00234/MDC Lime Street	22 - 24 Bishopsgate London EC2N	DP9 Limited	Submission of particulars and samples of materials pursuant to Condition 16a) (in part) of planning permission 16/00849/FULEIA dated 11.09.2017.	Approved 13.06.2019

19/00459/LBC Lime Street	Leadenhall Market London EC3V 1LR	MTEC	Temporary installation of a sculpture 'The Source' by Patrick Tuttofuoco to be taken down on or before 01.06.2020.	Approved 20.06.2019
19/00407/FULL Portsoken	Outside Sir John Cass C of E School St James's Passage London EC3A 5DE	MTEC	Temporary installation of a sculpture ' Dutch/Light (for Agneta Block)' by Jyll Bradley to be taken down on or before 01.06.2020.	Approved 13.06.2019
19/00408/LBC Portsoken	Outside Sir John Cass C of E School St James's Passage London EC3A 5DE	MTEC	Temporary installation of a sculpture ' Dutch/Light (for Agneta Block)' by Jyll Bradley to be taken down on or before 01.06.2020.	Approved 13.06.2019
19/00424/FULLR3 Tower	Fenchurch Place London EC3	City of London Corporation	Temporary Installation of a sculpture 'Arcadia' by Leo Fitzmaurice to be taken down on or before 1 June 2020	Approved 07.06.2019
19/00184/FULL Tower	Medical Centre 11 - 13 Crosswall London EC3N 2JY	Threadneedle Pensions Limited	External alterations including replacement of existing cladding, ground floor fenestration and access doors; repainting of existing upper floor windows; and a new handrail to roof.	Approved 13.06.2019

Agenda Item 7

Committee(s)	Dated:
Planning and Transportation	9 th July 2019
Subject: Valid planning applications received by Department of the Built Environment	Public
Report of: Chief Planning Officer and Development Director	For Information

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.

Details of Valid Applications

Application Number & Ward	Address	Applicant/ Agent	Proposal	Date of Validation
19/00555/FULL Bishopsgate	8-10 Brushfield Street, London E1 6AN	Stephenson House Ltd	Change of use at basement and part ground floor from Class A1 to a flexible use comprising Class A1 / A2 / A3 / A4 / A5 or D1. Change of use at part ground floor from Class A1 to a flexible use comprising Class A1 / A2 / B1 or D1. Change of use at first and second floors from Class A1 to a flexible use comprising either Class B1 or Class D1. Change of use at third and fourth floors from Class B1 to a flexible use comprising either Class B1 or Class D1.	24/05/2019

19/00349/FULLR3 Bridge And Bridge Without	6 - 8 Eastcheap, London, EC3M 1AE	City of London Corporation	i) Installation of two ventilation louvres on the rear elevation to St Georges Lane at first floor level; ii) installation of two ventilation louvres in the lightwell at first floor level; and iii) Installation of VRF outdoor units at roof level.	07/06/2019
19/00580/FULL Broad Street	60 London Wall, London, EC2M 5TQ	Lesalle Investment Management	Application under S73 of the Town and Country Planning Act 1990 (as amended) to remove condition 40 of Planning Permission 16/00776/FULMAJ dated 27.04.19.	31/05/2019
19/00523/FULL Candlewick	29 Martin Lane, London, EC4Y 0DJ	HGG London Limited	Alterations and refurbishment works to include a combination of the replacement or restoration of windows; the replacement of skylights; the replacement of the side access door; the repair and where necessary the replacement of the mansard roof, bell tower roof structure and brickwork; the restoration of the clock; the insertion of intake and exhaust grilles and louvres at lower ground floor level; removal of the modern iron grilles to the lower and ground floor windows; installation of a new roof hatch; and the replacement of the modern front porch hand rail.	16/05/2019

19/00567/FULL Candlewick	111 Cannon Street, London, EC4N 5AW	Fidelity Investment Management Limited	Removal of the existing door and replacement with a window to match other existing windows.	28/05/2019
19/00607/FULL Candlewick	68 King William Street, London, EC4N 7HR	King William St Limited	(i) Change of use of lower ground floor from retail (Class A1) to leisure (Class D2), (ii) change of use of part ground floor from retail (Class A1) and office (Class B1) to restaurant (Class A3) and leisure (Class D2), (iii) change of use of first and third floors from retail (Class A1) to office (Class B1), (iv) associated ancillary facilities including plant, refuse storage, cycle storage and changing and shower facilities at basement level.	10/06/2019
19/00563/FULL Castle Baynard	College of Arms, 130 Queen Victoria Street, London, EC4V 4BT	College of Arms	Proposed repairs and alterations to East Drive Elevation and driveway	28/05/2019
19/00583/FULL Castle Baynard	1 Fetter Lane, London, EC4A 1BR	DocTap	Change of use at part first floor level (Room 101 from Class B1 (office use) to a flexible use for either Class B1 or Class D1 use. (10 Sq.m)	07/06/2019
19/00574/FULL Castle Baynard	59 Fleet Street, London, EC4Y 1JU	Elias Cleaners Limited	Installation of new timber shopfront.	14/06/2019
19/00531/FULL Cheap	1 St Martin's-le-Grand, London, EC1A 4AS	HB Le Grand PTE, LTD	Installation and replacement entrance doors (including new revolving and pass doors) on the St Martin Le Grande elevation.	17/05/2019

19/00576/FULL Coleman Street	27 Finsbury Circus, London, EC2M 7EA	London Travel Clinic	Change of use of ground floor unit (Room 19) from Office (Use Class B1) to a flexible use for B1 (Office) and D1 (Health Clinic) (15.45sqm).	07/06/2019
19/00622/FULL Coleman Street	41-42 London Wall, London, EC2M 5TB	Thor Limited	Application under section 73 of the Town and Country Planning Act 1990 to vary condition 32 of planning permission dated 14/02/2017 (15/01312/FULMAJ) for use of part of the ground floor and part basement for a flexible use for either shop/deposit taker/restaurant (Class A1/A2/A3) (432sq.m).	12/06/2019
19/00605/FULL Cornhill	Unit 13-14 (Basement & Ground Floor), Royal Exchange, Threadneedle Street, London, EC3V 3LQ	The Royal Exchange Investments Limited	Replacement of the existing timber stallriser panels with extract grilles to the shopfront at Unit 14- 15, in association with internal works to facilitate new basement UKPN intake room with internal ducting and connections.	07/06/2019
19/00610/FULL Cornhill	Retail Unit , 33 Old Broad Street, London, EC2N 1HZ	Lloyds Bank	Removal of existing ATMs, retail entrance doors and associated signage and glazing. Reinstatement of original building shopfront line and design with matching stall riser and mullions details.	10/06/2019

19/00572/FULL Dowgate	1 - 2 Laurence Pountney Hill, London, EC4R 0EU	Miss Stacey Hunt	Retention of CCTV camera installed outside the rear entrance of the building on Suffolk Lane.	29/05/2019
19/00521/FULL Farringdon Within	Stationers Hall, Stationers Hall Court, London, EC4M 7DD	The Worshipful Company of Stationers & Newspaper Makers	<p>(i) Demolition of the south elevation and roof of the link building between the existing Livery Company Hall and Courtyard and the erection of a new façade and roof forming an extension into the Courtyard Garden to provide additional floorspace, level access and improved circulation within the building complex (39 Sq.m)</p> <p>(ii) Installation of louvres at ground floor level on the north elevation.</p> <p>(iii) Installation of an access ramp to the existing kitchen within the Garden Courtyard.</p> <p>(iv) Installation of new windows to the Courtyard elevation at ground floor level and alteration of one window to accommodate a new door.</p> <p>(v) Installation of a grille at lower ground level of the Livery Company Hall to be level with the adjacent paving within the Courtyard Garden; alterations to the historic paving. Together with associated works.</p>	12/06/2019

19/00623/FULL Farringdon Within	6 Middle Street, London, EC1A 7JA	Trust For London	(i) Removal of existing fourth floor and rooftop plant enclosure and erection of a two-storey mansard roof at fourth and fifth floor levels for office use (Class B1); (ii) Change of use of part ground floor and part basement from wine bar (Class A4) to office (Class B1) (163sq.m); (iii) Alterations to the Middle Street and Newbury Street elevations including: (a) replacement of the existing shopfronts and entrances at ground floor level, (b) replacement of windows at first to third floor levels; (c) partial rebuild of the Newbury Street elevation at first to third floor levels; and (d) other associated works. (Total increase in floorspace: 75sq.m).	14/06/2019
19/00612/FULL Farringdon Within	Amen Lodge, The Penthouse, Warwick Lane, London, EC4M 7BY	The Penthouse	Alterations and extensions to the penthouse apartment at sixth floor level.	24/06/2019
19/00551/FULL Farringdon Without	Central Markets, Farringdon Street, London, EC1A 9NB	Museum of London	Replacement of the existing photographic artwork on hoardings on the General Market facade fronting on to Farringdon Street with a new photographic artwork for a temporary period of one year.	23/05/2019
19/00577/FULL Farringdon Without	Chrysanthemum Pier, Victoria Embankment, London, EC4	Crown River Cruises Limited	Installation of four additional piles and two additional pontoons.	04/06/2019

19/00598/FULL Farringdon Without	322 High Holborn, London, WC1V 7PB	Beaumont Business Centre Limited	Installation of four condensers at roof level.	07/06/2019
19/00619/FULL Farringdon Without	Inner Temple Garden, Inner Temple, London, EC4Y 7HL	Honourable Society of The Inner Temple	Construction of two soakaways, associated pipework and gullies within the Inner Temple Garden.	12/06/2019
19/00596/FULL Portsoken	9 Aldgate High Street, London, EC3N 1AH	Far East Consortium	<p>Application under S73 of the Town and Country Planning Act 1990 for the removal of Condition 3 of planning permission 16/00742/FULL dated 24.11.2016 to enable unrestricted hours use of the roof terrace whilst the roof top bar is trading.</p> <p>Condition Number(s): 3</p> <p>Conditions(s) Removal:</p> <p>Removal of condition 3 is sought to enable unrestricted use of the roof terrace whilst the bar is trading application seeks removal of the condition</p>	06/06/2019
19/00565/FULL Tower	109 Minories, London, EC3N 2LU,	Co-operative Group Food Limited	Installation of a shopfront.	03/06/2019
19/00595/FULL Tower	The Three Tuns Public House , 36 Jewry Street, London, EC3N 2ET	Ei Group Plc	Retention of a serving bar on the flat roof area above second floor level.	06/06/2019

19/00603/FULL Tower	Doubletree Tower of London, 7 Pepys Street, London, EC3N 4AF	Mrs Bhatia	Application under Section 96a of the Town and Country Planning Act 1990 for the removal of condition 2 (construction management plan) of planning permission 17/00331/FULL dated 29/08/2017.	07/06/2019
19/00609/FULL Tower	1 Portsoken Street, London, E1 8BT	DP9 Ltd	Replacement of the existing glazing with new glazing.	10/06/2019
19/00628/FULL Vintry	1 College Hill, London, EC4R 2RA	COIF Nominees Limited	Change of use of the basement floor from Office (Use Class B1) to a flexible use for B1 (Office) and D1 (292sqm).	14/06/2019
19/00344/FULL Walbrook	The Bank of England, Threadneedle Street, London, EC2R 8AH	Bank of England	Application under S73 of the Town and Country Planning Act 1990 for the variation of Conditions 2 and 4 of planning permission 16/01132/FULL dated 14.02.2017 to allow for a revised configuration of the boiler flue termination and capping of chimney stack at roof level.	03/06/2019

Committee(s)	Dated:
Planning & Transportation Committee – For information	09 07 2019
Subject: Department of the Built Environment: 'Brexit' Update	Public
Report of: Carolyn Dwyer, Director of the Built Environment	For Information
Report author: 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

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Committee: Planning and Transportation Committee	Date: 9 July 2019
Subject: Dark House Walk city walkway alteration	Public
Report of: The Director of the Built Environment	For Decision
Report Author: Craig Stansfield, Transport Planning Manager, Department of the Built Environment	

Summary

The City has granted planning permission 18/01105/FULL for a pavilion for café, restaurant and bar uses on the Riverside Walkway at 10 Lower Thames Street (Dark House Walk). Implementation of the planning permission would require altering the Dark House Walk city walkway so as to exclude from the city walkway the area needed for the pavilion and its external private seating. The two regimes are distinct and different and one does not pre-determine the other. The pavilion would serve to enliven the Riverside Walk in accordance with the City's *Riverside Walk Enhancement Strategy* without compromising the pedestrian movement function of the city walkway and would deliver enhancements on the city walkway. The alteration of the city walkway is therefore recommended to your Committee to resolve.

Recommendations

Your Committee is recommended to:—

1. resolve to vary the resolution of the Court of Common Council made on 25 April 1991 by making a resolution in the form appended to this report as Appendices 2A and 2B; and

delegate to the Transport Planning Manager authority to insert into the resolution an appropriate date for the coming into force of the variation.

Main Report

Background

1. On 25 April 1991 the Court of Common Council resolved to declare a new city walkway, being part of the Riverside Walk at 10 Lower Thames Street, EC3R 6EN, and this declaration was made on 5 July 1991. The city walkway is shown on the city walkway declaration plan **attached** to this report as Appendix 1: C.W.D.P.4–91 (R. 789).
2. The city walkway was named “Dark House Walk” on 1 February 1993.

3. A report on the variation of the City Walkway Declaration of 1991 was deferred from the Planning and Transportation Committee meeting of 24 May 2019, for clarification of the grounds for the recommendations and for further details about the proposals. This report provides the additional information sought at the 24 May Committee meeting.

Current Position

4. On 19 February 2019 planning permission 18/01105/FULL was granted, under delegated authority, for the erection of a café/restaurant/bar (class A3/A4) pavilion and associated public realm improvements to part of the quayside walkway adjacent to 10 Lower Thames Street, EC3R 6EN. The delivery of the Riverside Walk improvements was secured by condition. The implementation of the pavilion would necessitate altering the Dark House Walk city walkway so as to exclude from the city walkway the area required for the pavilion and its external private seating. The land on which the city walkway is located is owned by the owner of 10 Lower Thames Street. The planning permission cannot be implemented without the variation of the city walkway and the two regimes are distinct.

Proposal

5. Appendices 2A and 2B to this report set out a form of resolution to effect the variation of the city walkway resolution made on 25 April 1991 so as to exclude from the city walkway the area needed for the pavilion and the external private seating area permitted by planning permission 18/01105/FULL.

Considerations: City Walkway Widths

6. The proposed variation to the city walkway would exclude from it an area that is 29.78 metres in length and of variable depth, but principally of a depth of 7.84 metres, as shown on the city walkway alteration plan **attached** to this report as Appendix 2B. The total area of the area excluded from the city walkway would be approximately 219.7 square metres.
7. The excluded area would reduce the width of the city walkway over the length of the pavilion to approximately 10.7 metres, being 9.89 metres at its narrowest point, to the west, and 11.68 metres at its widest point, to the east. This is narrower than that part of the Riverside Walk immediately to the west, i.e., Grant's Quay Wharf, but is much wider than the general width of the Riverside Walk, both across the City and in this location around London Bridge, which includes Fishmongers' Hall Wharf, Fish Wharf, Old Billingsgate Walk and Custom House Walk. This can be seen on the inset "LOCATION PLAN" (scale 1:1000) at the top of the city walkway alteration plan **attached** to this report as Appendix 2B. Old Billingsgate Walk is immediately to the east of Dark House Walk and is the widest of these city walkways in this location around London Bridge other than Grant's Quay Wharf. It is 4.01 metres in width, i.e., approximately 40% of the width of the Dark House Walk city walkway at its narrowest point if it was altered so as to exclude the area of the pavilion (i.e., 9.89 metres). As such the city walkway width including the

pavilion would be comparable or greater than other stretches of city walkway in the area.

Considerations: Public Dwell Space and Public Circulation Space

8. City walkways, as well as being public rights of way, may “include or comprise any public circulation space or precinct” (section 5(3) of the City of London (Various Powers) Act 1967) providing public dwell space and public circulation space as well as space for the public to pass and repass along the Riverside Walk. This additional width to the city walkway at Dark House Walk is currently landscaped with planters and seats.
9. As set out at paragraph 6., a narrowed Dark House Walk would remain of ample width for the pedestrian demand along the Riverside Walk. The principal consideration in terms of city walkway is whether or not the alteration of the city walkway would detract from Dark House Walk’s function as a public dwell space and public circulation space. In granting planning permission for the pavilion and its external private seating officers’ judgement under delegated authority was that it would enhance Dark House Walk in planning terms. In considering the proposal to vary the city walkway, officers have concluded that the city walkway proposals would not detract from the function of Dark House Walk as public circulation and dwell space. There are a number of factors that combined to lead to this view, as set out *below*.
10. The pavilion and its café/restaurant/bar (class A3/A4) uses would act as a destination and enhance this part of the river front bringing additional people to the Riverside Walk in general, and to Dark House Walk in particular, including at times, such as in the evenings, when the Riverside Walk can often lack activity and animation, which can lead people to avoid it, both because of a lack of inherent interest when it is underpopulated and because of concerns about personal safety when there are few other people around. There are no adjoining residents to disturb.
11. This concern to enliven and animate the Riverside Walk is one of the main objectives of the City’s *Riverside Walk Enhancement Strategy* (January 2015), which sets out that:—

A vibrant and cohesive Riverside Walk: *Much of the Riverside Walk’s land is privately owned however, encouraging new developments to provide a spacious, accessible and better connected Riverside Walk would assist in the creation of a cohesive and continuous walkway. New developments also provide the opportunity to increase active uses and owners should be encouraged to provide cafés and restaurants along the Riverside Walk, adding to its vibrancy and helping to develop it as a destination. Other elements such as appropriately located public art, play areas and event spaces would further enhance the Riverside Walk. However the provision for such active uses will need to take into account the need to provide quiet areas for residents.*

12. The City of London Local Plan 2015 similarly sets out that:—

Core Strategic Policy CS9: Thames and the Riverside

.....

2. *Ensuring that buildings and spaces on or near the riverside contribute to sustainable economic growth and further the aims of the Riverside Walk Enhancement Strategy, particularly through:*

.....

- (iii) *improving the vibrancy of the riverside by encouraging a mix of appropriate commercial uses and promoting office-led commercial development, whilst preserving privacy, security and amenity for residents, businesses and other stakeholders;*

.....

13. The Draft City Plan 2036 sets out that:—

Strategic Policy S19: Pool of London

The Pool of London Key Area of Change will be regenerated through the refurbishment and redevelopment of building stock and the delivery of significant public realm improvements:

.....

2. *Requiring and encouraging increased vibrancy and active frontages at ground floor level, through the provision of publicly accessible retail, leisure and cultural uses on the river frontage. New publicly accessible roof terraces and spaces will be required, where they offer good river views and do not impact adversely on the amenity of occupiers or nearby residents.*

14. The proposals also include associated public realm improvements. These include planters and public seating that have been designed in conjunction with the City Public Realm Section to ensure that Dark House Walk provides a more welcoming and inclusive environment than the existing landscaping does, and these enhancements would be fully paid for by the landowner as part of implementing the planning permission. As a result, a higher quality and more accessible public dwell space and public circulation space would be created at no cost to the City. The final details of the proposed landscaping scheme are being worked through by the developer in conjunction with the City Public Realm Section in the Department of the Built Environment and the City Gardens Section in the Department of Open Spaces.
15. The external private seating associated with the pavilion would serve to enliven the area by attracting additional users to Dark House Walk without creating confusion with the public seating associated with the planters through carefully differentiated design of both types of seating. The private seating

would be restricted to a band 2.4 metres in depth immediately in front of the pavilion and the seating would be restricted from being moved about and, in particular, moved out into the public realm, through the provision of a row of timber bollards that would be integrated into the design of the pavilion. This would leave a further band of 2.4 metres of public circulation space between the timber bollards and the nearest proposed planter, which includes public seating. This is a greater width of public circulation space than is provided at present to access the courtyard-style seating area within the planters of the existing Dark House Walk landscape design.

16. It is your officers' view that, on balance, the proposed pavilion enhances Dark House Walk as a public dwell space and public circulation space and that its benefits, particularly in terms of enlivenment of the Riverside Walk, outweigh the disbenefits of excluding from the city walkway the area required to erect it.

Corporate and Strategic Implications

17. Alteration of the Dark House Walk city walkway so as to exclude from the city walkway the area needed for the pavilion and its external private seating would allow the pavilion to be built. This would assist in meeting the *Corporate Plan 2018–23* high-level actions to "Provide world-class spaces for businesses and markets to thrive" (10.a.); "Curate a vibrant, attractive and complementary blend of uses of space" (10.b.); and "Create and transform buildings, streets and public spaces for people to admire and enjoy" (10.c.).

Implications

Financial Implications

18. The alteration of the Dark House Walk city walkway is not anticipated to have any financial implications other than the costs of placing in *City A.M.* notice of the passing of the resolution altering the city walkway and the costs of the officer time in preparing this report and the notification.

Legal Implications

19. Wording for the resolution is included in Appendix 2A for your Committee's approval. If the resolution is made, notice of the resolution describing the variation must be published in one or more newspapers circulating within the City and displayed for at least 28 days in a prominent position in the city walkway. The resolution would take effect from a date to be inserted by the Transport Planning Manager.

Property Implications

20. The alteration of the city walkway is not considered to have any property implications as the City is not the landowner.

Human Resources Implications

21. The alteration of the city walkway is not considered to have any human resources implications.

Key Risks

22. The alteration of the city walkway is not considered to present any key risks that would not be dealt with by conditions on the planning permission.

Conclusion

23. The City has granted planning permission 18/01105/FULL for a pavilion for café, restaurant and bar uses on the Riverside Walkway at 10 Lower Thames Street (Dark House Walk). Implementation of the planning permission necessitates altering the Dark House Walk city walkway so as to exclude from the city walkway the area needed for the pavilion and its external private seating. Your Committee is therefore recommended to make a resolution varying the original city walkway resolution dated 25 April 1991.

Appendices

- Appendix 1: city walkway declaration plan C.W.D.P.4–91 (R. 789)
Appendix 2A: resolution to vary the city walkway declaration
Appendix 2B: city walkway alteration plan RP-WSP-ZZ-XX-XX-RP-C-0001 REV: P04 forming an appendix to the resolution to vary the city walkway declaration

Craig W. J. S. Stansfield
Transport Planning Manager
Department of the Built Environment
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e-mail: Craig.Stansfield@CityOfLondon.Gov.UK



Corporation of London
City Engineer's Department

Notes



Area to be
declared as
City Walkway.

RIVERSIDE WALKWAY

FROM ST. MAGNUS HOUSE TO
FORMER BILLINGS WARE MARKET.
CITY OF LONDON (VARIOUS ROADS)
ACT 1967-DECLARATION OF
CITY WALKWAY

Date	Survey	Drawn
Design	Traced	Checked

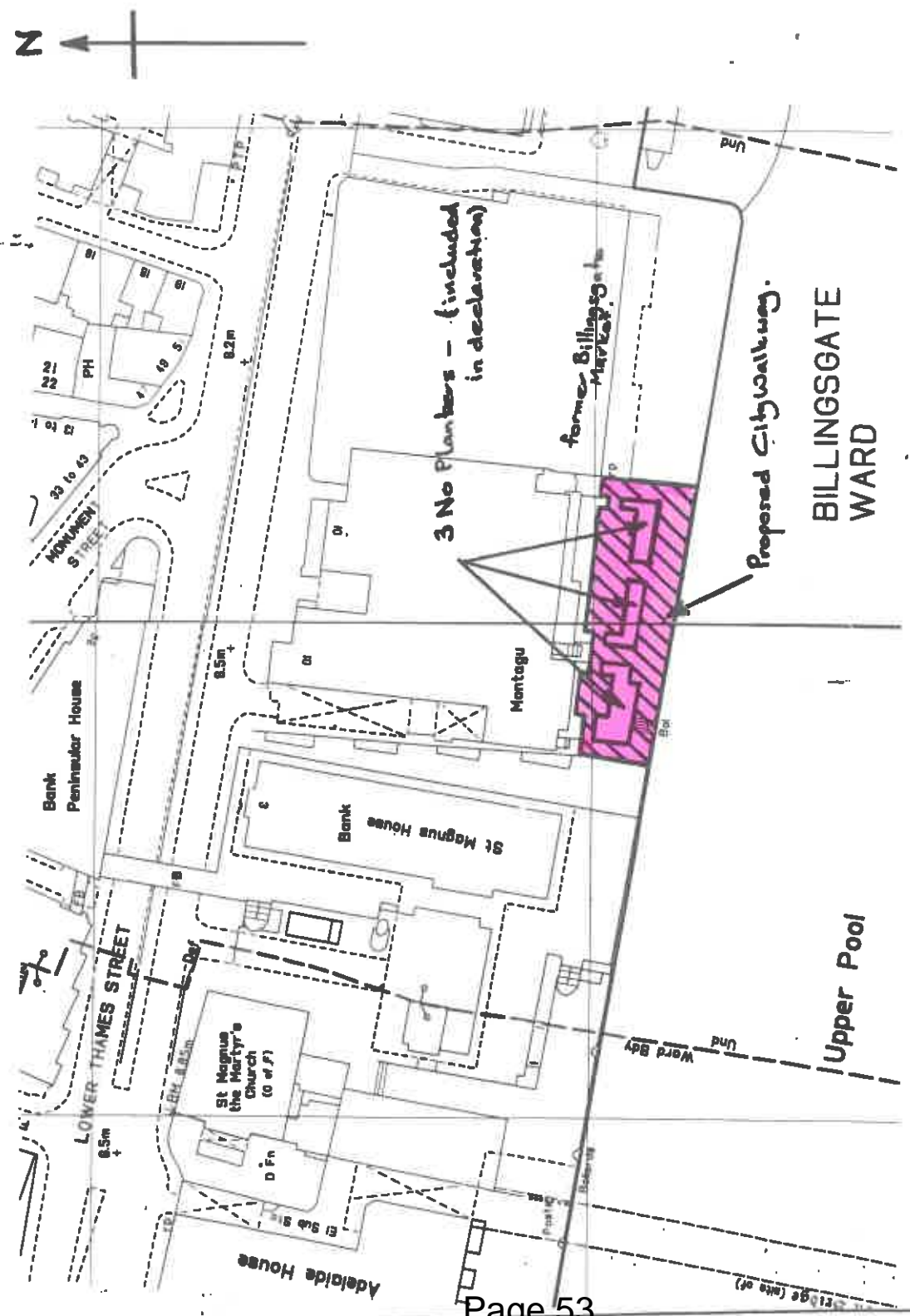
C. Snowden C.ENG., M.I.C.E.,
City Engineer,
P.O. Box 270
Guildhall, London. E.C.2.

Scales

1:1250

No. Rev

2.782



CITY WALKWAY DECLARATION PLAN: C.W.D.P.4-91.

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APPENDIX 2A:

RESOLUTION OF THE PLANNING AND TRANSPORTATION COMMITTEE

(under powers delegated to it by the Court of Common Council on 19 July 2001)

DATED the ninth day of July 2019.

WHEREAS the Mayor and Commonalty and Citizens of the City of London acting by the Planning and Transportation Committee pursuant to the delegation to that Committee specified *above* (hereinafter called “the City”) are authorised by section 6 of the City of London (Various Powers) Act 1967 (as amended) (hereinafter called “the Act”) **BY RESOLUTION TO DECLARE** any way or place in the City of London appearing to the City

- (i) to be laid out or otherwise suitable for a city walkway within the meaning of section 5 of the Act,
- (ii) to which access is available directly from a street or another way or place that is a city walkway, and
- (iii) which is laid out or rendered suitable for a city walkway in accordance with one of the provisions specified in subsection (1) of the said section 6

TO BE A CITY WALKWAY as from such date as may be specified in such resolution

AND WHEREAS the City are further authorised by the said section 6, by resolution, to vary or rescind any resolution declaring a city walkway

AND WHEREAS it appears to the City that the resolution made by the Court of Common Council on 25 April 1991 (hereinafter called “the 1991 Resolution”) should be varied to exclude the area shown shaded yellow and hatched in black on the drawing **attached** hereto and numbered RP-WSP-ZZ-XX-XX-RP-C-0001 REV: P04 as “AREAS OF CITY WALKWAY TO BE EXCLUDED”

NOW THEREFORE the City in pursuance of section 6(5)(a) of the Act by resolution **HEREBY VARIES** the 1991 Resolution to exclude the way or place described in the Schedule hereto on and after the [to be inserted by the Transport Planning Manager] day of [to be inserted by the Transport Planning Manager].

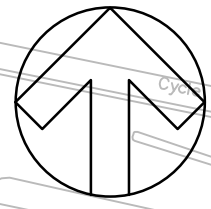
SCHEDULE

The way or place more particularly shown shaded yellow and hatched in black on the **attached** drawing entitled “CITY WALKWAY ALTERATION PLAN” and numbered RP-WSP-ZZ-XX-XX-RP-C-0001 REV: P04, being an area of approximately 219.7 square metres of Dark House Walk adjacent to 10 Lower Thames Street, London, EC3.

Dated

THE COMMON SEAL OF THE MAYOR
AND COMMONALTY AND CITIZENS
OF THE CITY OF LONDON
was hereunto affixed in the presence of:

Authorised Officer
Guildhall
LONDON
EC2P 2EJ



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KEY:

CITY WALKWAYS

AREAS OF CITY WALKWAY TO BE EXCLUDED

LOCATION PLAN
SCALE 1:1000

INSET 1

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$$\text{AREA} = 219.7\text{m}^2$$

INSET 1
SCALE 1:100

P04	11/06/2019	MC	WESTERN STOPPING UP AREA REMOVED AND DIMENSIONS ADDED TO RIVERSIDE WALL	MS	MS
P03	23/05/2019	MC	KEY AMENDED	MS	MS
P02	09/05/2019	MC	AMENDED TO CITY OF LONDON COMMENTS	MS	MS
P01	06/03/2019	MC	FIRST ISSUE	MS	JOC
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:

S2 - FOR INFORMATION



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PRINGLE RICHARDS SHARRATT

SITE/PROJECT:

10 LOWER THAMES STREET
RIVERSIDE PAVILION

TITLE:

CITY WALKWAY ALTERATION PLAN

SCALE @ 1: AS SHOWN		CHECKED: MS		APPROVED: JOC	
PROJECT NO: 70041482		DESIGNED: MC		DATE: June 19	
DRAWING No:		REV:			
RP-WSP-ZZ-XX-XX-RP-C-0001					P04

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Committee(s)	Dated:
Planning & Transportation	09 July 2019
Subject: City Fund Highway Declaration – 43 Golden Lane, EC1	Public
Report of: City Surveyor (CS.258/19)	For Decision
Report author: Nicholas Welland	

Summary

Approval is sought to declare a volume of land and airspace totalling 81 ft² (7.5m²) of City Fund highway land at Golden Lane, EC1 to be surplus to highway requirements to allow its disposal in conjunction with the permitted construction of new residential development to provide 99 residential dwellings at 43 Golden Lane, EC1.

The works received planning permission under delegated powers on the 30th August 2017 (16/00590/FULL) and include architectural projections along the elevation fronting Golden Lane, EC1 which will project into 69 ft² City Corporation airspace above the highway stratum, 11 ft² at basement level and 1 ft² at ground level.

Before third party interests can be granted in City Fund highway land the affected areas first need to be declared surplus to highway requirements.

The City Corporation's highway functions will continue within the highway stratum.

The terms for the highway disposal including the requisite Ordnance Datum Newlyn levels to enable the architectural projections are to be reported separately for approval of the Corporate Asset Sub Committee, subject to your approval to declare the affected volume of highway surplus to highway requirements.

Recommendation(s)

Members are asked to:

- Resolve to declare a volume of City Fund highway land measuring a total of 81 ft² (7.5m²) situated in Golden Lane, EC1 to be surplus to highway requirements to enable its disposal upon terms to be approved by the Corporate Asset Sub Committee and subject to the City Corporation retaining ownership of the highway and the continuing highway functions.

Main Report

Background

1. The property at 43 Golden Lane, EC1 was purchased by Taylor Wimpey UK Limited in January 2016. The building was purchased with vacant possession and subsequently demolished by the purchaser. Permission for the demolition of the existing building and construction of a new residential building to provide 99 dwellings was granted planning permission (16/00590/FULL) under delegated powers. Construction is already underway and due to complete in summer 2020.
2. The works include construction of new residential building to provide 99 residential dwellings, together with ancillary car parking, hard and soft landscaping and associated works. On completion the building will comprise approximately 119,619 ft² (11,113 m²) of gross internal floor space.
3. The development includes proposals include architectural projections that project into City Corporation owned airspace and a small amount of highway land along Golden Lane, EC1.

Current Position

4. Taylor Wimpey UK Limited has approached the City Corporation seeking to acquire a suitable interest in the highway land affected by its approved construction works.
5. Buildings where the construction and retention of accommodation or integral components would be governed or is governed solely by a highway licence can be compromised investments.
6. For the purpose of promoting long term development the City Corporation can dispose of suitable interests where permitted schemes encompass City Corporation owned highway land. The disposal of the highway land would assist works addressing the proper planning of the area.
7. Before the City Corporation is able to dispose of any interests in City Fund highway land affected by permitted schemes it must first declare the land surplus to highway requirements.
8. Although the City Corporation can dispose of its highway land as a property owner the highway stratum will nevertheless remain vested in the City Corporation as the highway authority until such time as it may be stopped-up.
9. In this instance the development will oversail the highway but will not significantly impede it thus stopping-up is neither necessary nor required.
10. **Affected Highway** - The area of City Fund highway land to be oversailed by the permitted scheme is situated at Golden Lane, EC1 and affects an area measuring 81 ft² (7.5m²)

11. **Ordnance Datum Newlyn** – The British mainland national geographic height system by reference to which the volume of space defined by upper and lower levels can be identified.

Proposals

12. Subject to your agreement to declare a volume of City Fund highway land in Golden Lane, EC1 measuring 81 ft² (7.5m²) to be surplus to requirements pursuant to *City of London (Various Powers) Act 1958 section 9* and the *Town and Country Planning Act 1990 sections 233(1)(a) & (b)* it is proposed that the City Corporation disposes of a suitable interest in the land upon terms to be approved by the Corporate Asset Sub Committee.

Corporate & Strategic Implications

13. The disposal of highway land will support the development and investment in the City which *inter alia* ensures the supply of first class business accommodation in the City (A World Class City).

Financial Implications

14. The financial implications of disposal of the highway asset will be considered in a separate report by the Corporate Asset Sub Committee.

Legal Implications

15. **Stopping-up** – The proposed building projections will not significantly encroach into the highway stratum thus no stopping up of the highway is intended or necessary.
16. **Power of Disposal** - The proposed transaction involves disposal of interests in City Fund highway land that was acquired under historic legislation. The land is now held for *Highway Purposes*.
17. **Highway Purposes** - Disposal of any interests in City Fund land which is held for highway purposes is authorised by the *City of London (Various Powers) Act 1958, Section 9*, which allows the City Corporation to dispose of its land within or outside of the City in such manner and for such consideration and on such terms and conditions as it thinks fit.
18. **Planning Purposes** - Disposal of any interests in City Fund land which is held for planning purposes is authorised by the *Town and Country Planning Act 1990, Section 233(1)(a) & (b)* to secure the best use of land or to secure the carrying out of works for the proper planning of the area and also for the best consideration that can reasonably be obtained.

Disposal

19. **Corporate Asset Sub Committee** - The terms of the highway disposal transaction are to be reported to the Corporate Asset Sub Committee on the 11th July 2019 for consideration subject to you first declaring the affected City Fund highway land to be surplus to highway requirements.

Conclusion

20. The necessary declaration confirming the highway to be surplus to requirements excluding the highway stratum will enable development of the property according to the planning permission that has been granted.

Appendices

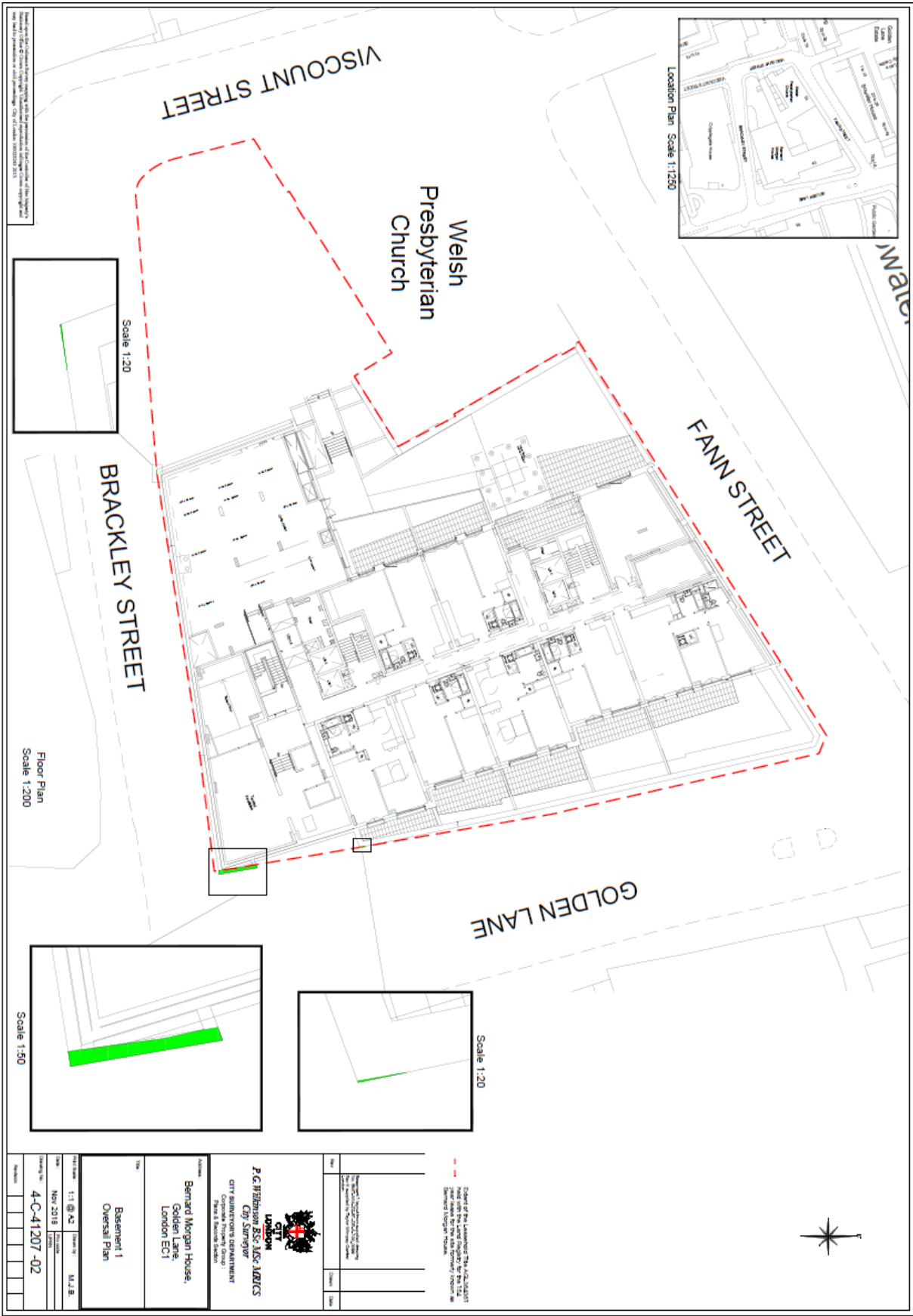
- Appendix 1 – Basement Oversail, Golden Lane, EC1
- Appendix 2 – Ground Floor Oversail, Golden Lane, EC1
- Appendix 3 – Upper Floor Oversail, Golden Lane, EC1

Background Papers:

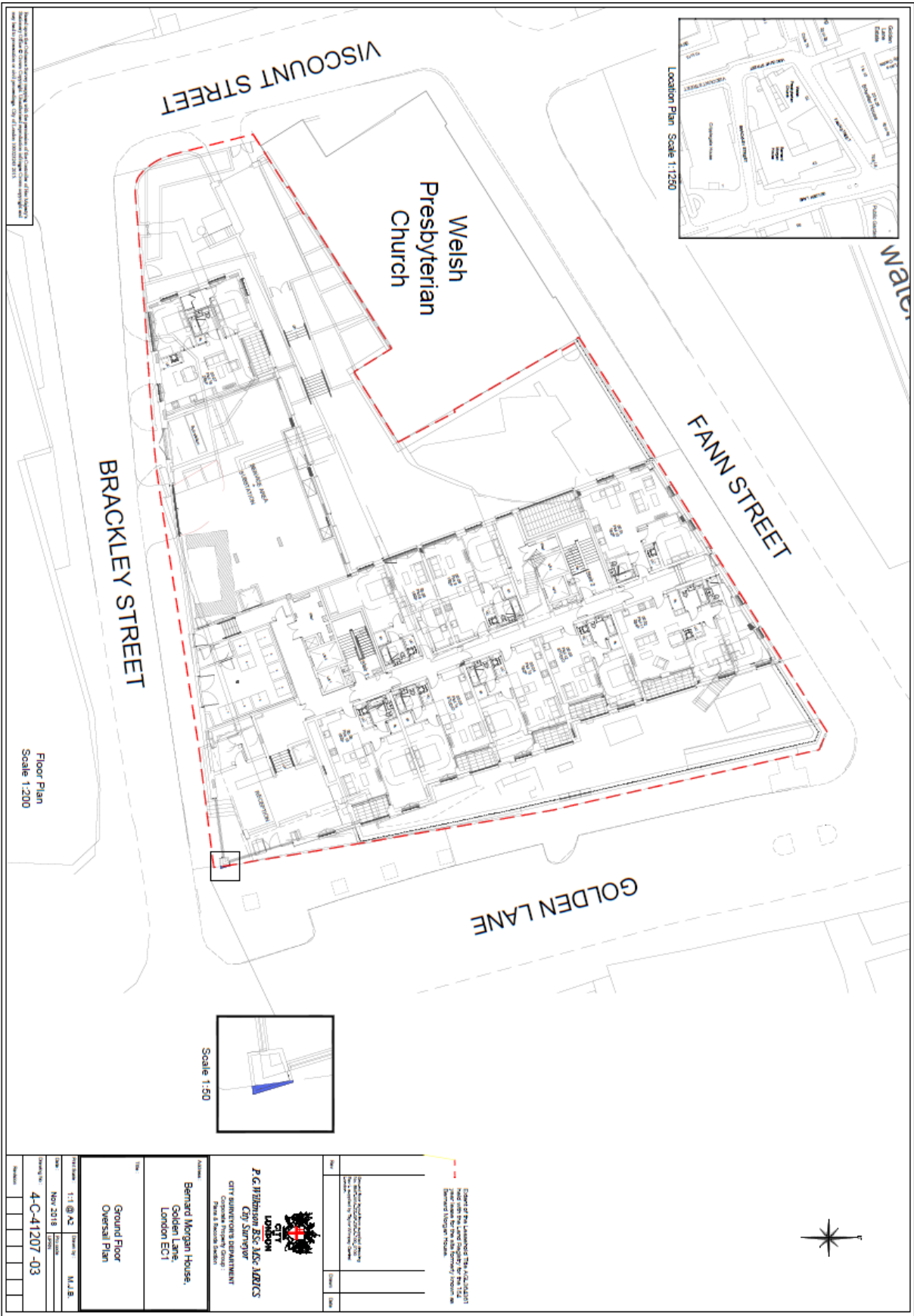
- Planning Consent number 16/00590/FULL

Nicholas Welland
City Surveyor's Department
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Appendix 1 – Basement Oversail, Golden Lane, EC1



Appendix 2 – Ground Floor Oversail, Golden Lane, EC1



Architectural drawings of the proposed 3-story Upper City Point Lane building. The main drawing is a floor plan at scale 1:200, showing the building's footprint, internal layout, and surrounding streets: FANN STREET, GOLDEN LANE, BRACKLEY STREET, and VISCOUNT STREET. A red dashed line indicates the building's boundary. An inset shows a location plan at scale 1:1250. Another inset shows a section at scale 1:100. A north arrow is present. A legend indicates the building's location relative to the proposed 3-story Upper City Point Lane building.

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Committee(s)	Dated:
Planning & Transportation Committee	09/07/2019
Subject: City of London Housing Delivery Test Action Plan	Public
Report of: Carolyn Dwyer, Director of the Built Environment	For Decision
Report author: Peter Shadbolt, Assistant Director (Planning Policy)	

Summary

The Government's Housing Delivery Test was published in February 2019. The results show that the 110 housing units delivered in the City in the three years 2015/16 - 2017/18 was below the Government's 262 unit housing requirement. The City Corporation is required to prepare an Action Plan demonstrating how housing delivery in the City will be improved to meet Government targets and to apply a buffer of 20% to its 5 year housing land requirement to provide flexibility to developers in bringing housing sites forward.

The City of London Housing Delivery Test Action Plan is attached at Appendix 1 to this report. It demonstrates that sufficient housing units have either been delivered during 2018/19, or are under construction in the City, to meet the Housing Delivery Test for 2019. It also demonstrates that there is sufficient housing coming forward to meet Local and London Plan housing requirements, adjusted to include a 20% buffer, for over 6 years.

Recommendation(s)

Members are recommended to:

- Approve publication of the City of London Housing Delivery Test Action Plan, attached at Appendix 1.

Main Report

Background

1. In order to boost housing delivery, the Government has introduced a national Housing Delivery Test applicable to all local planning authorities, which compares the Government's assessment of the local housing requirement with Government data on local housing delivery. The Test is published annually and considers housing delivery performance over the previous 3 years, giving each authority a % score of housing delivery against the housing requirement.
2. The first set of Government Housing Delivery Test figures published 19th Feb 2019 found that 110 housing units had been delivered in the City of London, 42% of the Government's assessment of 262 units required for the 3 years

2015/16 to 2017/18. Consequently, the City Corporation is required to produce an Action Plan setting out how it will improve new housing delivery to meet targets and apply a 20% buffer to its 5 year housing land requirement to provide greater flexibility to developers in bringing housing sites forward.

The City of London Housing Delivery Test Action Plan

3. The City of London Housing Delivery Test Action Plan is attached at Appendix 1. The Action Plan demonstrates that:
 - Despite housing delivery in the period 2015/16 to 2017/18 being below the Government's target housing requirement, over the longer term between 2011/12 and 2017/18, housing delivery in the City exceeded Local Plan and London Plan requirements by 12%.
 - Between April 2018 and March 2022, over 1,000 new housing units were projected to be completed in the City. These include significant housing developments at Sugar Quay and Barts Close (which were completed or largely completed during 2018/19) and schemes under construction at 150 Bishopsgate, 15/16 Minories, the Former Bernard Morgan House and student housing at Vine Street.
 - The housing units under construction will deliver sufficient new housing to meet Local Plan and London Plan requirements for over 6 years, even after making an allowance for a 20% buffer to the housing requirement.
4. Recent completions and the projected housing supply mean that there is no need for additional actions to ensure that the City Corporation can meet the Government's Housing Delivery Test for 2019 and a number of years beyond.
5. The City Corporation will continue to implement its Local Plan policies and report annually on new housing delivery through its Local Plan Housing Monitoring Report, including reporting on the City of London Housing Trajectory.
6. The Housing Delivery Test Action Plan will be reviewed on publication of the 2019 Housing Delivery Test, expected in November 2019.
7. The longer-term delivery of housing in the City will be addressed in the City's new Local Plan, which is scheduled to be submitted for examination in spring 2020.

Corporate & Strategic Implications

8. Providing additional housing within the City is consistent with the Corporate Plan aim of contributing to a flourishing society, complementing the other aims of shaping outstanding environments and supporting a thriving economy. It addresses Corporate Plan Outcome 4: 'Communities are cohesive and have the facilities they need' and includes the commitment in outcome 4c to 'help provide homes that London and Londoners need'.

9. There are no security, financial or equalities and resourcing implications arising from this report.

Conclusion

10. The results of the Government's Housing Delivery Test for the City of London require that the City Corporation prepare an Action Plan setting out how it will increase housing supply going forward and also apply a 20% buffer to its 5 year housing land requirement.
11. The City Corporation's Housing Delivery Test Action Plan is attached at Appendix 1 and demonstrates that there is sufficient new housing, either completed in 2018/19 or under construction, to meet Government, Local Plan and London Plan housing requirements, including allowing for a 20% buffer, for over 6 years.

Appendix 1: City of London Housing Delivery Test Action Plan

Background Papers: Report to Planning & Transportation Committee, 18/03/2019: Publication of the Government's Housing Delivery Test Results for the City of London.

Peter Shadbolt

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City of London Housing Delivery Test Action Plan July 2019



Introduction

1. The National Planning Policy Framework (NPPF) requires local planning authorities to maintain a 5-year supply of deliverable housing sites to demonstrate that sufficient housing will come forward through allocated and windfall sites to meet projected need. Within the City of London, assessments of housing supply have been made against housing targets set out in the City of London Local Plan and the Mayor's London Plan. The City Corporation monitors housing delivery on an annual basis through the Local Plan Monitoring Report-Housing.
2. The Government has introduced a Housing Delivery Test as part of its efforts to boost housing delivery. The Test compares the Government's assessment of the local housing requirement with Government data on local housing delivery. It considers performance in housing delivery over the previous 3-year period and applies a percentage score of housing delivery against the housing requirement. A detailed methodology for calculating the Housing Delivery Test is set out in a Housing Delivery Test Rule Book. Further detail and guidance for local planning authorities is set out in the National Planning Policy Framework 2019 and National Planning Practice Guidance.
3. Where housing delivery falls below the housing requirement, then the following actions are required to be taken by the local planning authority:
 - the publication of an action plan if housing delivery falls below 95%. This should be published on the local planning authority's website within 6 months of the publication of the Housing Delivery Test;
 - a 20% buffer on a local planning authority's 5-year land requirement if housing delivery falls below 85%. This will be applied with immediate effect from the date of publication of the Test; and
 - a presumption in favour of sustainable development if housing delivery falls below 75%, once transitional arrangements have ended.
4. Transitional provisions have been applied for 3 years, setting a phased increase in the threshold for the application of the presumption in favour of sustainable development:
 - November 2018 test (actual publication February 2019), delivery below 25% of housing required over the previous 3 years;
 - November 2019 test, delivery below 45% of housing required over the previous 3 years;
 - November 2020 test, and in subsequent years, delivery below 75% of housing required over the previous 3 years.
5. These consequences will apply until the Government publishes the next Housing Delivery Test (normally annually in November) or until a new housing requirement is adopted (for example through the adoption of a new Local Plan). Delivery against the new target will then be considered and the relevant actions applied for any under-delivery.
6. Where delivery is above 95% of the target, no action is required.

The City of London

7. The City of London is little more than one square mile in area. It is the core of London's office-based employment. Its primary function as an international financial and professional services centre, rather than a residential location, is recognised in the Mayor's London Plan. The City lies within London's Central Activities Zone (CAZ). The London Plan indicates that the agglomerations

of offices and other CAZ functions should not be compromised by new residential development and, in particular, that residential development is considered inappropriate in the commercial core area of the City of London, reflecting its prominent role in providing capacity for world city business functions. Outside of the core commercial area of the City, office and other core CAZ functions should be given greater weight than residential development.

8. The priority given to office and commercial development in the City of London has been a key part of successive City of London plans, including the Unitary Development Plan in 2002, the Core Strategy in 2011 and the current adopted Local Plan in 2015. The policy emphasis on office development to support the City's international business role has been endorsed by Inspectors appointed to consider each of these plans.
9. The approach is supported nationally. The Government has recognised the City as an office centre of national and international significance, granting the City an exemption from national permitted development rights for the change of use of offices to housing from 2013 until 2019. From May 2019, this exemption has been replaced by an Article 4 Direction permanently removing the national permitted development right.
10. The City of London's role is reflected in the land use change statistics for office, hotel and housing development activity and the associated employment and population statistics. Table 1 summarises the key statistics as at 2017/18, at the end of the first Housing Delivery Test assessment period.

Land use	Stock	People	Number
Offices	8.79 million squares metres	Employment	513,000
Hotels	5,800 bedrooms		
Housing	7,200 dwellings	Residents	7,400

Table 1: Key Land Use and People Statistics for the City of London 2017/18

Sources: *Employment, BRES Office for National Statistics, Residents GLA 2016 SHLAA based population projections*

11. Looking ahead, the number of City workers is projected to increase to 600,000 by 2036, with the permanent residential population growing to 10,000 over the same period. Office floorspace stock is projected to increase to 10.8 million square metres, whilst the housing stock will grow to just over 8,500 dwellings.

City of London Housing Market

12. Housing in the City of London is located primarily in and around the 10 residential areas identified in the City of London Local Plan. Most residential units in the City are flats with one or two bedrooms, which is consistent with the findings of housing need in the City of London Strategic Housing Market Assessment (SHMA) 2016. The SHMA assessed the annual average level of housing need in the City over the period 2014-2036 at 126 dwellings per year, which is below the required target in the 2016 London Plan and the proposed target in the draft London Plan 2017.
13. The City Corporation owns and manages housing and housing estates outside of the City of London geographical area and plans to deliver an additional 900 new homes on City-owned sites by 2025, funded partly through s106 planning obligations from private housing and office developments in the City of London. The City Corporation also has ambitions to deliver a further 3,000 new homes on other land in its ownership in partnership with other housing providers.

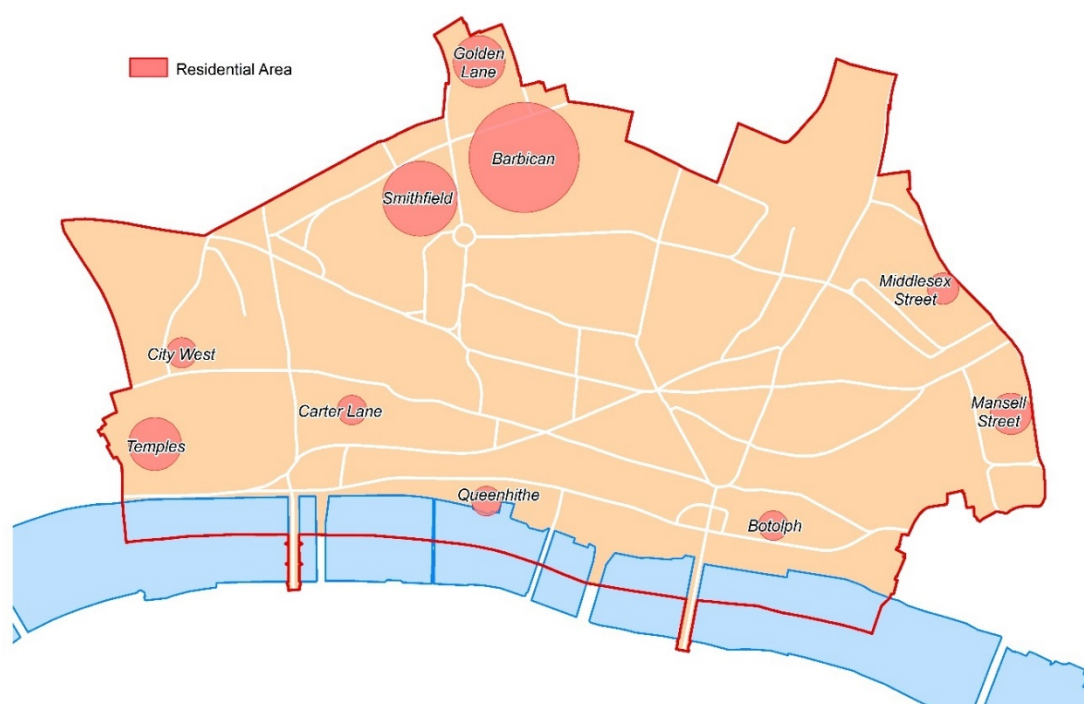


Figure 1: City of London Residential Areas

14. The City of London lies within the central London housing market, which witnessed significant growth in value and demand for much of the 2010-2017 period. In January 2014, Valuation Office Agency figures showed a typical residential land value in the City of London of just over £100 million per hectare, the highest value of all local authorities in England.
15. Figure 2 shows the increase in average house prices in the City of London, a growth of over 86% over the 9 years from 2010 to 2019.

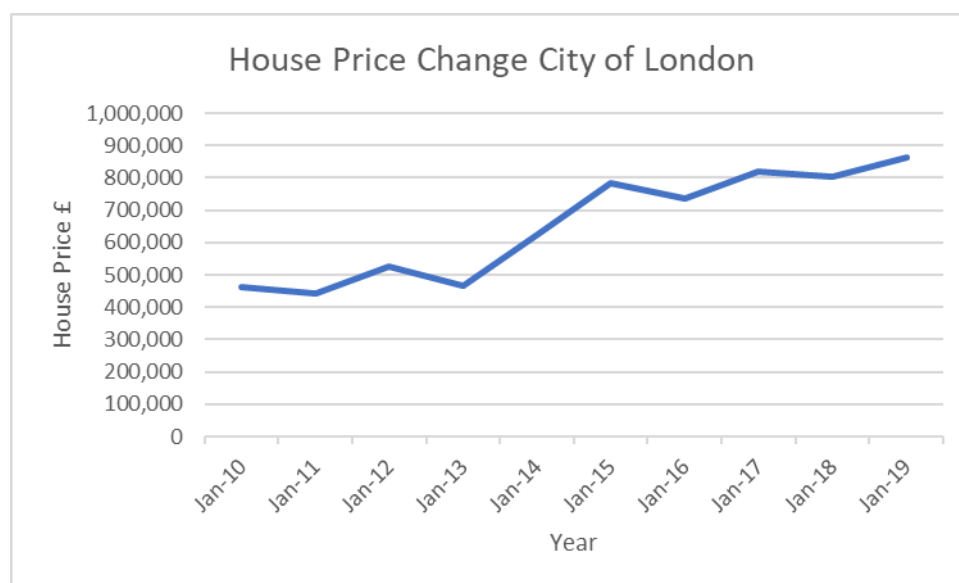


Figure 2 Average house prices in the City of London Jan 2010 – Jan 2019

Source: UK house price index, Land Registry

16. Although average house prices have risen significantly in the City since 2010, the housing market is small in comparison with the wider central London market and is susceptible to wider economic influences, such as continuing uncertainty over the economic impact of Brexit and the longer term impact of changes in domestic property taxation (particularly increases in stamp duty).
17. Market sentiment is particularly important in the City of London as future housing delivery relies entirely on new windfall sites being brought forward by developers. Any slow down or contraction in demand for new housing in central London therefore has a significant impact on the demand for, and delivery of, new housing in the City of London.

City of London Local Plan Housing Requirements

18. The Development Plan for the City of London comprises the Mayor's London Plan and the City of London Local Plan. The London Plan sets minimum annual housing supply targets for each local planning authority in London, including the City of London. Borough Local Plans are then required to plan for the delivery of these minimum targets, aiming to exceed the targets.
19. The City of London Local Plan was adopted on 15 January 2015. Core Strategic Policy CS21: Housing aims to exceed the London Plan's minimum annual housing requirement of 110 additional dwellings over the life of the Local Plan, up to 2026.
20. The London Plan 2016 has subsequently increased the overall housing requirement for the City of London to a minimum of 141 dwellings per year. A further change in the housing target for the City is proposed in the Draft London Plan (December 2017), increasing the requirement to 146 dwellings per year.
21. For the purposes of this Housing Delivery Action Plan, the City Corporation will monitor housing delivery against the London Plan requirements, rather than the adopted Local Plan requirement. The London Plan is part of the development plan for the City of London and this approach is consistent with the City Corporation's annual housing monitoring report.

Housing Delivery and Housing Trajectory in the City of London

22. The City of London relies entirely on windfall development to meet its housing requirements. This is a pragmatic approach which reflects the primacy accorded to commercial office development in the City by Government and in the London Plan. The reliance on windfalls was tested during the public examination of the Local Plan 2015, with the Inspector concluding:

"I consider that this reliance is entirely appropriate for the City, given its densely developed nature and the pre-eminence of its finance, business and maritime role."

23. In 2016, as part of the evidence gathering process for the draft London Plan, the Mayor issued a London-wide Call for Sites, to identify suitable housing sites to inform future London Plan housing targets. Approximately 1,300 potential housing sites across London were put forward through this process but no sites were put forward by housing developers within the City of London.
24. The City Corporation did not repeat the Call for Sites to inform the development of the draft Local Plan (City Plan 2036), but it is significant that the City Corporation received no comments or site suggestions from the Home Builders Federation, house building companies, or other house building groups during consultation on the draft Local Plan in 2018/19.

25. The NPPF requires local planning authorities to demonstrate a 5-year supply of deliverable housing sites to demonstrate that sufficient housing will come forward through allocated and windfall sites to meet projected need. The City Corporation demonstrates that it meets this requirement through a Housing Trajectory, which is published in the annual Local Plan Monitoring Report - Housing.
26. Figure 3 shows actual housing delivery in the City of London between 2011/12 and 2017/18 and projected housing delivery over the period 2018/19 to 2025/26. The cumulative plan target is based on planned housing delivery targets in the London Plan of 110 dwellings per year up to 2015/16 and 141 dwellings per year from 2016/17. The draft London Plan, currently at Public Examination, proposes increasing the annual housing target for the City to 146 dwellings per year from 2019/20. These targets are above the housing requirement in the 2015 Local Plan, which is the minimum level required to be assessed under the Housing Delivery Test, and so represent a more challenging housing delivery target for the City of London.

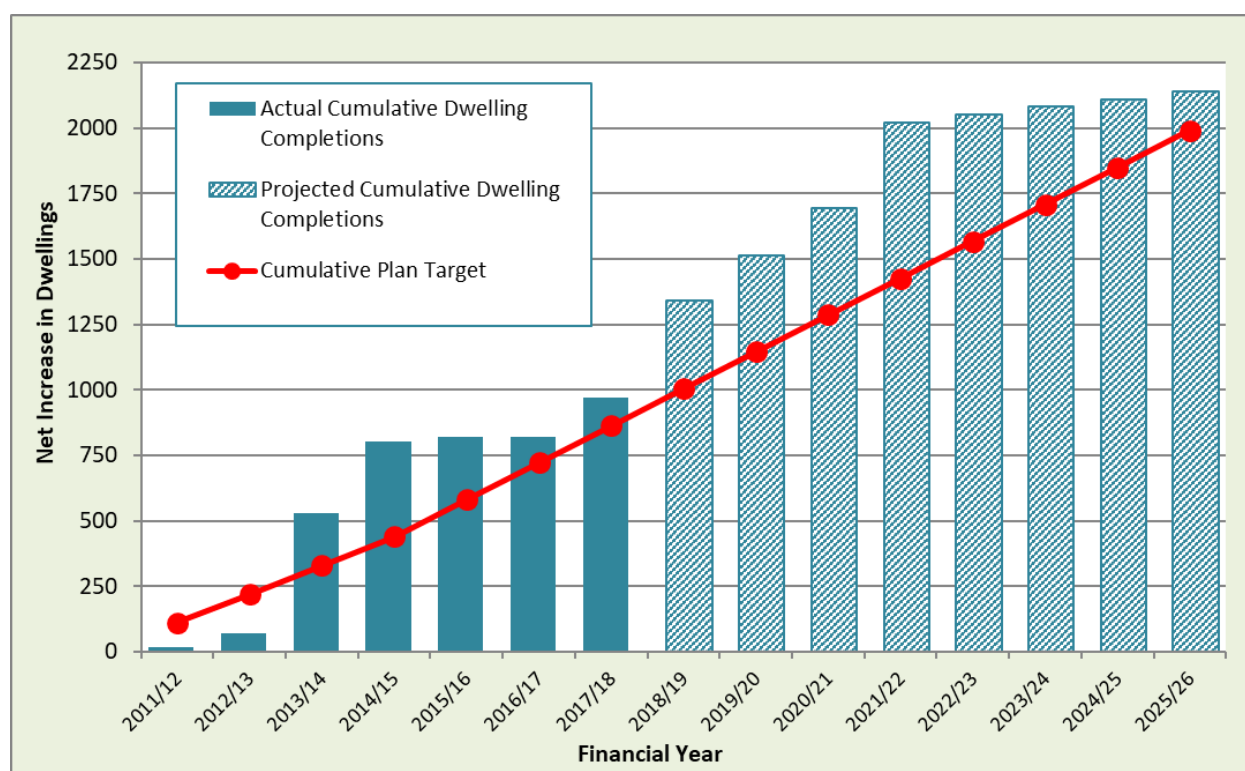


Figure 3: City of London Housing Delivery

27. Figure 3 shows that annual housing delivery in the City of London varies from year to year, with housing delivery in some years being below the required London Plan target, whilst in others it is significantly above annual targets. Housing delivery in the City follows a pattern of a relatively consistent level of delivery on small housing sites (those with under 10 units) combined with a highly variable level of delivery on a few larger sites, which come forward in response to development opportunities and favourable market conditions. In part this pattern of delivery is a response to the primacy attached to commercial office development in the City, the reliance on windfall sites and the small geographical size of the City.
28. Although there is a highly variable delivery of housing over the shorter term, when this is averaged over a 5-year period or the longer period of the Local Plan, Figure 3 demonstrates that housing delivery in the City has met and exceeded plan targets. This pattern and evidence of delivery was instrumental in the Inspector's consideration of the Local Plan 2015 and his conclusion that this approach to housing delivery and the reliance on windfall development was appropriate in the City's circumstances.

Housing Delivery Test Results for the City of London

Number of Homes Required			Total	Number of Homes Delivered			Total	HDT 2018 Measure
2015/16	2016/17	2017/18		2015/16	2016/17	2017/18		
98	94	71	262	77	7	26	110	42%

Table 2: City of London Housing Test Delivery 2015/16 to 2017/18

29. Table 2 sets out the first Housing Delivery Test results for the period 2015/16 to 2017/18. This includes:

- Number of homes required: This has been calculated by Government, based on the results of household projections (2012-based for 2015/16 and 2016/17 and 2014-based for 2017/18). This differs from the adopted Local Plan requirement.
- Number of homes delivered: This is derived from the London Development Database data and is in line with City Corporation figures.
- Housing Delivery Test 2018 Measure: Shows that the City of London met 42% of the Government requirement.

30. The 2018 Housing Delivery Test result for the City means that the City Corporation needs to take the specific actions set out below in accordance with procedures previously described in paragraphs 3 and 4. The procedures require that the City Corporation should:

- publish an action plan setting out how the City Corporation will improve housing delivery performance; and
- apply a 20% buffer to the 5-year land requirement for the City of London.

Housing Delivery Test Action Plan

31. The first annual Housing Delivery Test indicates that housing delivery in the City of London for the period 2015/16 to 2017/18 was at 42% of the number of homes required over this 3-year period. Figure 3 shows that, whilst housing completions in this period were below the cumulative target set in the London Plan, projected housing completions in the coming years will be substantially above this target and that, overall, the City of London will exceed London Plan targets in the period to 2025/26 (the end of the period covered by the City's adopted Local Plan).

32. Annex A shows the detailed Housing Trajectory data for the City of London. This further demonstrates that the shortfall identified in the Government's Housing Delivery Test was a short-term under-supply of new housing rather than a longer term problem. It shows that over the period 2011/12 to 2017/18, total housing delivery in the City was 970 dwellings, compared with the London Plan derived requirement of 863 dwellings, an over-supply of 12%.

33. The four-year period 2018/19 to 2021/22 is projected to see a significant delivery of housing, with nearly 1,000 dwellings either completed (during 2018/19) or under construction. These include:

Site	Projected Completion Date	Units
St Bartholomew	2018/19 and 2019/20.	232
Sugar Quay	2018/19	165
150 Bishopsgate	2020/21	160
35 Vine Street	2021/22	619 student flats, equates to 206 units
15 Minories	2018/19	87
Golden Lane	2021/22	99

34. When small sites (under 10 units) with permission are added, the projected residential pipeline for the period 2018/19 to 2021/22 is 1,051 net additional dwellings.
35. This level of provision will be significantly above the Local Plan and London Plan housing targets for the City of London and above the projected increase in households set in the Government projections.
36. In conclusion, there is currently a strong residential pipeline. The City Corporation will continue to implement its Local Plan policies. No further specific action is considered necessary to ensure that the City of London can meet its Housing Delivery Test obligations for the period up to 2021/22.

Housing Delivery Test 20% buffer on 5-year housing land requirement

37. The second action resulting from the 2018 Housing Delivery Test result is to increase the 5-year housing land requirement for the City by adding a 20% buffer. This is not an increase in the overall housing target for the City, but a re-phasing to increase the target applicable over the next 5 years to bring forward housing earlier in the plan period. In determining the 5-year requirement, account should also be taken of any existing under-supply in housing delivery.
38. For the City of London, the 2016 London Plan policy requirement for housing is 141 dwellings per year. The 20% buffer is calculated as follows:
- Annual requirement: 141 dwellings
 - 5-year requirement: 705 dwellings (141 x 5)
 - 20% buffer: 141 dwellings (705 X 20%)
 - Total 5-year dwelling requirement including 20% buffer: 846 (705 + 141)
39. The City of London Housing Trajectory set out in Annex A demonstrates that housing delivery over the period 2011/12 to 2017/18 exceeded Local Plan targets and that no additional allowance is necessary to the 5-year requirement to take account of previous under-delivery.
40. The Housing Trajectory also demonstrates that new housing delivery over the period 2018/19 to 2021/22 (a 4-year period) will deliver 1,051 net additional dwellings in the City of London. As these dwellings are recently completed or currently under construction, they meet the criteria of 'deliverable sites' set out in the NPPF.
41. The City of London Local Plan relies on windfall development to meet housing targets. No sites have been identified to meet housing targets in 2022/23 and beyond, but past delivery of windfall sites has demonstrated that sufficient housing sites are likely to come forward to meet targets in the period up to 2025/26. This approach to housing supply was considered and approved by the Inspector at the Public Examination into the adopted City of London Local Plan.

An estimate of 30 dwellings on windfall sites in 2022/23 has therefore been made in the published 5-year housing land supply for the City of London.

42. The table below demonstrates that the City Corporation has more than a 6-year land supply, including the 20% buffer imposed as a result of the 2018 Housing Delivery Test:

Housing requirement for period 01/04/18 – 31/03/23	705
Housing requirement + 20% buffer for period 01/04/18 – 31/03/23	705 + 141 = 846
Average annual rate of delivery to meet 5-year requirement + 20% buffer	846 ÷ 5 = 169.2
Total deliverable housing land supply for period 01/04/18 – 31/03/23	1,081
Total deliverable housing land supply in years for period 01/04/18 – 31/03/23	1,081 ÷ 169.2 = 6.4 years

Housing Delivery Test Action Plan Conclusions

43. This action plan meets the requirements under the NPPF for the City Corporation to set out how housing delivery will be improved going forward to ensure that delivery meets assessed housing requirements. It has demonstrated:
- Housing delivery in the City of London has exceeded Local Plan requirements over the period 2011/12 to 2017/18 by 107 units, or 12%;
 - A significant number of new dwellings have been completed in 2018/19, with further development under construction, likely to deliver over 1,000 new dwellings over the 4-year period 2018/19 to 2021/22;
 - The projected delivery of new housing over a 5-year period from 2018/19 onwards will be equivalent to 6.4 years of requirement, thereby exceeding the City Corporation's 5-year housing requirement including the 20% buffer.
 - No further actions are required at this stage to ensure that the City of London can meet adopted Local Plan housing requirements.
44. The City Corporation will continue to implement its Local Plan policies and report annually on new housing delivery through the Housing Monitoring Report, including reporting on the City of London Housing Trajectory.
45. This Action Plan will be reviewed on publication of the 2019 Housing Delivery Test, expected in November 2019.
46. The longer-term delivery of housing in the City in the period 2026-2036 will be addressed in the City's new Local Plan, which is scheduled to be submitted for examination in spring 2020.

Annex A: City of London Housing Trajectory, March 2018

Housing Trajectory 2016/17		Actual Housing Delivery							Projected Housing Delivery							
Indicator		Financial Year														
		2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
	Housing Trajectory Year as set out in Further Alterations to the London Plan (March 2015)					1	2	3	4	5	6	7	8	9	10	
	Housing Delivery Year to 2026 as per Policy CS21 Local Plan					1	2	3	4	5	6	7	8	9	10	11
	Trajectory Years Left as per Housing Delivery	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
H2a	Net additional dwellings in previous years															
	Allocated Sites	0	0	0	0											
	Unallocated Sites	18	51	458	277	15	2									
H2b	Net additional dwellings for reporting year							149								
	Net additional dwellings future years															
	Allocated Sites															
	Unallocated Sites with planning permission								372	172	181	326				
	Unallocated Sites Awaiting Decision Subject to a S106 Agreement															
	Unallocated Sites Awaiting Decision to be made															
	Unallocated Sites without planning permission projected												30	30	30	30
	Projected Cumulative Dwelling Completions	18	69	527	804	819	821	970	1342	1514	1695	2021	2051	2081	2111	2141
H2c	Annualised Plan Target	110	110	110	110	141	141	141	141	141	141	141	141	141	141	141
	Cumulative Plan Target	110	220	330	440	581	722	863	1004	1145	1286	1427	1568	1709	1850	1991
	Monitor dwellings above or below cumulative allocation	-92	-151	197	364	238	99	107	338	369	409	594	483	372	261	150
H2d	Managed delivery target (taking account of past/projected completions)	133	141	148	122	108	117	130	128	93	80	59	-8	-20	-45	-120
	(Total target less previous years)/Years Left															

Committee(s)	Dated:
Planning and Transportation – for information	9 July 2019
Subject: City of London Transport Strategy Delivery Plan 2019/20 to 2021/22	Public
Report of: Director of the Built Environment	For Information
Report author: Samantha Tharme – Department of the Built Environment	

Summary

This report covers the draft Transport Strategy 3-year Delivery Plan 2019/20 – 2021/22.

The City of London Corporation's Transport Strategy was adopted at the Court of Common Council on the 23 May 2019. The Planning & Transportation Committee approved it for recommendation to the Court on the 30 April 2019.

A Delivery Plan to support the Transport Strategy has been prepared. This was not presented at the 30 April meeting as a number of projects are subject to the Fundamental Review. However, Members requested that a Draft Delivery Plan be brought for the Committee's consideration ahead of the Fundamental Review being completed.

This report covers the Draft Delivery Plan (Appendix 1) and is for information. The final Delivery Plan will be presented once the Fundamental Review is complete. All relevant projects will still be subject to the usual project approval process.

Recommendation

Members are asked to:

- Note for the draft Transport Strategy Delivery Plan 2019/20 – 2021/22 (Appendix 1).

Main Report

Background

1. The City of London Transport Strategy was adopted by the Court of Common Council on the 23 May 2019. A Delivery Plan to support the proposals has been

drafted (Appendix 1). As a number of the projects are subject to the Fundamental Review this cannot yet be finalised.

2. There are however a number of sources of funding which are not subject to the Fundamental Review, and a substantial number of schemes and projects in the plan will go ahead and work has commenced on some of these. The table in Appendix 1 clearly indicates which schemes are still subject to the Fundamental Review.
3. Some of the projects are funded through S106 and therefore are dependent on the approval of the report 'Review of projects within the Built Environment Directorate' is also being considered by this Committee on 9 July.
4. All projects are still subject to the usual Member approval through the Gateway Process.
5. Those projects fully funded by TfL have been agreed through approval of the Local Implementation Plan (LIP) at this committee on the 30 April 2019 and through approval of the LIP by TfL.

Transport Strategy Delivery Plan

6. The Transport Strategy Delivery Plan 2019/20 to 2021/22 is attached in Appendix 1. This details the projects that will be funded by City of London sources, Transport for London (TfL) and Developer funding.
7. Updates on the progress of projects within the Delivery Plan will be reported on a quarterly basis, through the regular reports from the Project Management Office. Progress on the Delivery Plan as a whole will reported annually to the Committee. The Delivery Plan will be updated on a rolling basis every year.
8. There is good alignment between the Transport Strategy, the City's Corporate Plan and also the Mayor of London's Transport Strategy, which seeks to improve London's streets to make them healthy, inclusive and safe, provide a good public transport experience and support the delivery of homes and jobs.

Corporate & Strategic Implications

9. The delivery of the Transport Strategy will support the delivery of the Corporate Plan outcomes 1, 3, 5, 8, 9, 11 and 12. *and in particular the 'People are safe and feel safe' and 'We are digitally and physically well connected and responsive' priorities. The projects are also aligned with the Department of Built Environment Business Plan.* It also indirectly supports the delivery of Corporate Plan outcomes 2 and 4. The relationships between Transport Strategy and Corporate Plan outcomes are mapped in Appendix 2.
10. The implementation of the Transport Strategy will assist with the mitigation of key Corporate risks, including:
 - Loss of support for the Business City

- Air Quality
- Road Safety
- Operational Security

Financial implications

11. Delivery of the Transport Strategy will primarily be funded through developer contributions (S106, S278 and CIL) and the On-Street Parking Reserve (OSPR). Funding will also be provided by Transport for London, including the City Corporation's annual LIP allocation.
12. The Corporation is currently undertaking a Fundamental Review of its services and projects. This is expected to be completed by September 2019. Ahead of this a prioritisation exercise for transport and public realm projects has been completed and is as being considered by this Committee on 9 July 2019 (Review of projects within the Built Environment Directorate). Following Member approval of a first S106 allocation plan in December 2018, this latest report seeks Member approval for a further allocation of S106 funds. This exercise took account of both Corporate Plan and Transport Strategy outcomes and was conducted in discussion with the Chamberlain and with support from Corporate Strategy.
13. Transport schemes related to the delivery of the approved Major Projects (i.e. Markets Relocation, New Museum at Smithfield and Fleet Street combined courts), other projects not put on hold and any schemes wholly funded from restricted sources (LIP, S106 and S278) will be able to progress, subject to Member approval through the usual Gateway process.

Conclusion

14. The draft Transport Strategy Delivery Plan sets out the transport projects and programmes that will be delivered over the next three years to help ensure the City remains a great place to work, live, visit and learn. The draft Plan demonstrates that a number of projects within the Transport Strategy proposals are achievable without waiting for the completion of the Fundamental Review. This includes approved Major Projects; TfL funded projects; and S106 funding already committed or restricted to particular locations. Further clarity on scope and timescale of those projects that are subject to the Fundamental Review will be possible after the review is completed.

Background papers

[City of London Transport Strategy 2019](#)
[City of London Local Implementation Plan 2019/20 – 2021/22](#)

Appendices

- Appendix 1: Transport Strategy Delivery Plan 2019/20 to 2021/22
- Appendix 2: Corporate Plan outcome mapping

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Appendix 1: City of London Transport Strategy Delivery Plan 2019/20 to 2021/22

Those projects subject to **Fundamental Review** are clearly identified. All S106 funds which are not restricted by location and purpose are subject to **Review of projects within the Built Environment Directorate**. The report describes how the DBE prioritisation exercise has been re-evaluated as a result of the corporation-wide fundamental review.

Following Member approval of a first S106 allocation plan in December 2018, this latest report seeks Member approval for a further allocation of S106 funds in order to complete projects and fulfil developer and third party deadlines.

At the conclusion of the fundamental review, a further report on the allocation of any remaining local funds will be produced in support of the priorities and conclusions of the fundamental review.

Appendix 1.

City of London – DRAFT Transport Strategy Delivery Plan 2019/20 - 2021/22

The City of London Transport Strategy sets the 25-year framework for future investment in, and management of, the Square Mile's streets and for improvements to transport connections.

The Transport Strategy and Delivery Plan were developed to meet the needs of the City's traveling public and align the City Corporation's projects and programmes with the policy framework of the Mayor's Transport Strategy. The Delivery Plan includes details of how projects will contribute to meeting the Transport Strategy Proposals and Corporate Plan outcomes.

The [City of London Transport Strategy](#) sets out in more detail the rational and context for the City's transport outcomes and each of the related proposals to deliver them. The final Transport Strategy was adopted by the Court of Common Council on the 23 May, 2019.

Schemes and projects which are due to commence within the Delivery Plan period 2019/20 to 2021/22 are set out in the table in this Plan. Against each scheme the start and finish date is given. Funding is indicated as the total amount to completion.

Table 1 covers projects and activity in the capital programme funded by CoL, Developer Contributions and Transport for London (TfL). Table 2 covers those schemes or areas of work which are primarily officer time or revenue funded by CoL and TfL. Table 3 lists schemes affecting City Corporation activity.

Transport for London Schemes on TLRN which are supported by CoL and which help to deliver Transport Strategy proposals (20, 1, 2, 24) are:

- Bishopsgate, Camomile Street junction
- Bishopsgate, Fenchurch Street junction
- Ludgate Circus

A list of all the Transport Strategy Proposals is included in Table 4.

Table 1. Draft Transport Strategy Delivery Plan

Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals and Corporate Plan outcomes
City Wide 15 mph speed limit Schemed development; implementation and education programme	2019/20	2021/22	TfL – LIP	200	Primary delivery of proposal 20 Secondary 1, 2 Corporate Plan outcome 1
City Streets 20 mph streets south of Thames Street to be brought into 20 mph limit with TfL scheme 20 mph on Upper and Lower Thames Street	2019/20	2019/20	CoL – Local Risk TfL	5	Primary delivery of proposal 20 Corporate plan outcome 1
Legible London pedestrian signing scheme	2019/20	2020/21	TfL – LIP OSPR	2,144	Primary delivery of proposals 6, 2, 1 Corporate plan outcome 9.
Road Danger Reduction priority schemes Scheme development and implementation, including: -Gresham St, Old Jewry -Gresham street / Wood Street / Bread Street -Old Broad Street / London Wall -Fenchurch Street / Philpot Street / Lime Street -Creechurch Ln / Leadenhall Street -London Wall / Wormwood / Old Broad St	2019/20	2021/22 (rolling to 2030)	TfL – LIP	270	Primary delivery of proposals 20, 1, 2, Corporate plan outcome 1

Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals and Corporate Plan outcomes
Pedestrian Priority/Healthy streets priority projects -Old Broad Street -Abchurch Lane Further schemes to be identified during Plan period	2019/20	2021/22 (rolling to 2044)	TfL - LIP	550	Primary delivery of proposals 1, 2, 20 Corporate plan outcomes 1, 9.
Bus priority Within Healthy Streets minor schemes; and TfL bus priority schemes, at: Fleet Street, Ludgate Hill, Holborn, London Wall, Cannon Street.	2019/20	2020/21	TfL - LIP	100	Primary delivery of proposal 47, Secondary 16, Corporate plan outcome 9
Puddle Dock Pedestrian route safety and provision of new walking route (further scheme elements to be delivered by TfL on TLRN)	2019/20	2020/21	TfL - LIP	385	Primary delivery of proposals 1, 2, 20 Secondary 48 Corporate plan outcomes 1, 9
Riverside Walkway – Globe View section, reinstatement and improvement of Thames path for public access	2019/20	2020/21	TfL – LIP S106 S278	400	Primary delivery of proposals 3, 5 Corporate plan outcome 9
Mansion House Station Environs walking and public realm improvements, including routes to rail stations	2019/20	2020/21	TfL – LIP S106 S278	400	Primary delivery of proposals 2, 1 Corporate plan outcome 9
100 Minories public realm enhancements	2019/20	2020/21	TfL – LIP S106 S278	1,000-1,200	Primary delivery of proposals 2, 7 Corporate plan outcome 9

Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals and Corporate Plan outcomes
Sustainable logistics centre – FUNDAMENTAL REVIEW Co-location major suppliers including, waste collection, courier services, (feasibility and scheme development; implementation to follow in 2030)	2020/21	2030	CoL	TBC	Primary delivery of proposals 38, 39, 11, Secondary 2, 29 Corporate plan outcomes 5, 9
City Cycle Network Phase 1 scheme implementation Route 1: CS1 to Monument via Bank (subject to funding confirmation from TfL)	2019/20	2020/21	TfL	800	Primary delivery of proposals 1, 24, 20 Secondary 11, 12 Corporate plan outcomes 1, 9
Route 2: Aldgate to Blackfriars via Bank (including improvements at Mansion House junction with TfL)	2019/20	2021/22	TfL	2-3,000	Primary delivery of proposals 1, 24, 20 Secondary 11, 12 Corporate plan outcomes 1, 9
Cycle route Quiteway 11 Queen Street upgrade	2019/20	2021/22	TfL	500	Primary delivery of proposals 1, 24, 20 Secondary 11, 12 Corporate plan outcomes 1, 9
City Cycle Network Phase 1 scheme development: Route 3: Duke's Place to St Paul's Gyratory Route 4: Bank to Holborn	2021/22	2024/25	TfL	TBC	Primary delivery of proposals 1, 24, 20 Secondary 11, 12 Corporate plan outcomes 1, 9

Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals and Corporate Plan outcomes
Bank Junction and surrounding streets – ON HOLD FUNDAMENTAL REVIEW Walking and public realm improvements – scheme development during plan period (to 2021/22) <i>Approval to Gateway 4, full scheme on hold</i>	2013/14	(2023)	OSPR S106	4,000-18,000	Primary delivery of proposals 1, 2, 7 11, 12, 20, 24 Corporate plan outcomes 1, 9
Moorgate Crossrail Integration Walking improvements to junction and surrounding public realm (in conjunction with Crossrail) and to streets connecting Moorgate Station.	2019/20	2025	S278 S106 Crossrail	2,000 + further S106 to be agreed	Primary delivery of proposals 1, 2, 7, 20, 47 Corporate plan outcomes 1, 9
Smithfield Area Public Realm and Transport Measures Barbican & Smithfield - Healthy Streets Plan scheme development and transport study. Implementation of public realm and transport measures improvements to support Culture Mile and Museum relocation;	2019/20	2020/21	CoL OSPR S106	715	Primary delivery of proposals 1, 2, 7, 8, 11, 12, 13 20, 29, 24 Secondary 6, 16
	2021/22	2026	CoL S106 OSPR	12,000	Corporate plan outcomes 1, 9
Beech Street air quality and public realm enhancements	2018/19	2022/23	CIL	12-15,000	Primary delivery of proposals 2 11, 7, 8 Secondary 29 Corporate plan outcomes 1, 11
Barbican & Golden Lane Zero Emission	2019/20	2021/22	TfL – LIP	150	Primary delivery of

Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals and Corporate Plan outcomes
Zone (includes Beech Street)					proposals 29, 11 Secondary 38 Corporate plan outcomes 1, 11
St Paul's gyratory removal – ON HOLD FUNDAMENTAL REVIEW Traffic management measures removal of St Paul's gyratory system and Museum of London roundabout.	2013/14	2025	CIL S106	27,800	Primary delivery of proposals 1, 2, 24, 7, 8, 20 Secondary 11, 12 Corporate Plan outcomes 1, 9
City Cluster Vision and Traffic Management Healthy Streets Plan Traffic management measures	2019/20	2022/23	TfL – LIP & LN S106	3,300	Primary delivery of proposals 1, 2, 7, 8, 11, 12, 13, 20, 29, 38, Secondary 24, 25 Corporate plan outcomes 1, 9
City Cluster Vision Phase 1 Including Lime Street; greening & trial schemes for traffic management and vehicle access restrictions.	2019/20	2020/21	S106	3,000	Primary delivery of proposals 1, 2, 7, 8, 11, 12, 13, 20, 29, 38, Secondary 24, 25 Corporate plan outcomes 1, 9, 11
City Cluster Zero Emission Zone	2019/20	2021/22	TfL – LIP EU	150	Primary delivery of proposals 29, 11, Secondary 38 Corporate plan outcome 11
City Cluster Vision Phase 2 – ON HOLD	2021/22	2030	CIL S106	20,000 +	Primary delivery of proposals 1, 2,

Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals and Corporate Plan outcomes
FUNDAMENTAL REVIEW Phase 2 – St Mary Axe, Leadenhall Street - Public realm/ traffic access restrictions; area wide greening Phase 3 – ON HOLD FUNDAMENTAL REVIEW					7, 8, 11, 12, 13, 20, 29, 38, Secondary 24, 25 Corporate plan outcomes 1, 9
Liverpool St Crossrail Integration Walking improvements to junction and surrounding public realm (in conjunction with Crossrail) and to streets connecting Liverpool Street Station	2019/20	2024/25	S278 S106 Crossrail	2,000 +S106 additional to be agreed	Primary delivery of proposals 1, 2, 7, 20 Secondary 47 Corporate plan outcomes 1, 9
Fleet Street and Courts Area - APPROVED MAJOR PROJECT Healthy Streets Plan traffic management study and improvement required for Fleet Street between Chancery Lane and Ludgate Circus (scheme development only, implementation beyond Delivery Plan period – 2025-2040)	2020/21	2021/22 (2025-2040)	CoL CIL OSPR	250	Primary delivery of proposals 1, 2, 11, 12, 20 Secondary 38 Corporate plan outcomes 1, 9
Temple area traffic management and public realm – ON HOLD FUNDAMENTAL REVIEW Measures to improve traffic movement, access, egress and greenery	2019/20	2020/21	CoL	2,700	Primary delivery proposals 7, 12, 14 Secondary 38 Corporate plan outcomes 1, 12
Street lighting upgrade main and side streets upgraded	2018/19	2019/20	CoL	4,000	Primary delivery proposal 23

Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals and Corporate Plan outcomes
					Corporate plan outcomes 1, 12

OSPR – On Street Parking Reserve

CoL – City of London funds (not specified here, see individual projects)

S106 – Developer funding through planning agreements

S278 – Developer funding Highway scheme

CIL – Community Infrastructure Levy

Table 2: Revenue programme - policy/scheme development

Project description	Start date	End date	Funding sources	Total cost £000 officer time and local risk budget	Transport Strategy proposals and Corporate Plan outcomes
Lunchtime Streets City Cluster and Chancery Lane Further streets to be identified and funding beyond plan period	2019/20	2021/22	TfL – LIP	180	Primary delivery of proposals 6, 13 Secondary 1 Corporate plan outcome 1
Kerbside uses review Full assessment of all street parking/loading activity, to identify opportunity to improve on-street delivery and reduce vehicles numbers.	2019/20	2019/20	TfL – LIP	110	Primary delivery of proposals 38, 39, 11, 13, 14 Secondary 13, 25 Corporate plan outcome 9
Road Danger Reduction Campaigns behaviour change and community engagement, (including working with City of London Police)	2019/20	2021/22	TfL – LIP	180	Primary delivery of proposals 6, 13, 20, 21, 34 Corporate plan outcome 1
Streets Accessibility Programme City of London Street Accessibility Standard and Audit, and plan for delivery	2019/20	2019/20 (rolling to 2025)	TfL – LIP	50	Primary delivery of proposals 16, 1 Secondary 2, 11 Corporate plan outcomes 1, 3, 8
Last mile delivery hubs Two 'last mile' logistics hubs in underutilised City Corporation assets by 2022. A further three hubs by 2025	2020/21	2021/22	CoL (Transformation fund)	TBC	Primary delivery of proposals 38, 39, 11 Secondary 32, 2 Corporate plan outcomes 5, 9

Project description	Start date	End date	Funding sources	Total cost £000 officer time and local risk budget	Transport Strategy proposals and Corporate Plan outcomes
Peak time access restrictions/ Pedestrian Priority feasibility and prioritisation process across pedestrian priority streets	2019/20	2019/20	CoL	*	Primary delivery of proposals 2, 13 Corporate Plan outcome 1
Disabled parking bays adjustment for space requirements	2019/20	2020/21	CoL	15	Secondary support proposal 16 Corporate plan outcome 3
Accessibility minor works dropped kerbs and raised street entry treatment	2019/20	2019/20	CoL	2	Primary delivery of proposals 16 Corporate plan outcome 3
Cycle Parking stands implementation of additional	2019/20	2019/20	CoL	15	Primary delivery of proposals 25
Cycle infrastructure advance stop line (ASL) capacity increases various junctions	2019/20	2020/21	CoL	20	Primary delivery of proposals 24, 20 Corporate plan outcome 9
Shared use Review for walking and cycling - Policy and design guide	2019/20	2019/20	CoL	*	Primary delivery of proposals 2, 20, 24, 1, Corporate plan outcome 9
EV Infrastructure Action Plan	2019/20	2019/20	CoL	*	Primary delivery proposal 30 Corporate plan outcome 11
Future Transport Programme	2019/20	2019/20	CoL	*	Primary delivery of proposals 43, 44, 45

*indicates staff time only

Table 3. Corporate projects

Project description	Start date	End date	Funding sources	Total cost £k 3yr plan (or whole programme where known)	Transport Strategy proposals and Corporate Plan outcomes
Zero Emission Waste Collection procurement of waste collection service with Zero Emission Vehicles	2019/20	Ongoing contract	CoL officer time	*	Primary delivery proposal 33
Consolidation of Deliveries at CoL sites	2019/20		CoL officer time	*	Primary delivery proposal 38
Sustainable Servicing Programme policy and guidance working with TfL	2019/21	2020/21	CoL officer time	*	Primary delivery proposal 39

*indicates staff time only

Table 4: Transport Strategy Proposals.

Proposal 1: Embed the Healthy Streets Approach in transport planning and delivery
The Square Mile's Streets are great places to walk and spend time
Proposal 2: Put the needs of people walking first when designing and managing our streets
Proposal 3: Complete the riverside walkway and improve walking connections between the riverside and the rest of the City
Proposal 4: Enhance the Barbican high walks
Proposal 5: Ensure new developments contribute to improving the experience of walking and spending time on the City's streets
Proposal 6: Promote and celebrate walking
Proposal 7: Provide more public space and deliver world-class public realm
Proposal 8: Incorporate more greenery into the City's streets and public spaces
Proposal 9: Reduce rainwater run-off on City streets and public realm
Proposal 10: Incorporate protection from adverse weather in the design of streets and the public realm
Street space is used more efficiently and effectively
Proposal 11: Take a proactive approach to reducing motor traffic
Proposal 12: Design and manage the street network in accordance with the City of London Street Hierarchy
Proposal 13: Use timed and temporary street closures to help make streets safer and more attractive places to walk, cycle and spend time
Proposal 14: Make the best and most efficient use of the kerbside and car parks
Proposal 15: Support and champion the 'Turning the corner' campaign
The Square Mile is accessible to all
Proposal 16: Develop and apply the City of London Street Accessibility Standard
Proposal 17: Keep pavements free of obstructions
Proposal 18: Keep pedestrian crossings clear of vehicles
Proposal 19: Support and champion accessibility improvement to Underground stations
People using our streets and public spaces are safe and feel safe
Proposal 20: Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero
Proposal 21: Work with the City of London Police to reduce crime and fear of crime
Proposal 22: Ensure on-street security measures are proportionate and enhance the experience of spending time on our streets
Proposal 23: Improve the quality and functionality of street lighting
Proposal 24: Apply a minimum cycling level of service to all streets
Proposal 25: Increase the amount of cycle parking in the City

Proposal 26: Ensure new developments contribute to improving the experience of cycling in the City
Proposal 27: Promote and celebrate cycling
Proposal 28: Improve cycle hire in the City
The Square Mile's air and streets are cleaner and quieter
Proposal 29: Support and champion a central London Zero Emission Zone
Proposal 30: Install additional electric vehicle charging infrastructure
Proposal 31: Request an accelerated roll out of zero emission capable buses
Proposal 32: Support small businesses to accelerate the transition to zero emission capable vehicles
Proposal 33: Make the City of London's own vehicle fleet zero emissions
Proposal 34: Reduce the level of noise from motor vehicles
Proposal 35: Reduce noise from streetworks
Proposal 36: Encourage innovation in air quality improvements and noise reduction
Proposal 37: Ensure street cleansing regimes support the provision of a world-class public realm
Delivery and servicing needs are met more efficiently, and impacts are minimised
Proposal 38: Reduce the number of freight vehicles in the Square Mile
Proposal 39: Develop a sustainable servicing programme
Our street network is resilient to changing circumstances
Proposal 40: Allow some Local Access streets to function as City Access streets during significant disruption
Proposal 41: Reduce the impact of construction and streetworks
Proposal 42: Make the street network resilient to severe weather events
Emerging transport technologies benefit the Square Mile
Proposal 43: Establish a Future Transport Programme
Proposal 44: Establish a Future Transport Advisory Board
Proposal 45: Explore the need for legislative change to ensure emerging technology and innovation benefits the Square Mile
The Square Mile benefits from better transport connections
Proposal 46: Support and champion better national and international connections to the Square Mile
Proposal 47: Support and champion improved connections to the Square Mile from Greater London and the surrounding region
Proposal 48: Support the increased use of the Thames for passenger services
Proposal 49: Review bus provision across the City
Proposal 50: Support the Mayor of London in retaining locally-generated taxation
Proposal 51: Encourage continued Government investment in major London transport projects

Delivering the Strategy
Proposal 52: Using temporary interventions and trials to accelerate the pace of delivery
Proposal 53: Improve our monitoring of transport in the Square Mile
Proposal 54: Support change across London that is aligned with this Strategy

Appendix 2: Corporate Plan outcome mapping

Transport Strategy outcome	Corporate Plan outcome
The Square Mile's streets are great places to walk and spend time	9. We are digitally and physically well-connected
Street space is used more efficiently and effectively	9. We are digitally and physically well-connected
The Square Mile is accessible to all	3. People have equal opportunities to enrich their lives and reach their full potential 8. We have access to the skills and talent we need
People using our streets and public spaces are safe and feel safe	1. People are safe and feel safe
A wider range of people choose to cycle	9. We are digitally and physically well-connected
Our air and streets are cleaner and quieter	11. We have clean air, land and water and a thriving and sustainable natural environment
Delivery and servicing are more efficient, and impacts are minimised	5. Businesses are trusted and socially and environmentally responsible
Our street network is resilient to changing circumstances	12. Our spaces are secure, resilient and well-maintained
The Square Mile benefits from better transport connections	9. We are digitally and physically well-connected
Emerging transport technologies benefit the Square Mile	9. We are digitally and physically well-connected

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Committee(s)	Dated:
Planning & Transportation	09/07/2019
Subject: District Surveyors Annual Report 2018/19	Public
Report of: Carolyn Dwyer, Director of the Built Environment	For Information
Report author: Gordon Roy, District Surveyor & Environmental Resilience Director	

Summary

The purpose of this report is to update the committee on the workings of the District Surveyor's office which reports to it for the purposes of building control, engineering services for the City's major infrastructure and to provide resilience to buildings and businesses within the square mile that maybe affected by environmental hazards. To provide members with a better understanding of the District Surveyor it is proposed to submit annual reports to the committee for information.

Recommendation(s)

Members are asked to:

- Members are asked to note the report as information.

Main Report

Background

1. The principle role of the District Surveyor's Service is to ensure that all building work complies with the requirements of the Building Act 1984 and the Building Regulations 2010. Building Regulations are minimum standards laid down by Parliament to secure the health and safety of people in or about buildings with an increasing emphasis on improving energy efficiency, sustainability and accessibility. The building control section is also responsible for notices submitted under Section 30, London Building Act (Amendment) Act 1939 for temporary demountable structures.
2. In offering this Building Regulation regulatory service within the City, the District Surveyor's Office is in direct competition with over 96 private firms operating as corporate Approved Inspectors authorised to offer a building regulations approval service. In the order of 20 of these competitors have targeted the City as an area for growth; attracting a wide range of clients.
3. In addition, Dangerous Structures within Inner London are dealt with under the London Building Acts 1930-1939. Responsibility for dealing with them is delegated, by your committee to the District Surveyor.
4. This service is provided on a continuous basis, 24 hours a day throughout the year to ensure public safety. A record of all calls is maintained on the CAPS Uniform software.
5. Other responsibilities placed upon the District Surveyor include:
 - Maintaining a register of all work under the control of Approved Inspectors.

- Registering certificates under the Competent Persons Schemes.
 - Processing and recording Demolition Notices.
 - Advice to the Community and Children's Services on Marriage Licence applications on the technical standards in relation to Health and Safety.
 - Advice to the Planning Service on major Planning Applications on the design of Sustainable drainage systems
6. Advice and guidance on technical and procedural requirements are made freely available to other areas of the City of London Corporation and the public upon request.
 7. The engineering team are responsible for the City's Bridges, Highway Structures and Statutory Reservoirs on which they report separately to your committee and Open Spaces Committees respectively. They also provide advice on major Infrastructure Projects to protect the City's interests.
 8. The Building Regulations are the primary means of government ensuring acceptable building standards and raising them when necessary.
 9. Following the Grenfell tragedy, the Government appointed Dame Judith Hackitt to conduct a review into the Building Regulations and Fire Safety. Her final report was issued on the 17th May 2018 with 53 recommendations on how the Building Regulations are to be administered, particularly to residential high-rise buildings over 10 storeys and how these buildings are to be managed over their life span.
 10. The Government has stated that it intends to implement all Dame Judith's recommendations, and is currently working with the construction industry to develop new working procedures and Gateways, new testing certification procedures, and identification of industry competency levels. This work is on-going and is due to report to Government by summer 2019.
 11. The Government remains concerned about fire safety, and in December 2018 introduced new Building Regulations regarding cladding to high rise residential buildings over 18m, requiring them to be constructed of non-combustible materials. A report was submitted to your Committee for information at that time.
 12. Further changes to the Building Regulations and fire safety are expected over the next 18 months, but in the meantime the District Surveyor continues to work with Community and Children's Services to ensure the highest standards of fire safety are installed within the Corporations housing stock.

Current Position

13. As referenced earlier in the report the Building Regulations function of the District Surveyor's office is open to extensive competition. This competition has steadily increased since its introduction to the commercial market in 2001.
14. The workload into the office is affected by the fluctuating extent of building work within the City as much as it is by the degree of challenge from private competitors. Table one shows the number of applications and Initial Notices received by the City District Surveyors office over the years 2015 to 2019. It also shows the market share percentage enjoyed by the District Surveyors for each of these years, which remains fairly steady.

Table 1

Market Share				
	Yr. 2015/16	Yr. 2016/17	Yr. 2017/18	Yr. 2018/19
City of London Applications	266	216	248	244
Initial Notices Received	750	763	773	791
Total Number of Applications	1016	979	1021	1035
City of London Market Share	26%	22%	24%	24%

15. The market share is only one way to measure the amount of work. From an analysis of the Initial Notices received, the vast majority of the work that Approved Inspectors are employed on is generally office and shop fitouts. The District Surveyors office is employed on the full spectrum of construction work with approximately 70% of the new buildings requesting the District Surveyors provide the Building Regulation service.

16. A summary of the Building Control workload is shown in table two:

Table 2

Building Control Stats				
	2015/16	2016/17	2017/18	2018/19
Corporate Complaints	1	0	0	0
Jobs Commenced	263	224	237	205
Jobs Completed	197	138	188	142
Full Plans Applications Submitted	183	126	159	110
Building Notice Applications submitted	66	66	63	73
Partnership Applications	6	11	9	24
Regularisations	11	13	17	28
Cross Boundary	N/A	N/A	N/A	9
Total Number of Applications	266	216	248	244
Competent Person Notifications	472	333	739	827
Dangerous Structure Call Outs	27	32	29	33
Site Inspections	1812	1457	1603	1537
Income	£1,353,248	£1,295,411	£874,660	£957,150
Market Share	26%	22%	24%	24%

17. Total workload in the year 2018/19 remains healthy but analysis was undertaken on applications received in a calendar year and their respective fee income was plotted and the results are found in table three:

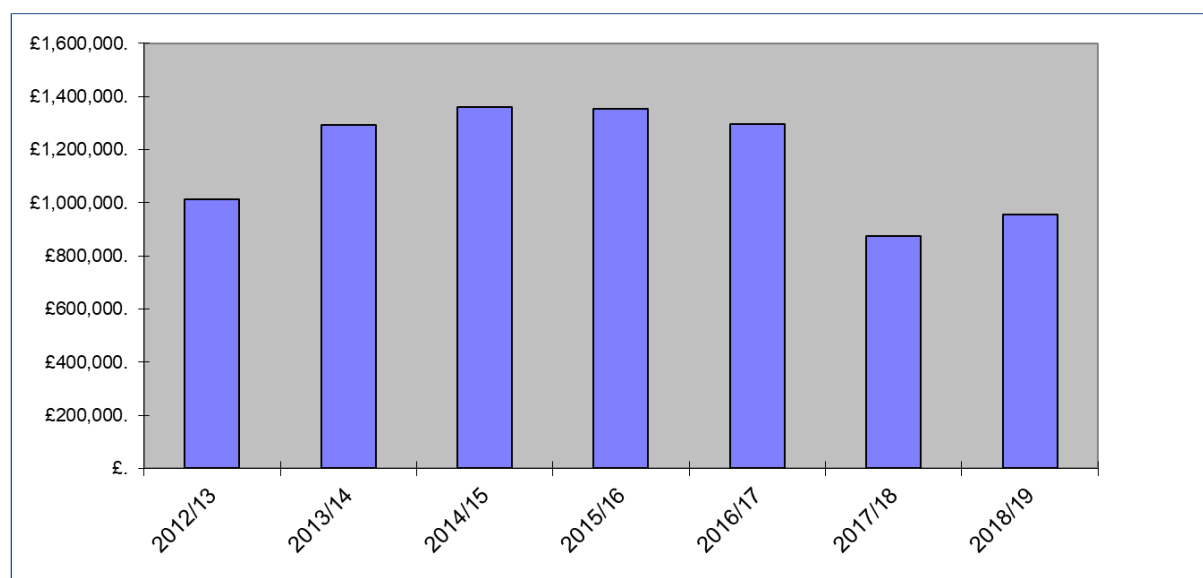
Table 3

Year	Number of Applications	Fees Generated
2012	303	£1,064,276
2013	322	£1,782,056
2014	282	£1,176,908
2015	280	£1,210,007
2016	228	£847,099
2017	236	£531,836
2018	246	£778,279

18. Large scale development within the City of London occurs over a number of years, and the associated fee income for these projects is received over this time, rather in a single payment. When just looking at overall income for a particular year as shown in Table 2, the fee income is from new as well as old applications which are currently in the process of being constructed. When analysis is undertaken over just a calendar year, you can see that something happened to the market in 2016. One particular application was submitted in this year which related to 22 Bishopsgate, which allows for nearly half of the fees generated that year. If this single fee was removed it would suggest that the market for new construction paused in 2016 around the time of the Brexit referendum.
19. Since this time, there has been a slow recovery, and we are monitoring the situation, ensuring our service is marketed effectively and in particular to those developers who have received planning consent, but as yet have not started construction.
20. Dangerous structure call outs remain constant over the last three years with no significant dangerous structures that required our specialist contractor to be called out. 33 reported dangerous structures were investigated in 2018/19.
21. Other areas where Building control services have been requested include:
- Special and Temporary and Special Structures-(including structures for the Lord Mayors Show)- 32 applications.
 - Approvals in Principal for Engineering Team- 15 applications.
 - Marriage Act applications to carryout a technical assessment for the premises prior to a Licence being issued- 18 applications.
 - Fire Risk Assessments- 6 applications
 - Sustainable Urban Drainage System (SuDS)- providing the technical advice and assessment for major planning applications- 39 applications.
 - Demolition Notices- 4.
22. The reduction in Demolition Notices from 12 in 2017/18 to 4 in 2018/19 and the reduction in AIP applications 29 in 2017/18 to 15 in 2018/19, demonstrates that there has been a fluctuation in major construction activity within the City.
23. The engineering team is also affected by varying developer workload but the last year has also seen the continuation of tunnelling for the Bank Station Upgrade, which is being closely monitored, particularly its effect on Mansion House. The Assistant Director Engineering has been accepted as an Interested Party for the Coroner's Inquest for the terrorist attacks at London Bridge and has been helping preparing documents and Witness Statements, and is currently supporting colleagues called as witnesses

24. Income in the year 2018/19 was lower than expected, but analysing workload, there is a slow recovery from the effects of 2016, and two large projects not submitting their applications until April 2019, which will be included in 2019/20 figures (6-8 Bishopsgate and 1 Leadenhall).
25. The cost of work is only one measure of the workload to the office with the number of applications and the duration of the contract also important factors. Large developments have extended contract periods which spread work over several years. With the fees being taken in stages the fee intake provides a better measure of the work carried out by the office at a time. Table four shows income from 2012 to 2019.

Table 4



26. Fees and charges for Building Regulation work are governed by The Building (Local Authority Charges) Regulations 2010 and the City are required to approve a Building Regulation Charges Scheme. In 2010 the charges scheme was approved and was reviewed annually to ensure the principles of the Regulations, to ensure full cost recovery of the service, was being maintained. In March 2018 a report was submitted to your committee recommending a new charges scheme, for commencement from April 2018. This proposal was agreed and has been implemented from the 1st April 2018, resulting in higher fees for smaller projects and a new hourly rate of £107 per hour for larger projects.
27. Income for the year 2018/19 has been analysed against time spent on each project and the fees contained in the 2018 Charges Scheme remain adequate to ensure full cost recovery for each application even with a 2% increase in staff costs. This is due to efficiencies made to working procedures.

Major Projects that Completed in 2018/19

28. A number of the Building Control team's major projects completed in 2018/19 and these included:
- London Wall Place
 - Aldgate Pavilion
 - Great Arthur House

29. A significant piece of the work last year, for the engineering team was working with Thames Tideway Tunnel to ensure the construction of the tunnel and the shaft at Blackfriars does not have a detrimental effect on the Bridge House Estates bridges. Also following the acquisition of Thames Court Footbridge we have completed the necessary strengthening works to replace the cable stays and minimal maintenance, and we re-opened the footbridge on the 27th May 2019. Unfortunately, this was not by the original deadline of December 2018, because the condition of the bridge was worse than originally thought.

Staff

30. Last financial year saw the appointment of Gordon Roy as the District Surveyor and Environmental Resilience Director following the retirement of Bill Welch in June 2017. Responsibility for managing the Division was temporary passed to the two Assistant District Surveyors for Building Control, and to the Assistant Director Engineering for the engineering team until this appointment.
31. The District Surveyors Division has a team of 30, 25 within Building Control team and 5 within the engineering team. The Building Control team has a number of officers of various seniority and specialisms to reflect the work we do. These include structural engineers, chartered surveyors, fire engineer, services engineers and a dedicated drainage surveyor. All members of the engineering team are civil engineers.
32. Following the publication of the Hackitt Review that raised issues on the competency of the construction industry, the Division has reviewed its team members to ensure it can demonstrate that it is competent. Additional training has been undertaken where necessary, and the additional training has also resulted in:
- One becoming a “Member” of the Chartered Institution of Civil Engineers
 - One becoming a “Fellow” of the Chartered Institute of Structural Engineers.
 - Three passing a new LABC Fire Safety Competence Validation test and becoming Associated Members of the Institute of Fire Engineers, and
 - One completing the DBE Talent Management programme.
33. The development of staff remains a high priority to ensure an excellent and competent service.
34. This year will see the Building Control team starting a Building Control Apprentice on a four year training programme, with a plan to add additional apprentices to this over the coming years. This will provide resilience to the Division, where recruitment can be extremely difficult.
35. We continue to actively seek out potential clients and win new work, with applications recently received for the development of 6-8 Bishopsgate, and 1 Leadenhall. We are continuing to work closely with major landowners and other neighbouring boroughs and are currently providing advice on two projects which are outside the City. These are Elizabeth House at Waterloo, and Euston Tower with British land.
36. We are optimistic for the future and continue to market the service at every opportunity.

37. The London District Surveyors Association (LDSA) represents the heads of Building Control in the 33 London authorities. The District Surveyor office continues to support the work of the LDSA and is represented on all its major committees, including its executive committee.
38. To help steer both the regulatory format and technical standards, staff participate in full consultation with government and have been involved with the industry committees and working parties following the Hackitt enquiry regarding fire safety. We also take part in a number of British and European Standards committees and panels.
39. Close working with the London Fire Brigade ensures a coordinated response on fire related issues is fed back to clients.
40. To develop staff and promote good relations between ourselves and client's secondment of staff in both directions is encouraged. Recent secondments include Arup Fire.
41. Regular reviews of our workload and performance are carried out and reviewed in the light of regular customer surveys.
42. Performance standards are measured by means of Key Performance Indicators which indicated in table five, KPI's 2019. All indicators above target.

Table 5

	LBC1	5 week apps 90% within 19 working days			LBC2	8 week apps 90% within 26 working days			LBC3	Completion Certificates Issued 85% within 10 working days		
		Apps.	Success	%		Apps.	Success	%		Final Inspections	Success	%
2018/2019												
Apr		7	5	71%		7	7	100%		10	10	100%
May		3	3	100%		8	8	100%		18	18	100%
Jun		3	2	67%		4	4	100%		10	10	100%
Jul		4	4	100%		5	4	80%		5	4	80%
Aug		2	2	100%		6	6	100%		9	9	100%
Sept		4	4	100%		2	2	100%		11	11	100%
Oct		2	2	100%		6	6	100%		9	9	100%
Nov		7	7	100%		5	4	80%		19	19	100%
Dec		3	3	100%		1	1	100%		5	5	100%
Jan		3	3	100%		7	6	86%		14	14	100%
Feb		0	0	100%		9	9	100%		5	5	100%
Mar		1	1	100%		7	5	71%		17	17	100%
YEAR TOTAL		39	36	92%		67	62	93%		132	131	99%

43. The Building Control division operate a Quality Management System which was externally audited in August 2018 and received re-accreditation following its change from ISO 9001:2008 to ISO 9001:2015. This re-accreditation of the Building Control Quality Management System means that the division has been providing an accredited management system, continuously for 25 years.
44. The District Surveyor's office uses the Building Control module of CAPS Uniform software to record all applications and records. This is the same software that the Planning department use for their purposes. The use of a common system enables easy abstraction of information for building searches and shared information. This software due for replacement late 2020 as part of the corporate IDOX/M3 replacement programme.

Highlights

45. The LABC London Building Excellence Awards 2019 were held on the 11th May 2019, where 4 City of London projects were nominated. They included London Wall Place, Aldgate Pavilion, PFA Headquarters and works to Bank Underground Station capacity upgrade.
46. On the night the City had two winners. Aldgate Pavilion for the best Public Service building, and London Wall Place for the best Large Commercial building. Both will now be automatically entered for the National Building Excellence Awards.

Conclusion

47. This report describes the background of building control and the engineering team within the City of London and the work of the District Surveyor's office over the last year and looks positively forward to the challenges ahead.

Appendices

- None

Gordon Roy

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Committees: Corporate Projects Board - <i>for information</i> Planning & Transportation Committee <i>[for decision]</i> Projects Sub <i>[for decision]</i>	Dates: 28 June 2019 09 July 2019 19 July 2019
Subject: Park Street Bridge Waterproofing Unique Project Identifier: 9874	Gateway 6: Outcome Report Regular
Report of: Director of the Built Environment Report Author: Mark Bailey	For Decision
PUBLIC	

Summary

1. Status update	<p>Project Description: This project relates to essential bridge waterproofing works to this historic Bridge House Estates structure, which forms part of the south approach viaduct to Southwark Bridge.</p> <p>RAG Status: Green (Red at last report to Committee)</p> <p>Risk Status: Low (Medium at last report to committee)</p> <p>Costed Risk Provision Utilised: Not applicable</p> <p>Final Outturn Cost: £266,870</p>
2. Next steps and requested decisions	<p>Requested Decisions:</p> <p>Members are asked to approve the content of this Outcome Report and approve that the project be closed, subject to successful verification of the final account by the Chamberlain's Financial Services Division.</p>
3. Key conclusions	<p>The waterproofing works to Park Street Bridge were satisfactorily completed, in full accordance with the project objectives and specification, although delayed in completion.</p> <p>Useful information has also been gained on the condition of the road construction and sub-grade to the south viaduct which will prove extremely useful in the planning and budgeting of future waterproofing works to the rest of the approach viaducts to Southwark Bridge, particularly with respect to the amount of concrete repairs that are likely to be necessary. This will help</p>

v.April 2019

	give increased cost certainty to this follow-on project and mitigate the extent and cost of advanced investigations required.
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Main Report

Design & Delivery Review

4. Design into delivery	As this was a routine maintenance project, the quantity and complexity of design was very limited, relying mainly on standard materials and details.
5. Options appraisal	An options appraisal was not necessary nor considered for these routine maintenance works, with standard waterproofing materials and details fully enabling the project to meet its objectives and provide long term value. They are also fully compatible with follow-up waterproofing works to the rest of the approach viaducts to Southwark Bridge which are currently proceeding through the gateway process.
6. Procurement route	<ul style="list-style-type: none"> • Works were procured through a competitive tender process, arranged in conjunction with City Procurement. • Design services were provided by the structural consultant for Bridge House Estates under their term contract rates.
7. Skills base	The City of London project team were fully capable of delivering this project, with technical support provided by the appointed term structural consultant for Bridge House Estates structures.
8. Stakeholders	In arranging for these works to be carried out within a neighbouring highway authority, full consultation was necessary with Southwark Council. Both the Council and local residents were kept fully informed of the works, with disruption to the public mitigated considerably by phasing the works in three stages which permitted free-flowing traffic in both directions at all times.

Variation Review

9. Assessment of project against key milestones	Whilst the works commenced on site as programmed at the beginning of September 2018, with a contract duration of 12 weeks, completion of the works was delayed by nearly 2 weeks due to additional concrete repairs necessary upon exposure of road substrate, in order to receive the specified waterproofing system.
10. Assessment of project against Scope	The project fully met its scope to carry out essential waterproofing works to the bridge, albeit with additional quantities and extent of concrete repairs than those originally expected.
11. Risks and issues	<ul style="list-style-type: none"> • A Costed Risk Provision for this routine maintenance project was not formally requested at Gateway 5, following the positive

v. April 2019

	<p>results from trial investigations in advance of tender/works, albeit that <i>unforeseen conditions during construction</i> were identified as a medium risk on the project risk register, as is the case for most construction projects and contracts. Unforeseen conditions were ultimately experienced during the works, relating to the poor condition of exposed substrate, resulting in greater quantities of concrete repairs necessary to receive a bonded waterproofing membrane.</p> <ul style="list-style-type: none"> • Due to the risk of additional costs and delays to the contract, a budget increase of £50,000 was approved in response to an issues report post-GW5 (under urgency) in November 2018, which reflected our estimate at that time of the maximum total liability of the City under the contract for delays and additional resources. • However, we worked to ensure that the contractor kept within the remeasurement contract and – upon completion and remeasure, the contract sum was recalculated as £126,922 rather than the tendered sum of £149,692. The additional costs arising from unforeseen conditions and extensions of time to complete the necessary additional repairs were measured and agreed under the contract as £22,662, leading to a final contract sum of £149,583. • Hence, the final contract sum (and the total project sum) did not ultimately exceed the values approved at Gateway 5.
12. Transition to BAU	<ul style="list-style-type: none"> • <i>Business As Usual</i> was maintained throughout the duration of works, with disruption to the public kept to an absolute minimum, by:- <ul style="list-style-type: none"> a) designing/phasing the works in 3 stages, permitting free flowing vehicular traffic in both directions at all times. b) ensuring one footpath through the works was maintained at all times, with safe crossing points provided. c) Ensuring that all traffic management was immediately removed upon completion of works.

Value Review

13. Budget

Estimated Outturn Cost (G2)

Project originally initiated in 2007, prior to current Gateway process, with an original budget provision of approximately £125,000 (excluding risk). The increased final cost reflects a significantly increased extent of waterproofing on the approaches to the bridge (to assist with phasing and integration into future waterproofing works planned for the rest of the viaduct, for which there will be a consequential reduction in area) and an element of inflation.

	<i>At Authority to Start work (G5) (£)</i>	<i>Final Outturn Cost (£)</i>
<i>Pre-valuation costs (prior to 2007 report)</i>	29,664	29,664
<i>Fees</i>	32,886	32,734
<i>Staff Costs</i>	4,937	4,937
<i>Investigations</i>	51,126	49,029
<i>Works ##NOTE</i>	150,615	150,506
<i>Other Capital Expend</i>	-	
<i>Costed Risk Provision</i>	-	
<i>Recharges</i>	-	
<i>Other*</i>	-	
Total	269,228	266,870

##NOTE – These figures include the sum of £923 for works at pre-evaluation stage

Please confirm whether or not the Final Account for this project has been verified.*

The final works account of £149,583 has yet to be verified by the Chamberlain's Financial Services Division, although this has been requested.

14. Investment

Not applicable

15. Assessment of project against SMART objectives	<p>Whilst this project was originally initiated before the current gateway process or reference to SMART objectives, the following <i>Key Measures of Success</i> were subsequently incorporated into the project reporting, which we can confirm were fully met:</p> <ol style="list-style-type: none"> 1) Completion of scheduled maintenance works in accordance with the project specification (quality). 2) Improving the condition and residual value of the asset, within the allocated project budget. 3) Minimising inconvenience to members of the public. <p>Additionally, the successful implementation of these works will help facilitate the future waterproofing works planned for the rest of the south approach viaduct.</p>
16. Key benefits realised	<p>As this project was originally initiated prior to the current Gateway process, <i>Key Benefits</i> were not defined at a Gateway 2 stage. However, please refer to previous section and specifically item 2).</p>

Lessons Learned and Recommendations

17. Positive reflections	<p>The decision to phase the works in three stages worked very well in permitting free-flowing traffic in both directions at all times. This is reflected in the lack of negative feedback from public or highway authority during the works.</p>
18. Improvement reflections	<ol style="list-style-type: none"> 1) Whilst the volume of concrete repairs necessary to receive a new bonded waterproofing membrane was greater than expected - despite a large number of trial investigations – these experiences have been very useful in advance planning and budgeting for follow on works to the rest of the approach viaducts to Southwark Bridge, which are currently being planned and progressing through the Gateway process. 2) The use of a Costed Risk Provision (CRP) at Gateways 4 and 5 would have potentially avoided the need for an issue report under urgency to request additional funding for unforeseen conditions experienced during construction.
19. Sharing best practice	<p>As well as information and experiences being disseminated informally within the project team, staff within the division are encouraged to present project experiences to colleagues during lunchtime seminars within the division.</p>
20. AOB	<ol style="list-style-type: none"> 1) This project was originally commissioned prior to the current Gateway process in 2007, to address concerns over water ingress and corrosion risks to the steel girders of this bridge.

	<p>2) Commencement of works was subsequently delayed whilst further investigations into water main leakage and protracted discussions with Thames Water took place.</p> <p>3) As these were ultimately inconclusive, a decision was taken to progress with the works in 2018, in advance of a further programme of works to waterproof the rest of the viaduct masonry arches. Due to the corrosion risks associated with this specific bridge and steel components, it was felt that the waterproofing works could not be deferred any longer than they already had been.</p> <p>4) Whilst the waterproofing works to the rest of the viaduct were planned for 2019 (as reported separately to committee), these works have very recently been deferred to 2021 due to conflict with incompatible development works affronting Southwark Bridge Road.</p>
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Appendices

Appendix 1	Project Coversheet
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Contact

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Telephone Number	020 7332 1972

Project Coversheet

[1] Ownership

Unique Project Identifier: 9874
Core Project Name: Park Street Bridge Waterproofing
Programme Affiliation (if applicable): n/a
Project Manager: Mark Bailey
Next Gateway to be passed: G6 (Outcome Report)

[2] Project Brief

Project Description: This project relates to essential bridge waterproofing works to this historic Bridge House Estates structure, which forms part of the south approach viaduct to Southwark Bridge

Definition of need: The bridge has experienced significant water ingress over a number of years, due to an apparent failure of, or damage to, the original waterproofing. New waterproofing measures were needed to protect the integrity of the bridge structure in the long term.

Key measures of success:

- 1) Completion of scheduled maintenance works in accordance with the project specification (quality)
- 2) Improving the condition and residual value of the asset, within the allocated project budget
- 3) Minimising inconvenience to members of the public

Additionally, the successful implementation of these works will help facilitate the future waterproofing works planned for the rest of the south approach viaduct

[3] Progress Status

Expected timeframe for the project delivery: Completion December 2018

Key Milestones:

- 1) Award of contract – July 2018
- 2) Works Start – 03 September 2018
- 3) Completion of works – Programmed 23 November 2018 (Actual 08 December 2018)

Are we on track for completing the project against the expected timeframe for project delivery? The project was completed two weeks later than previously reported, in December 2018

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

[4] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

Since 'Project Briefing' G1 report:

- This project was first initiated in 2007, prior to the current Gateway project procedures:

Since 'Project Proposal' G2 report

- This project was first initiated in 2007, prior to the current Gateway project procedures

Since 'Options Appraisal and Design' G3-4 report:

- This project was first initiated in 2007, prior to the current Gateway project procedures.
- The first report issued under the current Gateway templates was at G5

Since 'Authority to start Work' G5 report (PSC Approval - Urgency July 2018)

- Approved budget £269,228 at G5.
- Additional £50,000 sum requested by Issues Report under urgency (November 2018) to account for estimated maximum liability for Compensation Events due under the works contract for unforeseen conditions experienced on site, relating to significantly increased quantities of concrete repairs required (above that assumed in the contract). Requested under urgency in order to manage the account with the contractor in accordance with the strict timescales dictated by NEC3 conditions of contract
- Originally estimated as a maximum liability of up to £50,000, but now significantly reduced and 100% offset by a remeasure of other principal quantities

Total anticipated on-going commitment post-delivery [£]: N/A

Programme Affiliation [£]: N/A

Top risk:

<i>Risk description</i>	<i>Further unforeseen physical conditions on site</i>
<i>Risk description</i>	<i>Adverse weather affecting progress</i>
<i>Risk description</i>	<i>Public dissatisfaction at works and delays</i>

Top issue realised:

<i>Issue Description</i>	<i>Impact and action taken</i>	<i>Realised Cost</i>
Unforeseen physical conditions on site (excessive concrete repairs needed)	Timely agreement of solutions to mitigate delays and costs	Originally estimated as a maximum liability of up to £50,000, but now significantly reduced and 100% offset by a remeasure of other principal quantities

[5] Member Decisions and Delegated Authority

- At G5, the budget of £269,228 was approved and the C&CS authorised to enter into a contract for works with the lowest tendered contractor (J B Riney).
- Subsequently, the project budget was increased following Issues Report by a further £50,000 to account for our estimate of the maximum liability for compensation events due under the contract arising from unforeseen physical conditions

Committee	Dated:
Port Health and Environmental Services Committee Planning and Transportation Committee Health and Social Care Scrutiny Sub Committee Health and Wellbeing Board	23 rd July 2019 9 th July 2019 16 th July 2019 3 rd October 2019
Subject: Air Quality Strategy 2019 - 2024	Public
Report of: Director of Markets and Consumer Protection	PHES: For Decision P&T: For information HWB: For information HSCS: For information
Report author: Ruth Calderwood, Air Quality Manager	

Summary

The City of London Corporation's (City Corporation's) Air Quality Strategy 2015 – 2020 was approved by the Port Health and Environmental Services Committee in July 2015. A decision was taken to publish a new strategy for consultation ahead of time following the relatively recent publication of the Government's Clean Air Strategy, the Mayor of London's Environment Strategy, the draft London Plan, City of London Corporation Transport Strategy, draft City Local Plan and City Corporation Responsible Business Strategy.

A draft Air Quality Strategy 2019 – 2024 was approved for consultation by the Port Health and Environmental Services (PHES) Committee in March 2019. The draft strategy was published for consultation for a period of 8 weeks. 73 responses to the consultation were submitted online and a further 12 by letter or email. A table detailing comments received and the response to each comment is available in the Member's Reading Room. As a result of comments received, minor changes have been made to the strategy, with a small amount of additional information added for clarification. A link to the final strategy is at the end of this report and hard copies are available in the Member's Reading Room. Individual printed copies will also be made available on request.

The draft strategy was well received. The Greater London Authority, who oversees the Corporation's statutory air quality function, said it is an *'excellent plan, with a very thorough and engaging narrative and a comprehensive range of detailed, specific and ambitious actions..... Congratulations on an excellent plan which once again demonstrates your leadership in this field'*. Clean Air London (CAL) said *'CAL considers that the CoL is doing more than any Borough in Greater London to improve air quality'*

The Air Quality Strategy fulfils the City Corporation's statutory obligation to assist the Government and Mayor of London to meet European Limit Values for nitrogen dioxide and fine particles (PM₁₀). It also assists with the City Corporation's obligations under the Health and Social Care Act 2012 to improve the public health of its population. It

demonstrates the very wide range of work undertaken by the City Corporation and that it continues to be a leader in this field.

Recommendation

Members of Port Health and Environmental Services Committee are asked to:

- Approve the content of the Air Quality Strategy 2019 – 2024 for publication, subject to the comments received at the Committee meeting.

Members of the Planning and Transportation Committee, Health and Social Care Scrutiny Sub Committee and Health and Wellbeing Board are asked to:

- Note the content of the Air Quality Strategy 2019 -2024 and continue to provide support for improving air quality and reducing the impact of poor air quality on public health.

Main Report

Background

1. The City Corporation has a statutory duty to assist the Mayor of London and the UK Government with action to reduce levels of air pollution so that concentrations of pollutants do not exceed set limits. The City Corporation also has a responsibility to improve public health.
2. The City Corporation's existing Air Quality Strategy 2015 – 2020 details action to fulfil its statutory responsibility for London Local Air Quality Management, and for reducing the health impact of air pollution on residents and workers.
3. A decision was taken to publish a new strategy ahead of time following the relatively recent publication of the Mayor of London's Environment Strategy, the Government's Clean Air Strategy, draft London Plan, City of London Transport Strategy, draft City Local Plan and City Corporation's Responsible Business Strategy.
4. Improving air quality is now firmly embedded into key policy areas across the organisation. This cross departmental support, together with reduction in levels of pollution measured, has enabled the Corporate risk rating to be reduced from red to amber.

Air Quality Strategy

5. The aims of the Air Quality Strategy are to:
 - a. fulfil statutory obligations for London Local Air Quality Management and improving public health

- b. ensure that air quality in over 90% of the Square Mile meets the health-based Limit Values and World Health Organisation Guidelines for nitrogen dioxide by the beginning of 2025
- c. support the Mayor of London to meet World Health Organisation Guidelines for particulate matter (PM₁₀ and PM_{2.5}) by 2030

6. The above aims will deliver three main outcomes:

- a. the Square Mile has clean air
- b. people enjoy good health, through reduced exposure to poor air quality
- c. the City Corporation is a leader for air quality policy and action and inspires collaboration across London

7. The outcomes will be achieved by action across 6 policy areas:

- air quality monitoring
- leading by example
- collaborating with others
- reducing emissions from transport
- reducing emissions from non-transport sources
- public health and raising awareness.

There are 65 actions associated with these policies, with detail on how they will be taken forward, timelines, departmental responsibility and relative costs.

8. The strategy demonstrates the strong cross departmental support for improving air quality and reducing the impact on public health. This is evidenced most strongly in the City Corporation Corporate Plan 2018 - 2023, Transport Strategy, Responsible Business Strategy, Responsible Procurement Strategy and draft City Plan.

Consultation Comments

9. The draft strategy was published for consultation for a period of 8 weeks. It was placed on the City Corporation web site and sent directly to a wide range of stakeholders, including statutory consultees. 73 people or organisations completed an online survey with a further 12 people or organisations submitting comments by letter or email.

10. A table detailing comments received and the response to each comment is available in the Member's Reading Room. As a result of comments received, minor changes have been made to the strategy with a small amount of additional information added for clarification. A small amount of text has also been added to reflect changes that have taken place since the publication of the draft strategy e.g. the implementation of the Ultra-Low Emission Zone and the notification of additional Mayor's Air Quality Fund for air quality improvement projects.

11. The draft strategy received some very positive comments:

- Greater London Authority (who oversees the City Corporation's statutory obligations for air quality) said it is an *excellent plan, with a very thorough and engaging narrative and a comprehensive range of detailed, specific and ambitious actions..... Congratulations on an excellent plan which once again demonstrates your leadership in this field'*
- Clean Air London (a campaign organisation) said: *CAL considers that the CoL is doing more than any Borough in Greater London to improve air quality'*
- A City resident said: 'I would like to congratulate the team, the report is concise, well written and ambitious'
- Cross River Partnership (a non-profit partnership organisation) said *CRP congratulates the City of London Corporation on the development of a comprehensive draft Air Quality Strategy that will empower the Council and stakeholders to improve health and quality of life outcomes for those who live, work and visit the City of London.*

12. Specific questions in the online survey revealed strong support by the respondents for action across all areas of the strategy. 42 out of 70 people (60%) feel that air pollution has a significant impact on their health. A summary of the data is available in the Member's Reading room.

13. A link to the final strategy is at the end of this report and hard copies are available in the Member's Reading Room. Individual printed copies will also be made available on request.

Corporate & Strategic Implications

14. The Air Quality Strategy supports the following outcomes from the Corporate Plan 2018 to 2023.

- Outcome 2 'People enjoy good health and wellbeing'
- Outcome 11 'We have clean air, land and water and a thriving and sustainable natural environment'

15. The Department of Markets and Consumer Protection compiled the strategy, with the following departments providing support:

- a. Built Environment
- b. Community and Children's Services
- c. Chamberlains
- d. Town Clerks
- e. City Surveyors

Financial and Resourcing Implications

16. The table of actions in Appendix 1 of the strategy includes the relative cost of each item. Many actions will be delivered using existing resources, or through the implementation of other strategies and plans such as the City Corporation Transport Strategy.
17. The Air Quality team base budget was increased this financial year by £99,000 to cover the costs of additional air quality monitoring and increasing public demand for information about air pollution in the City. The £99,000 includes funding for a post to assist with monitoring, data analysis, projects and communications.
18. An application for Priorities Investment Pot funding for £110,000 over two years has been approved for 2019/20 and 2020/21. This will be used to fund some aspects of collaboration and leadership and for air quality modelling to assess compliance with the aims of the strategy. A London Borough best practice event has already been scheduled for September 2019 using this funding.
19. In June 2019, the City Corporation received notification that it has been awarded funding from the Mayor's Air Quality Fund for projects spanning 3 years, 2019 - 2022. This includes: £500,000 for continuation of the pan London idling action project, which will now be jointly managed with the London Borough of Camden; £150,000 for the City Cluster Zero Emission Zone and £500,000 for a Clean Air Thames project, which will be managed by Cross River Partnership.
20. As part of the Markets and Consumer Protection submission to the City Corporation's Fundamental Review, an indication will be provided of how air quality in the Square Mile could be tackled more ambitiously if extra resources were provided.

Public Sector Equality Duty

21. An equality analysis has been undertaken and has not indicated any potential discrimination or adverse impact on protected groups.

Security Implications

22. There are no security implications.

Conclusion

23. An updated Air Quality Strategy has been produced for publication. It contains a wide range of actions that will be taken to deliver the following outcomes:
 - a. the Square Mile has clean air
 - b. people enjoy good health through reduced exposure to poor air quality
 - c. the City Corporation is a leader for air quality policy and action and inspires collaboration across London

24. The Air Quality Strategy fulfils the City Corporation's statutory obligation to assist the Government and Mayor of London to meet European Limit Values for nitrogen dioxide and fine particles (PM₁₀). It also assists with the City Corporation's obligations under the Health and Social Care Act 2012 to improve the public health of its population. It demonstrates the very wide range of work undertaken by the City Corporation and that the Corporation continues to be a leader in this field.

[Link to Strategy](#)

Documents in the Member's Reading Room:

Air Quality Strategy 2019 – 2024

Consultation comments

Data from online questions

Background Papers:

Equalities Analysis for the Air Quality Strategy

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Committee	Dated:
Public Relations and Economic Development Sub Committee	2 July 2019
Port Health and Environmental Services	23 July 2019
Planning and Transportation	9 July 2019
Subject: Emissions Reduction Bill Update	Public
Report of: Director of Markets and Consumer Protection City Remembrancer	For Information
Report authors: Ruth Calderwood, Air Quality Manager Jaysen Sharpe, Assistant Parliamentary Affairs Counsel	

Summary

The City of London Corporation, acting in its capacity as a local authority, has a statutory duty to take action to improve local air quality. Air pollution is generated from many sources in London. There is a great deal of activity to reduce emissions from road traffic but a lack of effective controls to deal with emissions from combustion plant (boilers, generators, non-road mobile machinery and combined heat and power plant). Data produced by the Greater London Authority indicates that emissions of NO_x (oxides of nitrogen) from combustion plant will substantially exceed that of traffic in the Square Mile by 2020.

The Clean Air Act 1993 has historically been used by local authorities to deal with sources of air pollution other than road traffic. It is, however, outdated and not fit for today's fuels and technologies.

In November 2018, approval was given by the Port Health and Environmental Services and Policy and Resources Committees for proposals to develop a Private Members Bill to deal with emissions from combustion plant and for consultation with relevant parties, in particular London Councils. The proposals include adoptive powers for London local authorities to specify emission limits for combustion plant in areas that suffer from poor air quality.

This report provides an update on action taken since the approval was granted. This includes obtaining the support of London Councils to progress the Bill. Further refinements to the draft Bill will continue to be made as necessary and it is currently intended to introduce the Bill in the House of Lords as soon as possible in the next parliamentary session.

Recommendation

Members are asked to:

- Note this report.

Main Report

Background

1. The City Corporation, acting in its capacity as a local authority, has a statutory duty to review air quality. This duty also falls on London Boroughs and other local authorities. If concentrations of pollution are above set limits in part, or all, of their area, local authorities are required to declare that zone an Air Quality Management Area (AQMA). The whole of the City has been an AQMA since 2001.
2. Following the declaration of an AQMA, local authorities must develop and implement an action plan to improve air quality. The City Corporation's current action plan is contained within the City Corporation Air Quality Strategy 2015 - 2020. A revised Air Quality Strategy 2019 – 2024 will be presented to PHES for approval in July.
3. Local authorities have a statutory duty to improve air quality but they have very few regulatory controls to do so. One of the main pieces of clean air legislation, the Clean Air Act 1993, which deals with sources of air pollution other than road traffic, is outdated and not fit for today's fuels and technologies. It is still used in some parts of London to specify chimney heights for commercial sized boilers, but it offers very few powers that are of practical use today.
4. Air quality monitoring within the City has revealed that combustion plant can lead to elevated levels of air pollution locally and collectively. Combustion plant also makes a significant contribution to background levels of air pollution, particularly in central London.
5. Much of the action to deal with air pollution to date has relied on the use of other local government regulatory mechanisms, such as planning and traffic management, together with the encouragement of behaviour change and best practice. This has not been particularly effective and, in part, has resulted in air quality in London remaining a major problem despite years of action.
6. The City Corporation has written to the Government on several occasions to request additional powers, principally to deal with combustion plant (boilers, generators, combined heat and power plant). Data produced by the Greater London Authority indicates that emissions of NO_x (oxides of nitrogen) from combustion plant will be over twice that emitted by road traffic in the Square Mile by 2020.
7. There is considerable discussion under way about a new Clean Air Act for England and Wales. A Private Members' Bill by Geraint Davies MP ('the Clean Air Bill') has had its first reading in Parliament. This Bill would require the Secretary of State to set, measure, enforce and report on air quality targets; to make provision about mitigating air pollution, including the use of clean air zones; to make provision about vehicle emissions testing and to restrict the approval and sale of vehicles with certain engine types.

8. Baroness (Jenny) Jones has also introduced a Private Members' Bill, the 'Clean Air (Human Rights) Bill', to the House of Lords. This Bill would establish the right to breathe clean air as a human right and proposes the formation of a Citizens' Commission for Clean Air. It would impose a duty on local authorities in England and Wales to achieve clean air throughout their area within 12 months of the Bill's enactment. These are both high level Bills, which are unlikely to gain Royal Assent and do not provide any new powers for local authority powers of the nature of those drafted in the City Corporation's proposals.
9. The City Corporation has identified a need for a practical, local authority focused piece of legislation to deal with emissions from combustion plant. This is not directly addressed by either of the above Bills.

The City Corporation's draft proposals

10. The City Corporation's draft proposals provide new adoptive powers for London local authorities to enable the control of emissions from a variety of combustion plant. This would apply where levels of air pollution are greater than those stipulated in the World Health Organisation Air Quality Guidelines. Any such area could be designated an Air Quality Improvement Area. The applicable emissions limits for Oxides of Nitrogen (NO_x) and small particles (PM₁₀) for the plant would be set by the Secretary of State for the Environment, Food and Rural Affairs.
11. The proposals include setting emission limits for gas and solid fuel boilers under 1 Megawatt in size. 'Solid fuel' is fuel such as wood or coal which is solid, rather than gas. This would capture appliances which will not be regulated under the Medium Combustion Plant Directive. This Directive has recently been transposed into domestic legislation. It sets emission limits for larger sized plant and will be regulated by the Environment Agency.
12. The proposals also recommend emission limits for a range of other machinery to ensure that any piece of defined plant used within an area, whether temporary or permanent, would meet high emission standards. Specifically:
 - non-road mobile machinery – this includes mobile generators such as those used in street works, to support filming and a range of construction equipment;
 - generators – in buildings these are used for supplying electricity to that building in the event of an emergency;
 - combined heat, cooling, and power plants – this is equipment that uses a heat engine to produce electricity, as well as useful heat and in some cases cooling.
13. The limits imposed in respect of gas boilers, solid fuel burners, and combined cooling heat & power plants would not affect current installations. This would ensure that people who have purchased such appliances would not be disadvantaged by the provisions, which would only apply to future installations. The proposals would provide clarity and consistency for equipment installed or used in designated areas in London.

14. The proposals would also allow for the designation of times during which the operation of stationary generators in buildings would be prohibited, other than in an emergency. This is likely to be under certain weather conditions when air pollution is already high. Currently, stationary generators can be operated to sell electricity to the National Grid, or to provide electricity to the building in times of peak electricity demand. The original purpose of a standby generator is generally just to provide backup electricity during a power cut.
15. An increase in the fine from £40 to £150 for unnecessary vehicle engine idling is also included to provide a more effective deterrent.

Action taken since November 2018

16. Following the approval of the draft proposals by the Policy and Resources Committee, the Chair of Policy met with Shirley Rodrigues (Deputy Mayor of London for Environment) in January to discuss the proposals.
17. Officers also met with counterparts at the Greater London Authority and London Councils as part of a consultation exercise. The Greater London Authority raised specific questions about the proposals which were considered by the Office of the City Remembrancer.
18. London Councils facilitated a meeting with London borough council air quality officers who expressed strong support for the City Corporation's proposals.
19. A presentation on the proposals was given to London Councils Transport and Environment Executive Committee on 7th February 2019. The Committee expressed great interest and support for the proposals.
20. An initial draft of the Emission Reduction (Local Authorities in London) Bill was presented to the main Transport and Environment Committee on 21st March, where it was endorsed and approved by the Committee. Members of the Committee raised a small number of technical questions about the inclusion of further provisions which are being considered by the Remembrancer.
21. The Department of Environment Food and Rural Affairs (Defra) is expected to publish the forthcoming Environment Bill in the Autumn. This could pave the way for secondary legislation for increased powers for local authorities to deal with emissions of air pollution from combustion plant. Officers have met with Defra officials to discuss the City Corporation's draft Bill.
22. Officers have also spoken to UK100, a network of local government leaders who have pledged to move to '100% clean energy by 2050'. UK100 has hosted two Clean Air Summits with the Mayor of London. The first was held at Mansion House and attended by the Chairman of Policy; the second was held at the Tate Modern and attended by the Chairman of PHES. UK100 has expressed support for the City Corporation's Bill.

Corporate & Strategic Implications

23. The proposals support the aims and objectives of the City of London Air Quality Strategy 2015–2020, in addition to many other corporate policies and strategies. Two key Corporate Plan outcomes are that: ‘People enjoy good health and wellbeing’ and ‘We have clean air, land and water...’. Air quality has also been identified as a corporate risk.

Conclusion

24. Given the lack of regulatory powers currently available to control emissions from combustion plant across London and the contribution of that combustion plant to local levels of air pollution, the City Corporation has developed proposals for a Private Members’ Bill.
25. The Bill has the support of London Councils and consultation has taken place with a range of stakeholders to refine the contents of the Bill.
26. The Bill has been planned for introduction in the next Parliamentary session which, in ordinary circumstances, would have commenced before now. The current plan is to have the Bill introduced as soon as possible in that session.

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