



## Planning and Transportation Committee

**Date:** TUESDAY, 22 OCTOBER 2019

**Time:** 10.30 am

**Venue:** LIVERY HALL - GUILDHALL

**Members:**

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

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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**  
**(\*10.05AM)**  
To agree the public minutes and summary of the meeting held on 1 October 2019.  

**For Decision**  
(Pages 1 - 20)
4. **OUTSTANDING ACTIONS**  
**(\*10.15AM)**  
Report of the Town Clerk.  

**For Information**  
(Pages 21 - 24)
5. **FLAT 3A, 12 TRINITY SQUARE, LONDON, EC3N 4AL**  
**(\*10.20AM)**  
Report of the Chief Planning Officer and Development Director.  

**For Decision**  
(Pages 25 - 50)
6. **TRANSPORT FOR LONDON FUNDING: LIP ANNUAL SPENDING SUBMISSION 2020/21 AND REALLOCATION FOR 2019/20**  
**(\*11.00AM)**  
Report of the Director of the Built Environment.  

**For Decision**  
(Pages 51 - 58)
7. **CLIMATE ACTION BRIEFING IMPLEMENTATION**  
**(\*11.15AM)**  
Joint report of the Director of Innovation & Growth, the Director of the Built Environment and the Director of Open Spaces.  

**For Decision**  
(Pages 59 - 82)

8. **THE SECTION 106 AND COMMUNITY INFRASTRUCTURE LEVY MONITORING REPORT**  
**(\*11.30AM)**  
Report of the Director of the Built Environment.  

**For Information**  
(Pages 83 - 120)
9. **LUNCHTIME STREETS - FIRST YEAR REVIEW**  
**(\*11.45AM)**  
Report of the Director of the Built Environment.  

**For Information**  
(Pages 121 - 140)
10. **PUBLIC LIFT REPORT**  
**(\*12 NOON)**  
Report of the City Surveyor.  

**For Information**  
(Pages 141 - 142)
11. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**  
**(\*12.10PM)**  
Report of the Chief Planning Officer and Development Director.  

**For Information**  
(Pages 143 - 156)
12. **VALID PLANNING APPLICATIONS RECEIVED BY THE DEPARTMENT OF THE BUILT ENVIRONMENT**  
**(\*12.15PM)**  
Report of the Chief Planning Officer and Development Director.  

**For Information**  
(Pages 157 - 166)
13. **DEPARTMENT OF THE BUILT ENVIRONMENT: 'BREXIT' UPDATE**  
**(\*12.20PM)**  
Report of the Director of the Built Environment.  

**For Information**  
(Pages 167 - 168)
14. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
15. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

16. **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**

17. **NON-PUBLIC MINUTES**

(\*12.25PM)

To agree the non-public minutes of the meeting held on 1 October 2019.

**For Decision**  
(Pages 169 - 170)

18. **REPORT OF ACTION TAKEN BETWEEN MEETINGS**

(\*12.30PM)

Report of the Town Clerk.

**For Information**  
(Pages 171 - 172)

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

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

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

## PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 1 October 2019

**Minutes of the meeting of the Planning and Transportation Committee held at the Guildhall EC2 at 10.00 am**

### **Present**

#### **Members:**

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

#### **Officers:**

Gemma Stokley	- Town Clerk's Department
Priya Rane	- Media Officer
Alison Bunn	- City Surveyor
Mark Lowman	- City Surveyor
Deborah Cluett	- Comptroller and City Solicitor's Department
Annie Hampson	- Chief Planning Officer and Development Director
Carolyn Dwyer	- Director of Built Environment
Zahur Khan	- Department of the Built Environment
Gwyn Richards	- Department of the Built Environment
Paul Monaghan	- Department of the Built Environment
Beverley Bush	- Department of the Built Environment
Bruce McVean	- Department of the Built Environment
Rachel Pye	- Markets & Consumer Protection

The Chair took the opportunity to welcome new member John Edwards to the Committee and to thank Karina Dostalova for her time served.

### **1. APOLOGIES**

Apologies for absence were received from Christopher Hayward (Deputy Chairman), Henry Colthurst and James de Sausmarez.

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

The Chair declared a non-pecuniary interest in agenda Item 6 stating that the premises in question was in close proximity to his business premises.

Graham Packham and Marianne Fredericks declared non-pecuniary interests in relation to agenda Item 7. Mr Packham clarified that he had sat on the Licensing Sub Committee hearing held in relation to this premises in July 2018 but clarified that the focus of that was solely licensing and not planning matters. Ms Fredericks declared that the premises in question was situated within her Ward and that she had spoken in objection to the licensing application. She clarified that her focus today would, however, be solely planning matters.

3. **MINUTES**

The Committee considered and approved the minutes of the meeting held on 10 September 2019 as a correct record.

**MATTERS ARISING**

**Ocean Diva** (page 2) – A Member questioned whether there was any further update on this matter. The Chief Planning Officer and Development Director reported that the further information requested from the applicant remained outstanding to date. She added that the need for further public consultation on this application was extremely likely.

**Enforcement Monitoring Report** (page 4) – A Member referred specifically to the issue of short-term lets and raised the issue of staff resources in terms of addressing and monitoring any issues arising. She added that conditions applied to short-term lets were pointless without enforcement.

The Member went on to refer to a recent decision by the planning inspector following a planning appeal involving a premises that had changed from restaurant to bar use and had, over a number of years, caused huge problems for both local residents and Environmental Health Officers who were repeatedly called out to deal with the noise issues and the impact on residential amenity. She praised the decision reached which was to time condition use of the drinking establishment and took the opportunity to congratulate the planning enforcement team for their dedication and hard work in bringing this problem to a satisfactory and pragmatic conclusion.

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

The Committee received the draft minutes of the Streets and Walkways Sub Committee meeting held on 22 July 2019.

**RECEIVED.**

5. **OUTSTANDING ACTIONS**

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

**RECEIVED.**

6. **10 BOLT COURT, LONDON, EC4A 3DQ**

The Committee considered a report of the Chief Planning Officer and Development Director seeking approval for the replacement of the existing balustrading, installation of new decking and planting at roof level in association with the formation of a roof terrace for use by occupants of the building between 9am and 8pm with the exception of 15 times a year when this would be extended to 11pm.

The Chief Planning Officer reported that the premises in question was a small, red brick, office building situated within the Fleet Street Conservation Area. Proposals were around the use of a flat roof as a roof terrace. She drew Members' attention to a site plan of 10 Bolt Court and the location of 6 Bolt Court (where those residents who had objected to the application reside) which was immediately to the north of the site. Members were informed that there was a large deciduous tree between the two sites and that the proposals also sought to screen the proposed plant area at roof level. Planting was also proposed around the edge of the roof terrace which would become a decked area.

The Chief Planning Officer highlighted that a number of conditions were proposed to address the concerns raised by residents and that the 'Roof Terrace Management Plan' referred to therein would be as amended by conditions. Members were informed that details of any lighting to be used would be subject to approval.

The Chair thanked Officers for their introduction, introduced the registered objectors and invited them to address the Committee. Mr Toby Brown, a local resident, spoke first, highlighting that the area in question was currently a quiet space and that the existing office building was ordinarily vacated by 6.00pm. He expressed his concern that the original application had failed to even mention nearby residents and questioned the fact that the space referred to was already an existing roof terrace and not simply a flat roof.

Mr Brown went on to question Condition 2 which, as drafted, appeared to allow the use of the proposed terrace at weekends too. He added that the need for this space was, to his mind, unexplained, aside from use by any potential future tenants of the existing building. There was no suggestion that this building could not be let without the use of a roof terrace.

Mr Brown referred to the existing railings in place at roof level which he argued were perfectly adequate for its current usage which was limited to maintenance access for the plant. He concluded by highlighting how the proposals appeared to be in direct contravention to many of the City Corporation's own plans and policies with no rational explanation as to why these should be breached. Mr Brown referred specifically to the Local Plan – DM10.3, arguing that the proposals were not for a roof terrace of high quality and would also be out of character with the local area. He also cited DM.7 with regard to noise pollution and DM 21.3 which sought to protect the amenity of existing residents.

Dr Kirsty Mann addressed the Committee, reporting that she had lived in her current residence for a total of 9 years. She reported that no planning officers had ever visited her home to assess the true impact of these proposals. Dr Mann went on to state that whilst there was a deciduous tree in place between her home and the office building in question, this offered only partial screening at certain times of the year from her bedroom window. She too referred to the likely noise impact of the proposals highlighting that, as she resided in a listed building, the installation of double glazing was not an option to mitigate against this.

Dr Mann reported that she currently worked with extremely sick patients in intensive care and that it was therefore vital that she was able to sleep peacefully when required. As such, the restrictions placed around the hours of use for the proposed roof terrace were unhelpful to her personally. Dr Mann went on to state that it was plain to see that the terrace was intended to be used for entertainment purposes and would be advertised as such and that effective policing of this was unrealistic.

Dr Mann also took the opportunity to refer to the existing security light referred to at paragraph 28 of the report and highlighted that this had recently become an issue as it had been permanently left on and sat just 8 meters from her bedroom window. The Chief Planning Officer responded that this issue could be pursued by Environmental Health with the applicant who had now been made aware of the problem.

The Chair thanked the objectors for their contributions and invited questions from Members.

A Member stated that there appeared to be some confusion as to whether the roof area had been used as a roof terrace previously and questioned whether, to the best of the objectors' knowledge, this was the case. Dr Mann responded that, in the 9 years she had lived at Bolt Court, she had not seen the area used. She reiterated that residents had never been consulted on these plans and that her first knowledge of these was as a result of seeing workmen on the roof area. This had led to her visiting the office building on two separate occasions to question if any works were planned, only to be told, inaccurately, that there were not.

A Member questioned whether residents were already overlooked by windows below the proposed terrace and whether this was a privacy issue. Mr Brown stated that a number of residents were currently overlooked by office space but that this was very different to being overlooked by people standing on a roof terrace, socialising. He added that desks within the existing office space were positioned side on to the windows, therefore not looking directly through them. He added that, in any event, noise issues associated with indoor office use and outdoor use were very different.

A Member questioned Mr Brown's assumption that Condition 2, as currently drafted, would also permit some weekend use of the proposed space. Mr Brown stated that the condition restricting hours of use stated that this would be



“with the exception of 15 late nights annually” – this could, conceivably, permit its use for one weekend evening every Summer. A Member questioned if this condition would benefit from some amendment.

A Member questioned whether the proposal that restricted use of the terrace to a maximum of 12 members of staff at one time was of any assistance to residents. He also questioned whether this should be conditioned. Dr Mann responded by stating that she feared that the numbers accessing the terrace at any one time would be based on guess work and questioned how it was proposed that this be policed.

A Member questioned whether the use of black out blinds or the frosting of residents’ windows might be a way to overcome concerns around privacy. Dr Mann stated that she would have concerns around loss of light with this approach and added that it would do nothing to alter any noise pollution which remained a primary concern.

The Chairman invited those speaking in favour of the application to address the Committee.

Emma Conwell, Senior Planner, Icen Projects Ltd began by stating that proposals were around changes and design enhancements to an existing roof terrace that was an area accessible to the entire office building at present. She added that plans were intended to improve the use of the area for existing and future residents in an area where such space was highly sought after, making this a particularly special opportunity. She added that the plans were, in her view, in line with the City Corporation’s development plans and policies.

The Chair thanked Ms Conwell for her contributions and invited questions from Members.

A Member questioned whether the applicant had commissioned a noise assessment and, if so, what the findings of this were and why this had not been included within the information presented. Ms Conwell confirmed that such an assessment had been carried out and had formed part of the applicant’s first submission. The same Member also questioned how the applicant proposed to enforce the suggested conditions, were this application to be granted. Ms Conwell stated that this need to be explored with the building management.

A Member questioned if Ms Conwell could confirm whether the roof area had ever been used as a social space previously. Ms Conwell reported that she did not believe it had been but that the area was ancillary to the office space.

In response to a question regarding the likely use of this space, Ms Conwell responded that it would be primarily for existing and future occupiers of the office building as opposed to clients.

A Member questioned how large, in square meters, the roof terrace area would be once the plant area had been discounted. She also questioned disabled access to the roof terrace. Ms Conway confirmed that it would be a limited

space which was why it had been suggested that a maximum of 12 people occupy the terrace at any one time. In terms of accessibility, the office building currently had a lift but access beyond this to the roof terrace area would need to be given further consideration.

A Member questioned whether the existing flat roof formed part of the office building's fire escape route. Ms Conway responded that she would need to explore this further with her client.

In response to questions on the proposed planting around the edge of the roof terrace, Ms Conway stated that this would reach the middle bar of the existing railings in terms of height but that the depth of any planters would need to be looked at so as not to heavily impact on the available floor space.

A Member referred to the wording within Condition 2, which would permit extended use of the area for "15 late nights annually". She questioned whether there were any specific, immediate plans around its use in line with this. Ms Conway reported that proposals for these 15 late nights would centre around Summer months only and would involve events such as presentations for existing workers up to 11pm.

The Chair asked that Members now move to debate the application.

The Chair began by posing some questions of the Chief Planning Officer and Development Director seeking to ascertain what precisely the works that required planning permission were here and also whether temporary consent had been considered.

Another Member questioned Officers as to what powers the City Corporation had if conditions were violated. A third Member questioned how much reliance the Committee should place on the proposed 'Roof Terrace Management Plan', whether it could be altered at any time and if this might be conditioned. He went on to express concern that Condition 2, as drafted, would permit late night use of the space on both weekends and bank holidays, whereas paragraph 23 of the report seemed to state that the agent's own Management Statement excluded use at any time on Saturday, Sunday or Bank Holidays.

The Chief Planning Officer and Development Director took the opportunity to respond to these questions and to further clarify some of the issues raised earlier. She began by stating that, if the existing office building was considered in its entirety, the roof was arguably an ancillary space. She added, however, that she did not think it was the case that the area had previously been extensively used, particularly as the current railings were not believed to be compliant with building regulations. It was the proposed alterations to these that required planning permission.

The Chief Planning Officer and Development Director confirmed that temporary consent had not been considered as this is not what had been applied for. She went on to report that the violation of any conditions imposed would be subject

to enforcement action although it was fair to say that such action would not be instant and would require supporting evidence.

The Chief Planning Officer stated that she did not believe that the flat roof was part of the fire exit route. She clarified that the Management Plan sought to limit the impact of the proposals and that this was also conditioned. With further reference to conditions, the Chief Planning Officer apologised for the drafting of Condition 2 which she agreed could be wrongly interpreted. She therefore sought the leave of the Committee to tighten this, should the application be approved, and clarify that the 15 days of annual late-night use would be for weekdays only.

Policy-wise, Members were informed that other roof terraces existed in the City that were adjacent to residential premises. It was not, therefore, inappropriate but there were different constraints around this in residential areas.

The Chief Planning and Development Director reported that Officers had no record of a noise assessment having been submitted by the applicant and neither had this been requested of them. With regard to questions around access, Members were informed that a small lift was installed within the building but that it was step access only to the roof area rendering it inaccessible to wheelchair users.

A Member opened debate by stating that the Committee had a statutory function to take account of relevant planning considerations and to look at relevant policies, assessing applications against these. He went on to state that CS1 of the Local Plan policies, and the provision of additional offices was a golden thread running throughout, as these plans were not around an office but merely a roof terrace, it would appear to fall at the first hurdle. He argued that the roof space was not necessarily ancillary to the existing office building given that many other office buildings did not have roof terrace areas.

The Member went on to refer to DM 10.3 of Local Plan Policies stating that the plans were in contravention of this in that the area would immediately overlook residential premises, regardless of the angle that occupiers would be looking at. He added that this was also a conservation area and that, according to the City Corporation's own policies, development here should only be permitted if it preserved and enhanced the area. He offered the view that the proposed use of tensile wires and artificial plants were far from in keeping with Georgian architecture. He questioned why there was no report from the Conservation Advisory Committee on the proposals.

In summary, the Member stated that whilst he recognised that a balance needed to be struck in terms of development and protecting residential amenity and that this was not a majority residential area, it was difficult to argue that the development policy was applicable here. He was of the view that the proposals materially breached many of the City Corporation's policies and was therefore opposed to granting this application.

Another Member spoke of the difficulties in enforcing conditions such as those proposed given current resources. She added that, whilst music could be conditioned, the noise emitted from those standing and talking could not. She questioned what real powers the organisation could therefore be expected to have here. She agreed with the point made that none of the City Corporation's policies appeared to be in favour of these proposals.

A Member spoke to state that he found it very troubling that the applicant had chosen not to liaise with residents at any stage and that the report to Committee appeared to be misleading in its suggestion that plans were around formalising the use of the roof as a terrace when this appeared not to have been used as such previously. He agreed that the application clearly failed to satisfy DM10.3 and suggested that it would be incredulous to describe this as a high-class roof terrace. Access was also clearly an issue. The Member went on to refer to DM 21.3 and stated that no mitigation seemed to have been proposed on this. He added that the proposed conditions were disturbingly silent in terms of capacity and alcohol consumption and that he found the applicants assurances on these points unconvincing.

Finally, the Member referred to the agent of change principle, adding that the local residents had lived on this site for some 12 years, the applicants were therefore the agents of change and, as such, should be providing mitigation. Whilst Members could move that conditions were put in place around maximum capacity and alcohol consumption, these would be difficult to enforce in reality and, for this reason, he intended to also vote against the application.

A Member stated that the application did not deal with an office space and did not, therefore satisfy the objective of CS1. All objectors had remarked on the particular character of the area which seemed to go against guidance under DM12.2 concerning development in conservation areas. Finally, the Member remarked that suggested use of the area for 15 late nights annually could potentially amount to once a week until as late as 11pm during the summer months. For these reasons, she too would seek to reject the application.

A Member sought clarification around what the status of the existing area would be if permission were not granted today and how the existing railings here might be made compliant with building regulations.

Another Member commented that he lived in a similar Conservation Area and was of the view that roof terraces were incompatible with mixed office and residential space.

The Chair noted that no Member had yet spoken in favour of granting the application.

The Chief Planning Officer and Development Director clarified that the Conservation Advisory Committee had considered the application and had no objections. She also clarified that the planning application sought was to facilitate the use of the flat roof as a terrace and not technically a change of use as it was ancillary to the office space. She added that Officers could tighten the

conditions as proposed for the applicant to agree around maximum capacity and alcohol consumption.

The Chair highlighted that Officers were of the view that the application could be approved and was compliant with policy. He added that the roof space could currently be used, unconditioned, although the fact that the existing railings did not meet building regulations could render such use non-compliant with building control. He stated that, if the application were refused, the Committee would forego any planning control over this area; if it were to be granted, certain conditions could be applied.

A Member highlighted that the opening line of the report clearly stated that the application was around the *formation* of a roof terrace. Another Member added that elsewhere in the report it was made clear that the application sought to formalise the use of the roof as a terrace. She added that, at present, however, it seemed to be utilised for maintenance only and questioned whether the continuation of this might be conditioned so that office workers and the public were unable to use the area, even with replacement balustrades.

The Comptroller and City Solicitor reported that the roof was part of the office planning unit and as such, in planning terms, it could be used as a roof terrace in association with the office use. However, the new balustrades would address safety/building control issues and therefore facilitate the intensified use of this space as a roof terrace.

**MOTION:** A Member moved that the application for the replacement of the existing balustrades be approved but that access to the roof area continue to be restricted to maintenance purposes only. He added he would withdraw this motion if the Committee could be provided with further information as to the consequences of rejecting this application in its entirety.

The Chief Planning Officer and Development Director clarified that the applicant could appeal any rejection and that it would then be for the planning inspector to consider the matter as well as any appropriate conditions. However, it was unlikely the area could currently be used beyond maintenance given that the existing railings did not meet building regulations.

The Member withdrew his motion.

The Chair asked that Members move to the vote. The Town Clerk clarified that six of the Members still present, following the earlier departure of two, were unable to vote, given that they had not been present for the full discussion of the Item. Members proceeded to vote on the recommendation, with 2 Members voting in favour of the recommendation and 18 Members voting against the recommendation. There was one abstention. The application was therefore refused.

**RESOLVED** – That planning permission be refused due, primarily, to concerns around the protection of residential amenity and development within a Conservation Area. The final wording of the refusal was delegated to the Chief

Planning Officer in consultation with the Chair of the Planning and Transportation Committee

7. **26A SAVAGE GARDENS & 9A-9B CRUTCHED FRIARS, LONDON, EC3N**

The Committee considered a report of the Chief Planning Officer and Development Director seeking approval for the change of use of part ground floor from betting office (sui generis) to a mix of restaurant and drinking establishment (sui generis) (110sq.m) and works comprising:

- (i) replacement of shopfront on Crutched Friars;
- (ii) replacement of first floor windows on Crutched Friars and Coopers Row;
- (iii) installation of first floor window on Savage Gardens;
- (iv) replacement of first floor rear doors and windows fronting rear yard with new doors and glazing under the arches and installation of an external green screen;
- (v) replacement of door and installation of windows to the rear at ground floor;
- (vi) extension of external walkway on first floor rear elevation and replacement of external stairs for use as a means of escape;
- (vii) installation of a fence between the external walkway and neighbouring residential properties; and
- (viii) replacement of extract flue on rear elevation.

The Chief Planning Officer also highlighted that some amended wording for Conditions 4, 5, 8 and 9 had been tabled.

Members were informed that the application concerned a site situated to the east of the City, the majority of which was underneath railway arches. As some Members had alluded to at the opening of the meeting, under Item 2, it was correct to say that Planning and Licensing considerations were quite separate although many of the planning conditions proposed mirrored those already set by Licensing. The Chief Planning Officer and Development Director confirmed that the first-floor use was already sui generis a restaurant/bar area and that the proposed changes sought to remove access to the premises from the nearby residential area and improve access for all.

The Chair thanked the Chief Planning Officer and Development Director for their introduction, introduced the registered objector and invited her to address the Committee.

Jayne Evans introduced herself as a full-time mother and local resident to the site. Ms Evans expressed concerns around the proposed timber clad fencing, gate and fire escape to the rear of the premises which directly adjoined residential bedrooms. She commented on the fact that there were also communal refuse bins situated directly underneath this wooden structure which could have severe consequences in terms of smoke and toxic fumes for the residents directly above if a fire were to break out within the bins. Ms Evans stated that she had seen no reference to any fire assessment having been carried out within the documents presented.

Ms Evans went on to speak of concerns around loss of light, stating that the only windows were to the rear aspect of residential properties here with no other sources of natural light. Ms Evans also referred to the proposed green screen to conceal the windows, for which retrospective planning permission was now being sought, and which were situated just feet away from her and other residents' homes.

The Chair thanked Ms Evans for her contributions and invited questions from Members.

A Member questioned whether Ms Evans' main concerns were around the rear access to the building and any resulting loss of light. She further questioned whether there were any concerns around the proposed change of use of the premises from a betting shop to a bar/restaurant. Ms Evans confirmed that she had no concerns around the proposed change of use but was concerned about safety around the rear access and noise emitting from the walkway here.

A Member stated that, following concerns around the use of the rear courtyard raised by the Licensing Hearing Panel for this premises, this was now to be utilised for emergency access only. He therefore questioned what noise Ms Evans would anticipate from here. Ms Evans reiterated that the rear access was just feet away from nearby residential windows and that her main concern was around this being a fire hazard. Another Member probed whether there was concern as to the proposed walkway here being used as a smoking area.

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

A Member questioned whether the noise of the existing plant was an issue for residents. Ms Evans stated that it was generally not an issue. She added that residents also endured limited noise from the nearby railway but noted that this was time limited.

The Chair invited those speaking in favour of the application to address the Committee. The Applicant, Mr Anthony Thomas, spoke to provide Members with a history of the current site. He reported that the Savage Gardens entrance to the first-floor restaurant and bar area had been in existence since 1969 and, to the best of his knowledge, the premises had always had the same use. The application for use of the current ground floor Ladbrokes site had been granted in 1962. In 2017, the applicant had taken the lease from network rail and had been granted a licence that same year with no objections. Unfortunately, a licence review followed, and the operation was therefore yet to get underway since 2017.

Mr Thomas clarified that the main objective of this application as to relocate the entrance to the premises. He added that the rear yard area had always been part of the unit and that the applicant had no intention to use this area aside from for deliveries, staff access only and as a means of fire escape. He went on to state that a rear staircase was already in existence and that the applicant

now sought to make this structure compliant. He added that, if desired, this structure could be moved away from the wall.

Mr Thomas reported that the windows referred to by the objector were currently obscured. He added that his premises had no plant and that existing plant belonged to Bierschenke who currently occupied the basement below all three existing units.

The Chair thanked Mr Thomas for his contributions and invited questions from Members.

A Member questioned whether the fire brigade had been consulted on the proposals given the concerns raised around fire safety. Mr Thomas responded to state that this consultation would take place at the appropriate time and that the applicant would work to make the rear access compliant.

A Member commented on what were, in his view, ambitious plans and questioned how the applicant proposed to stop staff use of the yard for smoking for example. The applicant reported that the operator ran 46 units across London, many of which were often closely neighboured by residential properties. They were therefore not unfamiliar with managing such situations. He added that any staff using the yard inappropriately would face disciplinary action.

A Member stated that the Committee had already heard that the proposed change of use was of no concern to residents. To her mind, the issue here had always been around use of the rear yard and the intrusion of privacy caused by the installation of the window arches. She noted that, prior to the installation of these, there had been a blank wall in place which had never caused any concern to residents previously. She went on to state that it was fair to say that many of the works now applied for had already been carried out and had always been contentious.

Mr Thomas drew Members' attention to a photograph depicting what had been inherited by the applicant. He added that this was not, as the Member suggested a solid wall and had always been a historic access point. He added that the applicant felt that the previous offering was unattractive.

The Member went on to question the proposed screenage and whether it was necessary for this to be fixed to the wall as this was also causing concern to residents. Mr Thomas reiterated that the staircase itself did not have to be fixed to the wall. The Member went on to highlight that the proposed screening/fencing would effectively screen off residential bedroom windows and questioned whether the applicant might instead consider the use of frosted glass or the scaling back of this entirely.

Mr Thomas clarified that planning consent would not be required for a reconfiguration of the premises. He added that use of the unit had not, historically, been conditioned. However, in an attempt to improve the overall impact of the premises, the applicant was now seeking to move the entrance to



the front, away from residential properties, and to also make various changes to the rear in an attempt to 'mop up' all historic changes and issues.

A Member questioned whether works at 26A Savage Gardens had commenced without prior approval and had to be subsequently halted. Mr Thomas reported that one of the windows referred to was a historic opening and confirmed that no demolition had taken place on site.

A Member questioned whether the fact that restaurant users would be able to see the outside space from the rear windows installed would incentivise its usage. She also questioned privacy around this and whether the applicant would consider that the installation of frosted glass here would be effective and proportionate. The applicant commented that this had already been considered but not pursued. He underlined the need to strike a balance here and reminded the Committee that usage of these units pre-dated any nearby residential use. Mr Thomas added that conditions requiring double glazing would sufficiently limit any noise nuisance to residents from inside the premises.

The Chair asked that Members now move to debate the application.

A Member who had also sat on the Licensing Hearing for this premises and was therefore well aware of its history, praised officers for heavily matching the licensing conditions imposed within their proposed planning conditions. He added that he failed to see how residents' concerns had not been addressed by the applicant and, for that reason, would be supporting the application.

Another Member reiterated that residential concerns around noise and loss of privacy, particularly from bedroom windows situated just feet away, remained. This, in her view, had been caused by the removal of what had appeared to be a solid wall structure. She went on to state that she was concerned to hear that planning permission was being sought retrospectively for some of the works. The Member also questioned why no assessment as to the likely impact on daylight/sunlight had been carried out given that the proposed screenage would clearly affect this for some. She stated that the easiest compromise here would be to ensure that rear windows were frosted if there were no proposals to reinstate a more solid structure. The Member concluded by highlighting that the Fire Brigade may still object to the proposals around screening which would lead to more issues around loss of privacy. She stated that, in her view, the application was lacking and prompted more questions than answers.

A Member spoke to suggest that the use of frosted glass was not always a good technical solution but that other options existed that would have the same effect.

A Member stated that she understood and shared residential concerns and also felt that many questions were unanswered.

Another Member, who had also been involved with this premises as Licensing level, stated that he was of the opinion that the applicant had really gone the extra mile in terms of addressing concerns. He added that certain issues raised

by Members during debate were not for this Committee and that they could not, for example, second guess what the views of the Fire Brigade may be. He added that use of the back-yard area was already heavily conditioned and that he was fully supportive of the application.

Another Member also spoke in support of the proposals. He reported that he had attended a site visit here last week and felt that the works carried out had already improved the courtyard area and therefore the value of the newer surrounding residential units. He agreed that the limitations as to how the rear area could be used were clear.

A Member revisited the issue of the rear windows and questioned whether a compromise might be reached here that would satisfy all parties.

Having listened to the arguments advanced by Members, the Chair suggested that, if Members were minded to support the application, a condition requiring appropriate treatment of the rear windows could be added. He commented that he would also be keen to see a condition around the need for the applicant to self-certify that their plant ventilation was compliant on an annual basis included.

With the addition of these two conditions, Members proceeded to vote on the recommendations, with 26 Members voting in favour of the recommendation and 1 Member voting against the recommendation. There were no abstentions.

**RESOLVED** – That, with the addition of two conditions around the need to appropriately treat the rear windows to the premises and for the applicant to self-certify, on an annual basis, that their plant ventilation was compliant, planning permission be granted for the above proposal in accordance with the details set out in the attached and tabled schedules.

**8. TOWER BRIDGE HV SYSTEM REPLACEMENT AND INCREASING ELECTRICAL RESILIENCE**

The Committee considered a report of the City Surveyor setting out the Outline Options Appraisal relative to the Tower Bridge HV System Replacement and Increasing Electrical Resilience.

**RESOLVED** – That the Planning and Transportation Committee:

1. Approve recommended Option B;
2. Approve a budget of £303,000 to reach the next Gateway;
3. Note the revised project budget at £5.8m (excluding risk);
4. Note the Costed Risk Provision in the total sum of £2,600,000;
5. Note the revised project timeline changes from GW 1-2.

**9. WIND MICROCLIMATE GUIDELINES**

The Committee considered a report of the Chief Planning Officer and Development Director setting out the City Corporation's Wind Microclimate Guidelines, produced as a result of officers working alongside the Wind

Engineering community to establish a more robust and rigorous methodology for Wind assessments accompanying planning applications for new schemes.

The Chair thanked Officers for this piece of work which showed that the organisation was very much leading the way in this area.

A Member questioned why testing could not be done in situ, looking at existing scenarios, as opposed to within a wind tunnel. Officers responded that it was important to keep the number of anomalies down in test situations but that they would continue to work alongside the wind industry to look at how these might be reduced.

**REOLVED** – That the Planning and Transportation Committee endorse the Wind Microclimate Guidelines which established a more rigorous and robust approach to the methodology and techniques of Wind testing of proposed developments in the City and raised the benchmark of acceptable wind conditions.

**10. DOCKLESS VEHICLE HIRE BYELAW**

The Committee considered a report of the Director of the Built Environment asking Members to recommend to the Court of Common Council that it resolves to delegate to London Councils' Transport & Environment Committee (TEC) the authority to exercise the City Corporation's byelaw-making function for the purpose of regulating dockless vehicles on the highway and/or public places by way of an addition to the existing TEC constitution, as outlined within the paper.

A Member questioned whether this was the first time that the City Corporation had delegated byelaw-making powers to another party and, if so, whether this would set a significant precedent. He went on to question whether this would constitute passing open-ended permissions with regard to dockless cycles to the TEC or if there would be scope to withdraw these at any point if necessary. The Comptroller and City Solicitor reported that, to the best of her knowledge, this would be the first example of such powers being delegated to another party. She reassured Members that a delegation could be revoked.

A Member noted that the report suggested that detailed discussions around the wording of the byelaw were ongoing and questioned whether Members would have the opportunity to reassess the final version. The Comptroller and City Solicitor reported that the TEC included representatives from all 33 London Boroughs and that there would be further reference to TEC before the wording was finalised or further amended.

A Member sought clarification as to how this might impact on the City Corporation's ongoing dockless cycle trial and questioned whether this proposal was slightly premature given that this was yet to conclude. The Comptroller and City Solicitor noted that it was highly unlikely that the byelaw would be introduced ahead of the conclusion of the trial given that it required the delegation of all London boroughs to proceed. She envisaged that the byelaw would not be made before Spring 2020 at the earliest and reiterated

that it was dependent upon a pan-London approach and agreement by all London Boroughs.

A Member spoke in support of the proposals which would hopefully result in a pan-London approach. She added that many using dockless vehicles were unaware of when they were crossing boundaries between one local authority and another. Finally, she questioned if there would be scope to include electric scooters within this work and also whether some consideration might be given to microchipping vehicles going forward.

A Member recognised that, whilst the byelaw would be in the same terms for all London local authorities, enforcement matters would be left to individual authorities. He therefore questioned whether the City Corporation would have any discretion around altering the level of fine beyond £500 for those breaching the byelaw. The Comptroller and City Solicitor clarified that, whilst site specific matters would remain with relevant local authorities, the maximum fine level was fixed by the byelaw and the fine (up to the maximum) to be imposed following prosecution would be a matter for the Magistrate's Courts.

The same Member went on to question how this would be policed and whether, in the case of the byelaw being breached, it was the operator or the user who would be issued with a fine. The Comptroller and City Solicitor responded to state that the offence would be committed by the operator and that this was linked to the apparatus requirement in paragraph 4 of the draft byelaw. It was envisaged that this would be a largely self-managing system.

Another Member questioned the likely costs of enforcement. She questioned whether, eventually, London might move to a licensing system for dockless vehicles in common with other cities. With regard to the parking of dockless bicycles, the Member stated that users would be encouraged to park more responsibly in virtual stations but noted that sufficient space would be required to accommodate these. She questioned whether some of the City's existing car parking spaces might be considered for this purpose going forward.

A Member stated that she endorsed this approach and the positive impact it would hopefully have in terms of clean air and the wider environment. She added, however, that there was a need for the scheme to be user-friendly in order to promote its use as widely as possible.

The Chair reiterated that this matter would also require the consent of the Court of Common Council and that, equally, all authorities would require the consent of their full councils. A Member suggested that the report to the Court of Common Council be amended to include the points raised today around the scope of the delegation of powers and that this was also the first time that such delegation had taken place.

**RESOLVED** – That, Members recommend to the Court of Common Council that it resolves to delegate authority to London Councils' Transport and Environment Committee to exercise the following functions by way of an

addition to the Part 3(D) Functions in the LC TEC agreement, inserting a new paragraph 2(c) as follows:

*"(c)(i) the making of byelaws under section 235 of the Local Government Act 1972 (and, in respect of the City of London Corporation, under section 39 of the City of London (Various Powers) Act 1961) for the purpose of regulating dockless vehicles on the highway and/or public places (including by making it an offence for a dockless vehicle operator to cause or permit their dockless vehicle to be left on the highway or public place other than in an approved location), including taking all related steps to promote, make, amend and revoke any such byelaw.*

*(c)(ii) The exercise of powers under Section 1 of the Localism Act 2011 for the purposes of giving effect to (i) above, including but not limited to oversight and management of the arrangements (but excluding prosecution or other enforcement).*

**11. PIPE SUBWAYS OF HOLBORN VIADUCT AND SNOW HILL OVER THAMESLINK**

The Committee considered a report of the Director of the Built Environment relative to a Detailed Options Appraisal for the Pipe Subways of Holborn Viaduct and Snow Hill over Thameslink.

**RESOLVED** – That, the Planning and Transportation Committee:

- 1) Approve the additional budget of £225,000 for GW4 to reach the next Gateway, including scope change for inclusion of structure supporting the carriageway of Snow Hill;
- 2) Note the revised cumulative project budget of £481,000 (excluding risk);
- 3) Note the total estimated cost of the project at £2.666m (excluding risk)
- 4) Approve a costed risk provision of £75,000 (to be drawn down via delegation to Chief Officer); and
- 5) Note that Gateway 4C Detailed Design is to be approved via Planning and Transportation Committee.

**12. WEST SMITHFIELD AND CHARTERHOUSE STREET (THAMESLINK) BRIDGES REMEDIAL WORKS**

The Committee considered a report of the Director of the Built Environment detailing issues relating to the West Smithfield and Charterhouse Street (Thameslink) Bridges Remedial Works.

**RESOLVED** – That, the Planning and Transportation Committee:

- 1) Agree proposals to include additional waterproofing and re-surfacing of Charterhouse Street Bridge over Railtrack Sidings (Structure No. 33/23) as detailed in the plan at Appendix 2, which is an increase in the scope of similar work;
- 2) Agree a project budget increase of £160,000 for the increase in scope to a total of £844,000. The increase of £160,000 to be funded from the Additional Capital Funds for City Fund Properties Programme; and

- 3) Approve a Cost Risk Provision of £70,000 over and above the £160,000 (to be drawn down via delegation to Chief Officer).

**13. MILLENNIUM INCLINATOR MAINTENANCE UPDATE REPORT**

The Committee received a report of the City Surveyor updating Members on the current situation in relation to the maintenance of the Millennium Inclinorator.

A Member stated that, whilst he welcomed this report and the progress being made, he had been made aware that the Inclinorator had broken down again only this morning. This underlined the fact that, ultimately, a more robust approach to its maintenance was required.

**RECEIVED.**

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

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

**RECEIVED.**

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

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

**RECEIVED.**

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

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

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

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

There were no questions.

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

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

**19. 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.

**20. NON-PUBLIC MINUTES**

The Committee considered the non-public minutes of the meeting held on 10 September 2019 and approved them as a correct record.

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

The Committee received the draft, non-public minutes of the Streets and Walkways Sub Committee meeting held on 22 July 2019.

**22. TOWER BRIDGE - REPLACEMENT OF HEATING SYSTEM SERVING THE HIGH-LEVEL WALKWAYS AND TOWERS**

The Committee considered and approved a report of the City Surveyor providing outcomes from the Tower Bridge project – Replacement of Heating Systems Serving the High-Level Walkways and Towers.

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

A Member raised a question relative to Extinction Rebellion's planned protests in London.

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

There were no additional, urgent items of business for consideration in the non-public session.

**The meeting closed at 1.12 pm**

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Chairman

**Contact Officer: Gemma Stokley**  
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**PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS**

<b>Item</b>	<b>Date</b>	<b>Action</b>	<b>Officer responsible</b>	<b>To be completed/ progressed to next stage</b>	<b>Progress Update</b>
1	18 March 2019 2 April 2019 30 April 2019 24 May 2019 18 June 2019 9 July 2019 30 July 2019 10 Sept 2019 1 Oct 2019	<b>Daylight/Sunlight – Alternative Guidelines</b> 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.	Annie Hampson	Winter 2019	UPDATE: Following a report to the 30 July Committee Members requested that this matter remain on the list of Outstanding Actions until a further report was brought back to them responding more specifically to the various points raised and taking into account any BRE guideline changes.
2	18 June 2019 9 July 2019 30 July 2019 10 Sept 2019 1 Oct 2019	<b>Construction Works</b> A Member referred to the many construction sites within her Ward that were causing noise/disturbance issues. She asked if officers could look at how this matter might be improved and more effectively controlled and questioned whether any	Annie Hampson	Autumn 2019	

		<p>restrictions could be placed on construction when applications were first approved/granted consent.</p> <p>The Chair reiterated that Members had also requested, at the last meeting of this Committee, that Officers consider what powers, if any, might be used with regard to construction time periods and how construction in any given area might 'dovetail'.</p>			
3	<p>10 Sept 2019 1 Oct 2019</p>	<p><b>Short-Term Lets</b> Members discussed the issue of short-term letting, noting the proposal for addressing potential breaches. Members felt that the City of London Corporation should be more proactive in tackling the issue, referencing the recent lobbying efforts of the London Borough of Kensington &amp; Chelsea.</p> <p>A Member advised that most residential blocks had a managing agent and asked what contact was</p>	Carolyn Dwyer	November 2019	

		<p>made with them regarding short-term lets.</p> <p>The Director of the Built Environment assured the Committee that complainants were contacted regarding short-term lets and any issues arising were monitored appropriately. Officers also contacted managing agents where they had contact details for them. The City of London Corporation supported the actions taken by the London Borough of Kensington &amp; Chelsea to combat the issue.</p> <p>The Director of the Built Environment advised that officers would review their approach towards short-term lets complaints and bring this back to the Committee.</p>			
4	10 Sept 2019 1 Oct 2019	<p><b>Road Safety Risk – Trends Update</b></p> <p>The Director of the Built Environment reported that the risk relating to Road Safety was a good example of a challenging area where there could be further</p>	Carolyn Dwyer/Zahur Khan	November 2019	UPDATE: Officers suggest that this information can be included within the Transport Strategy quarterly updates report, the first of which will come to this Committee on 5 November 2019.

		<p>improvement. It was important to continue working on this and keep strategies under review, as the department was on track with its actions, but casualties were not reducing. The Chair suggested that this be reported on more regularly, whether as an outstanding action or a regular report.</p>			
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# Agenda Item 5

<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	22 October 2019
<b>Subject:</b> Flat 3A 12 Trinity Square London EC3N 4AL Change of use from residential (Class C3) to short-term let accommodation (periods of less than 90 consecutive nights) (Class C3) (83sq.m).	<b>Public</b>
<b>Ward:</b> Tower	<b>For Decision</b>
<b>Registered No:</b> 19/00763/FULL	<b>Registered on:</b> 25 July 2019
<b>Conservation Area:</b> Trinity Square	<b>Listed Building:</b> No

## Summary

The application relates to a second floor flat in 12 Trinity Square. The building is on a corner plot at the junction of Trinity Square and Muscovy Street and is located within the Trinity Square Conservation Area.

Planning permission is sought for the change of use of flat 3A from residential (Class C3) to short-term let accommodation (periods of less than 90 consecutive nights) (Class C3).

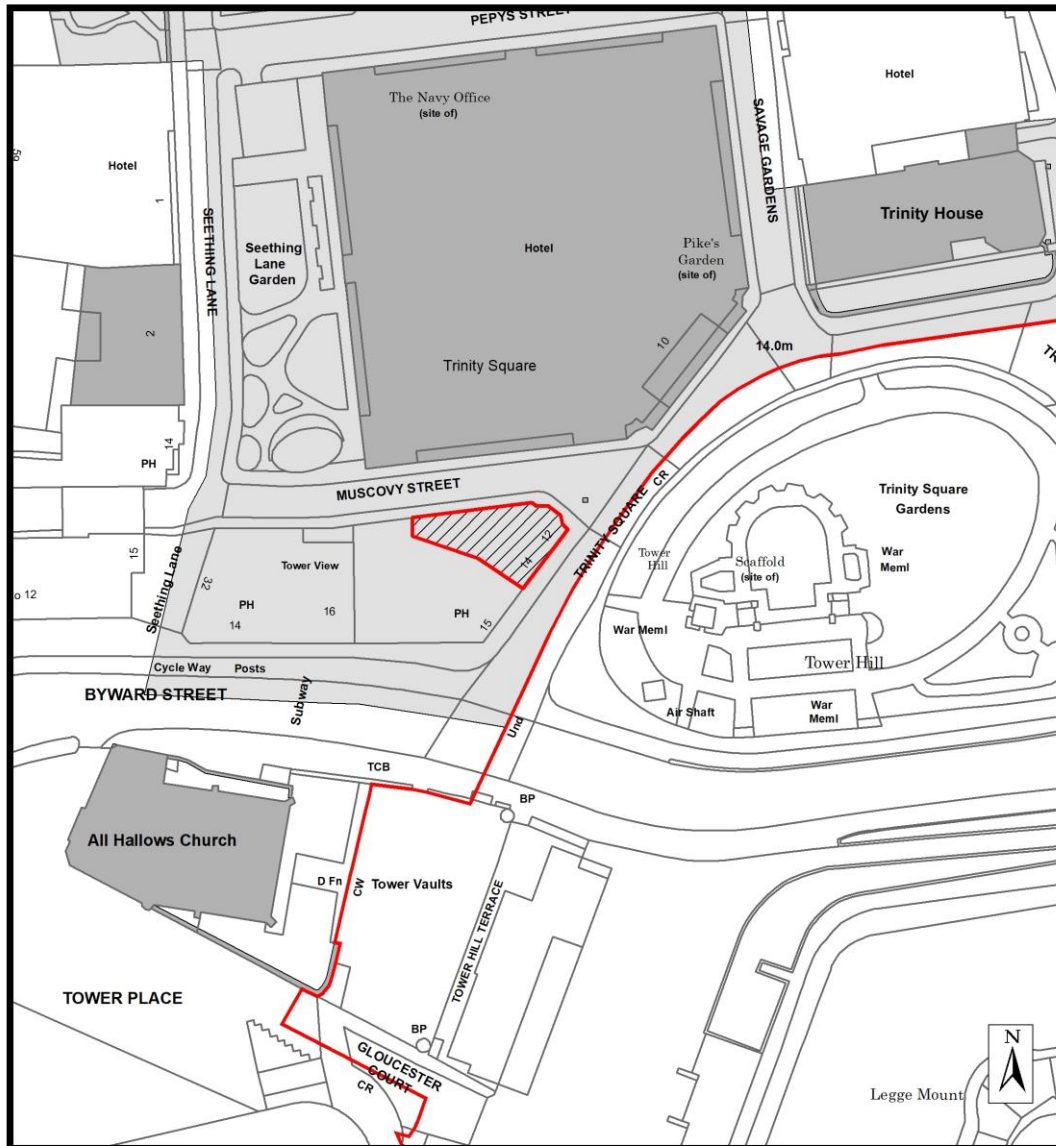
10 objections have been received from residents regarding the proposed development. The objections have raised concerns regarding the adverse impact on residential amenity, security and that the proposal is contrary to policy.

It is considered that the proposed use would have detrimental impact upon residential amenity, could result in the loss of a permanent residential unit, and would be contrary to London Plan policy 3.14, Local Plan policies CS21 and DM21.6, Draft Local Plan policy H5 and the aims and objectives of the NPPF.

## Recommendation

That the application be refused for the reason set out in the attached schedule.

# Site Location Plan



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ADDRESS:  
Flat 3A, 12 Trinity Square, EC3N 4AL

CASE No.  
19/00763/FULL

-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY



DEPARTMENT OF THE BUILT ENVIRONMENT



## **Main Report**

### **Site**

1. The application relates to a two bedroom flat on the second floor of 12 Trinity Square, a corner plot at the junction of Trinity Square and Muscovy Street. It is a ground plus five storey building comprising retail at ground floor and 13 residential flats above.
2. Adjoining the building to the west is 15 Trinity Square forming 16 residential units, and 11 Byward Street forming 32 residential units. To the north is Grade II\* listed 10 Trinity Square which predominantly comprises a hotel and 41 residential units. The building falls within Trinity Square Conservation Area.

### **Relevant Planning History**

3. Planning permission was granted on 04/09/1998 (ref. no. 1097AB) for alterations and change of use of part ground floor and upper floors from offices to 13 flats.

### **Proposals**

4. Planning permission is sought for the change of use of flat 3A from residential (Class C3) to short-term let accommodation (periods of less than 90 consecutive nights) (Class C3) (83sq.m) for more than 90 days in a calendar year.

### **Consultations**

5. The application has been advertised on site and in the local press and neighbour notification letters were sent to residents of 12 Trinity Square.
6. A total of 10 representations have been received from residents and owners objecting to the application. A summary of the issues raised is set out below:

<b>Topic</b>	<b>Objection</b>	<b>Number</b>
Land Use	Would be contrary to policy	4
	Reduction in amount of homes available for people to live in the City	3
	More than sufficient short term accommodation in the area	3
Residential Amenity	Short-term lets increase noise & unneighbourly behaviour	5
	Short term tenants would not use the bin store, leaving rubbish bags in front hall	2
	Noticeable when new people occupy the building	1
	Increase wear & tear in building	2



	Risk of damage to building from inexperienced occupiers	1
	Change the feel and character of the building	1
Security	High turnover of tenants raises security concerns	3
	Would give unknown people access to residential building	4
Other	Sets precedent for short-term use of flats	3

7. Not all the representations above are material planning considerations. Those that are have been dealt with in this report.

### **Policy Context**

8. The development plan consists of the London Plan and the City of London Local Plan. The Draft London Plan and the Draft Local Plan are material considerations to be taken into account. Relatively limited weight should be given to the draft London Plan and Draft Local Plan. The policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
9. Government Guidance is contained in the National Planning Policy Framework (NPPF).

### **Considerations**

10. The Corporation, in determining the planning application has the following main statutory duties to perform:-
- To have regard to the provisions of the development plan, so far as material to the application and to any other material considerations (Section 70 Town & Country Planning Act 1990);
  - To determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004);
  - For development within or adjoining a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
11. The principal issues in considering this application are:
- The extent to which the proposals comply with Government policy advice (NPPF);

- The extent to which the proposals comply with the relevant policies of the Development Plan, having regard to other material considerations;
  - The impact of the proposed use on residential amenity.
12. Section 5 of the National Planning Policy Framework (NPPF) supports increasing the supply of housing within England through strategic and local policies. Paragraph 127 promotes healthy, inclusive and safe places, with a high standard of amenity for existing and future users. Paragraph 180 states that decisions should ensure that new development is appropriate to its location, taking into account the likely effects of pollution (e.g. noise).

Greater London Council (General Powers) Act 1973 (as amended) and Deregulation Act 2015

13. The use of residential premises in Greater London as temporary sleeping accommodation involves a material change of use requiring planning permission by virtue of Section 25 of the Greater London Council (General Powers) Act 1973 (as amended) unless it benefits from the new exception introduced by the Deregulation Act 2015 which came into force on 26th May 2015.
14. Temporary sleeping accommodation is defined as sleeping accommodation which is occupied by the same person for less than 90 consecutive nights and which is provided (with or without services) for a consideration arising either by way of trade for money or money's worth, or by reason of the employment of the occupant, whether or not the relationship of landlord and tenant is thereby created.
15. Section 44 of the Deregulation Act 2015 creates a new section 25A of the 1973 Act which provides that the use as temporary sleeping accommodation of any residential premises in Greater London does not constitute a change of use, (for which planning permission would be required), if certain conditions are met. The conditions are set out in subsections (2) and (3) of section 25A:
- that the total number of nights of use as temporary sleeping accommodation in the same calendar year, does not exceed ninety nights.
  - that the person who provided the sleeping accommodation must be liable to pay council tax.
16. If the two conditions in the new exception are not met use as temporary sleeping accommodation of residential premises involves a material change of use requiring planning permission.

Use

17. The application site currently forms one of 13 residential flats within the building. It is proposed to use a second floor flat as temporary sleeping accommodation for more than 90 nights in a calendar year. Access to the unit would be through the buildings communal lift. The flat would be professionally cleaned following each letting.

18. Local Plan policy CS21 states that existing housing and amenity will be protected. Policy DM21.6 (Temporary Sleeping Accommodation) states that temporary sleeping accommodation will not normally be permitted where it is mixed with permanent residential accommodation within the same building. This is to avoid potential disturbance to permanent residents from people occupying the temporary accommodation who may cause noise disturbance, and who may be unfamiliar with the management practices relevant to the flats, particularly in communal areas. Policy DM21.6 also states that permanent residential accommodation will not normally be permitted to change use to temporary sleeping accommodation.
19. Draft Local Plan Policy H5 states that short-term residential letting will not normally be permitted as such a change of use would reduce the stock of permanent housing in the City, possibly jeopardizing housing delivery targets, and may adversely impact the amenity of existing residents.
20. London Plan Policy 3.14 states that the loss of housing to short-term provision should be resisted and recognizes that short term lettings can result in a serious loss of housing. Draft London Plan policy H11 says boroughs should take account of the impact on housing stock of and local housing need when considering applications for a change of use from housing to short stay holiday rental accommodation to be used for more than 90 days a year. It also states that the use of dwellings as short-term holiday rentals can have a detrimental impact on neighbours' residential amenity.
21. It is acknowledged that the short-term let would normally still fall within use Class C3, and this being the case would not require permission to return to permanent residential use. However, this would be outside of the control of the local authority, and the London Plan, the Local Plan and the Draft Local Plan seek to resist the change of use of permanent residential to short-term lets on the basis of the loss of permanent housing.

#### Residential Amenity

22. Both the London Plan and the Local Plan, and the draft versions of both, seek to protect the amenity of existing residential units.
23. Residents within the building have raised concerns about the potential adverse impacts of the use of a flat for short-term lets. These include the potential for noise disturbance, unneighbourly behaviour, wear and tear and damage to the building, and concerns about the resulting reduction in security.
24. It is considered that the loss of residential accommodation to short-term lets has adverse consequences for the residential amenity of the long-term residents in the building. People on holiday and business people have a markedly different lifestyle to residents. Short stay visitors often do not have the same consideration for neighbourliness or care of their accommodation as permanent residents and they are often unfamiliar with domestic arrangements, for example waste disposal.
25. Some permanent residents feel that their amenity will be diminished through noise and disturbance and that a sense of community in the

building or neighbourhood is threatened by transient visitors. The Local Plan specifically seeks to resist temporary sleeping accommodation in mixed permanent residential accommodation within the same building for these reasons.

26. 12 Trinity Square is served by an entrance fronting on to Muscovy Street leading to a ground floor lobby providing access to the single lift. The use of a flat for short-term lets would result in anyone renting the property gaining access to the building, and the comings and goings of unknown people is a concern raised by residents of the building. There would be no means of vetting individuals to determine whether they are a security concern, and there would be limited control of who comes and goes from the flat as there is no-one permanently on site such as a concierge. For these reasons, the premises is considered to be an inappropriate location for a short-term let unit, as set out in Local Plan policy DM21.6.
27. It is acknowledged that there is scope for adverse impacts on amenity and security of residents to arise even where temporary lettings are lawful in that they do not exceed a total of 90 nights per calendar year and fall within the new exception. However, unlike the current proposal any such impact will be confined to a limited period each calendar year.

#### Impact upon Conservation Area

28. No external alterations are proposed as part of this application. As such the proposals would not affect the appearance of the Trinity Square Conservation Area.
29. The Conservation Area was traditionally occupied by public buildings and warehouses associated with the Port. In recent years the use of many of these buildings has changed, increasingly featuring residential apartments, hotels, restaurants and bars. In this context, it is considered that the proposed use of a flat for short-term letting would not adversely impact the character of Trinity Square Conservation Area.

#### Conclusions

30. The proposed change of use would have a detrimental impact upon residential amenity and would result in the loss of a permanent residential unit, contrary to London Plan policy 3.14, Local Plan policies CS21 and DM21.6, Draft Local Plan policy H5 and the aims and objectives of the NPPF.

## **Background Papers**

Supporting Statement

Email Prof. and Mrs Stone 12/08/2019

Online Mark Henwood 14/08/2019

Online Colm Malmberg 14/08/2019

Online Elizabeth Szanto 16/08/2019

Email Rob and Kate Hutchings 16/08/2019

Online Chris David 18/08/2019

Email Steve Whicher 19/08/2019

Online Nick Thomas 19/08/2019

Online Martin Trumper 20/08/2019

Online Grant Hunter 22/08/2019

Email Panos Koumi 16/09/2019

## **Appendix A**

### **London Plan Policies**

The London Plan policies which are most relevant to this application are set out below:

Policy 3.14 Support the maintenance and enhancement of the condition and quality of London's existing homes. Loss of housing, including to short-term provisions, should be resisted unless the housing is replaced at existing or higher densities with at least equivalent floorspace.

Policy 4.5 Support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision.

### **Draft London Plan Policies**

Policy H11 Take account of the impact on housing stock and local housing need when considering applications for a change of use from housing to short stay holiday rental accommodation to be used for more than 90 days a year.

### **Draft Local Plan Policies**

Policy H5 Short term residential letting will not normally be permitted as such a change of use would reduce the stock of permanent housing in the City and may adversely impact the amenity of existing residents.

### **Relevant Local Plan Policies**

#### ***CS21 Protect and provide housing***

To protect existing housing and amenity and provide additional housing in the City, concentrated in or near identified residential areas, as shown in Figure X, to meet the City's needs, securing suitable, accessible and affordable housing and supported housing.

#### ***DM21.6 Temporary sleeping accommodation***

1. Temporary sleeping accommodation will not normally be permitted where it is mixed with permanent residential accommodation within the same building.
2. Permanent residential accommodation will not normally be permitted to change use to temporary sleeping accommodation.
3. Where temporary sleeping accommodation is permitted, conditions will be imposed to prevent any later changes to permanent residential use in unsuitable accommodation or locations.

### ***CS12 Conserve or enhance heritage assets***

To conserve or enhance the significance of the City's heritage assets and their settings, and provide an attractive environment for the City's communities and visitors.

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

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

## SCHEDULE

APPLICATION: **19/00763/FULL**

**Flat 3A 12 Trinity Square London**

**Change of use from residential (Class C3) to short-term let accommodation (periods of less than 90 consecutive nights) (Class C3) (83sq.m).**

### REASONS FOR REFUSAL

- 1 The proposed change of use would result in the loss of a permanent residential unit, contrary to London Plan policy 3.14, Local Plan policy DM21.6, Draft Local Plan policy H5 and the aims and objectives of the NPPF.
- 2 The proposed change of use would have a detrimental impact upon residential amenity contrary to London Plan policy 3.14, Local Plan policies CS21 and DM21.6, Draft Local Plan policy H5 and the aims and objectives of the NPPF.

### INFORMATIVES

- 1 The Plans and Particulars accompanying this application are: Site Location Plan, Floor Plan drawing 1 of 1, Trinity Square Floor Layout.



**From:** [REDACTED]  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Planning Application 19/00763/FULL - Flat 3A, 12 Trinity Square London EC3N 4AL  
**Date:** 12 August 2019 11:21:06

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Location: Flat 3A 12 Trinity Square London EC3N 4AL

CoL Reference: 19/00763/FULL

Application: Change of use from residential (Class C3) to short-term let accommodation for more than 90 days in a year (Class C3)

Case Officer: Gideon Stothard

Dear Mr Stothard, my wife and I are owner-residents of Flat 12 within 12 Trinity Square, EC3N 4AL, and for more than the past year our daughter has been living there full-time as well. We are all very concerned with Planning Application 19/00763/FULL which seeks to change the use of Flat 3A from residential (Class 3) to short-term let accommodation. Currently 12 Trinity Square is a "permanent residential dwelling" and in our view should remain as such. The loss of a "permanent residential building" would contravene current City of London policy and the opening up of permission to one dwelling in the building, Flat 3A, for short-term letting, would also go against the convention of having all dwellings in the same building being classified under the same purpose. Currently 12 Trinity Square contains all permanent residences and should remain as such. We ask you to reject this application.

Yours sincerely,

Prof P Stone and Mrs P Stone.

Flat 12  
12 Trinity Square  
London  
EC3N 4AL

# Comments for Planning Application 19/00763/FULL

## Application Summary

Application Number: 19/00763/FULL

Address: Flat 3A 12 Trinity Square London EC3N 4AL

Proposal: Change of Use from residential (Class C3) to short-term let accommodation for more than 90 days in a year (Class C3).

Case Officer: Gideon Stothard

## Customer Details

Name: Mr Mark Henwood

Address: 15 Trinity Square London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: As an adjacent neighbour to this property, living in a very similar permanent residential development, I object to the proposal to allow this unit to be used for short-term let accommodation. I am a permanent resident of the City, and I had understood that it was Corporation policy to encourage residential accommodation alongside commercial property and visitor accommodation. In an area which has no fewer than seven hotels within several hundred metres, I can see no need to remove one of the few permanent residences. I would urge you to reject this application.

# Comments for Planning Application 19/00763/FULL

## Application Summary

Application Number: 19/00763/FULL

Address: Flat 3A 12 Trinity Square London EC3N 4AL

Proposal: Change of Use from residential (Class C3) to short-term let accommodation for more than 90 days in a year (Class C3).

Case Officer: Gideon Stothard

## Customer Details

Name: Mr Cort Malmberg

Address: 15 Trinity Square London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: The City has limited residential space available, much of which has already been converted to serviced apartments for business travelers. There is a real risk that the remaining residential space will simply become short term rentals and the few residents left will be surrounded by transients and hotel guests. From vibrant cities around the world it has become resoundingly clear that an abundance of short term rentals is not positive and indeed is very harmful for the local population.

# Comments for Planning Application 19/00763/FULL

## Application Summary

Application Number: 19/00763/FULL

Address: Flat 3A 12 Trinity Square London EC3N 4AL

Proposal: Change of Use from residential (Class C3) to short-term let accommodation for more than 90 days in a year (Class C3).

Case Officer: Gideon Stothard

## Customer Details

Name: Ms Elizabeth Szanto

Address: 25, Methley st London

## Comment Details

Commenter Type: Other

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: The building should be preserved for residential use. As the owner of one of the flats in the building, I am concerned that allowing additional short term letting will have a negative impact on the residents in terms of noise, security and respect for the common parts of the building.

**From:** [Rob Hutchings](#)  
**To:** [PLN - Comments](#)  
**Cc:** [Kate Hutchings](#)  
**Subject:** your ref 19/00763/FULL - Flat 3A, 12 Trinity Square, London EC3N 4AL  
**Date:** 16 August 2019 13:47:54

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Dear Mr Stothard

We have owned Flat 3 at 12 Trinity Square for approximately 8 years - we object to this application for permission for change of use because:

- the proposed short term tenants (whom we understand book via AirBnB) frequently drag heavy suitcases up and down the stairs – also, they are often arriving late at night, which exacerbates the noise
- they tend to prop open the front door to the street for significant periods with their suitcases, which is a security risk, particularly in the evening
- they tend not to use the proper bin store – instead they leave their rubbish bags in the front hall / postal area
- they tend to allow the internal fire doors to slam shut (which is noisy), rather than closing them gently, which is what long term residents in the building do as a courtesy to each other
- approximately three years ago, our flat suffered a serious ingress of water through the roof (causing damage to our ceiling as well as requiring significant clean-up of the floor) from the flat above ours, when the flat above ours was in the hands of an inexperienced tenant, who left water overflowing - we would have a concern for the fabric of the building generally if any of the flats are in the hands of a series of inexperienced short term tenants
- we are concerned that the grant of this permission would create an unattractive precedent and would change the character of what is otherwise a quiet, owner occupied (or long term tenanted) residential building.

Yours sincerely

Rob and Kate Hutchings

Flat 3  
12 Trinity Square  
London  
EC3N 4AL

# Comments for Planning Application 19/00763/FULL

## Application Summary

Application Number: 19/00763/FULL

Address: Flat 3A 12 Trinity Square London EC3N 4AL

Proposal: Change of Use from residential (Class C3) to short-term let accommodation for more than 90 days in a year (Class C3).

Case Officer: Gideon Stothard

## Customer Details

Name: Mr Chris David

Address: 12 Trinity Square London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity

Comment: There are already 7 hotels within a 200m radius of 12 Trinity Square. I believe the City should be encouraging 'more' permanent residents by ensuring the continued availability of residential property, not reducing the housing stock in favour of more transient visitors. This personal view is supported - I believe - by the current City Local Plan - CS21/DM21.6 - which notes that applications to convert single units to short term accommodation, within entirely residential blocks, should be opposed. I do not believe any special circumstances have been put forward by the applicant in this application.

Policy DM 21.6 Temporary sleeping accommodation

1. Temporary sleeping accommodation will not normally be permitted where it is mixed with permanent residential accommodation within the same building.
2. Permanent residential accommodation will not normally be permitted to change use to temporary sleeping accommodation.

**From:** [Tumbridge, James](#)  
**To:** [PLN - Comments](#)  
**Subject:** Fwd: URGENT : 12 Trinity Square. Planning application for change of use of flat 3A to short term letting  
**Date:** 19 August 2019 08:31:30

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Good morning,

Can you please take note of the resident concern below.

Thank you,

James Tumbridge

Begin forwarded message:

**From:** Steve Whicher [REDACTED]  
**Date:** 19 August 2019 at 08:21:34 BST

[REDACTED]

**Subject: URGENT : 12 Trinity Square. Planning application for change of use of flat 3A to short term letting**

Dear Members – Tower Ward

I write to you with as a matter of urgency and concern which I understand must be registered with you by close today.

A planning application has been submitted by the owner of flat 3A at Flat 5, 12 Trinity Square for a change of use to convert the flat into permanent holiday (short term) letting accommodation. This delightful listed building looks over the Tower of London and has been sensitively managed by the 12 owners and specifically by an elected small team of owners to ensure it can remain a truly magnificent property reflecting its character and original intent for those privileged to live there.

Having been made aware of this application, I know this would be very bad for the building as it is widely known that Airbnb style letting entails extra wear and tear on a building's common parts, noise nuisance, security issues (i.e. the sharing of keys with temporary residents) extra refuse, people unaware of where to put their rubbish, etc. Our building is supposed to be used for permanent long term residential use, not holiday letting.

I would like to register my objection to this application and would greatly appreciate if I could receive acknowledgment and if this has been sent to the wrong parties, please forward this without delay; very much appreciate the great work you do for the London City of London

Owner Flat 5 for over 10 years.....

Kind Regards

Steve



**Stephen Whicher** | BD Leader - Advanced Manufacturing & Mobility | WEM

Ernst & Young LLP  
Boompjes 258, 3011 XZ Rotterdam, P.O Box 2295, , Netherlands

Website: [REDACTED]

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# Comments for Planning Application 19/00763/FULL

## Application Summary

Application Number: 19/00763/FULL

Address: Flat 3A 12 Trinity Square London EC3N 4AL

Proposal: Change of Use from residential (Class C3) to short-term let accommodation for more than 90 days in a year (Class C3).

Case Officer: Gideon Stothard

## Customer Details

Name: Mr Nick Thomas

Address: Flat 10 12 Trinity Square London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity

Comment: My wife and I purchased our flat as a residential amenity for ourselves our children. The proposed use and the associated proliferation of keys will increase security risk, as well as the likelihood of un-neighbourly behaviour.

Living in the City should be encouraged and there is more than sufficient short term accommodation in the area.

# Comments for Planning Application 19/00763/FULL

## Application Summary

Application Number: 19/00763/FULL

Address: Flat 3A 12 Trinity Square London EC3N 4AL

Proposal: Change of Use from residential (Class C3) to short-term let accommodation for more than 90 days in a year (Class C3).

Case Officer: Gideon Stothard

## Customer Details

Name: Mr Martin Trumper

Address: 15 Trinity Square London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity

Comment:As an adjacent neighbour and resident we are very concerned that this application should NOT be approved.

We are concerned by the dangerous precedent of a full change of use as articulated by this application. In essence approval could lead to the entire building and/or neighbouring residential buildings being converted to hotel status, one apartment at a time.

As it is we are already suffering significantly due to short term letting (supposedly following the 90 day rule) since this regularly causes us great concern by the increased noise, unneighbourly behaviour, transience, wear & tear and security concerns.

Essentially, short-term letting of any kind enables entirely unknown individuals (straight off the internet) unfettered access into a private residency. A sense of being secure is a natural expectation for ones home and the increased security risk caused by short letting runs in conflict with this need.

It will in fact have been for these concerns that the majority of individual apartment leases in residential buildings of this type specifically deem any 'short-letting' to be a breach of lease terms.

Finally, we are concerned that greater evolvment of short letting will result in further reduction in the availability of homes for citizens that wish live in the City thereby causing erosion of the sense

of community that the City seeks to engender.

# Comments for Planning Application 19/00763/FULL

## Application Summary

Application Number: 19/00763/FULL

Address: Flat 3A 12 Trinity Square London EC3N 4AL

Proposal: Change of Use from residential (Class C3) to short-term let accommodation for more than 90 days in a year (Class C3).

Case Officer: Gideon Stothard

## Customer Details

Name: Mr Grant Hunter

Address: Flat 11 12 Trinity Square London

## Comment Details

Commenter Type: Other

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: Please accept my apologies for not having submitted my comments prior to the deadline of 21 August 2019 but I have been working away and then on holiday and have only just returned.

There are 13 flats within 12 Trinity Square which are all permanent residential dwellings, with the flats being occupied by either owner-residents or long term rental arrangements and in my view it is important that they remain that way.

Altering the use of Flat 3A would lead to the loss of 12 Trinity Square's status as a "permanent residential building" and would contravene current City of London policy. Furthermore, it would go against the convention of having all dwellings in the same building being classified under the same purpose.

I am very concerned by the thought of the property being changed from its current status as residential to short-term let accommodation.

The applicant notes that residents "probably have not even noticed" that his apartment is being let out as a holiday let with AirBnB, however I beg to differ. With the small number of flats and relatively stable residents, it is noticeable when new people occupy the flats within the building. Such high turnover of tenants under short term holiday letting raises significant concerns around security. Despite the vetting procedures noted to occur prior to being allowed to let the property, the associated risks are something, as an owner-resident, with which I am not at all comfortable. Furthermore, by granting permission to one dwelling in the building, Flat 3A, to undertake short-term letting for more than 30 days per year, would alter the whole feel and character of the building, which is not what I signed up for when I became an owner-resident of one of the flats a number of years ago and has the potential to only get worse if, having set a precedent, other flat owners seek to do the same. Should this be allowed to happen it would have a significant impact

on the property.

I ask you to reject this application.

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<b>Committee(s)</b>	<b>Dated:</b>
Corporate priorities board Resource Allocation Sub-Committee - for decision Planning and Transportation – for decision	3/10/2019 17/10/2019 22/10/2019
<b>Subject:</b> Transport for London Funding: LIP Annual Spending Submission 2020/21 And Reallocation For 2019/20.	<b>Public</b>
<b>Report of:</b> Carolyn Dwyer, Director of the Built Environment	<b>For Decision</b>

## Summary

This report covers the provision of Transport for London funding to the City of London Corporation.

It seeks approval for the projects that will be included in the City Corporations 2020/21 Annual Spending Submission of £3.672m, see table 1 for details. These projects will help deliver the road safety, public realm and transport management objectives of current Local Implementation Plan and the Corporations Transport Strategy.

Members are asked to give the Director of the Built Environment delegated authority to approve reallocations of the 2020/21 Corridors and Neighbourhoods and Local Transport Initiatives grants of up to £100,000 within the financial year, across the programme. All reallocations will be subject to TfL approval.

For the current financial year 2019/20, it is requested to reallocate a total of £202,904 which is as a result of a projected underspend on some projects and earlier progress on others, as in table 3 in appendix 1.

## Recommendations

- Approve the projects to be included in the City Corporation’s 2019/20 Annual Spending Submission of £3.672m, in table 1.
- Approve delegated authority for the Director of the Built Environment to approve reallocations of the 2020/21 Corridors and Neighbourhoods grant of up to £100,000 within the financial year.
- Approve reallocations within 2019/20 to a total of £202,904, as set out in table 3, appendix 1

## Main Report

### Background

1. Under Section 159 of the Greater London Authority Act 1999, TfL is empowered to provide grants to London boroughs and the City for the provision of safe, efficient and economically viable transportation facilities and (or) services to, from or within Greater London. In May this year the 3 year Local Implementation Plan for the City was submitted to TfL and approved.
2. Every year, TfL provides grants to the City under the *Corridors, Neighbourhoods and Supporting Measures, Local Transport Initiatives* and *Principal Road Maintenance* programme. This amount is confirmed at the beginning of each financial year.
3. For the 2020/21 financial year TfL will provide the following grants to the City of London, the amount allocated to the City and boroughs is determined on a formula:
  - A combined grant of £100,000 for Local Transport Initiatives and £867,000 under the Corridors, Neighbourhoods and Supporting Measures and Local Transport Initiatives programmes. The City has some discretion over the use of this grant however it must be expended on projects that support the delivery of the Mayor's Transport Strategy.
  - £105,000 under the Principal Road Maintenance funding programme. The Principal Road Maintenance grant must be used specifically for the purpose of road renewal, resurfacing and bridge strengthening. This work within this will be determined by the road renewal, resurfacing and engineering needs within the Transportation and Public Realm Division of the Department of Built Environment.
4. Additional funding is available through other discretionary streams of funding, through a bidding process:
  - Liveable Neighbourhoods programme for larger projects with a total cost of over £1 million. As a bid was awarded by TfL in 2019 the funding allocations are included in the table, with £1.15 million for 2020/21. Owing to the scale of this project it is also proceeding through the City's Gateway process separately.
  - For delivering the Central London Cycle network an allocation £1.4 million is included, this supports the network proposals set out in the City of London Transport Strategy.
  - A bid to support delivering the Zero Emission Zone in the City Cluster was also successful, receiving an award of funding from the Mayors Air Quality Fund. For 2020/21 this is £50,000.



## 2020/21 Annual Spending Submission

5. The proposed Annual Spending Submission for the 2020/21 TfL Corridors, Neighbourhoods and Supporting Measures and Local Transport Initiatives grants are set out in Table 1 below. The specific allocations for each project are in Table 2 in Appendix 1.

<b>LIP Programme</b>	<b>Amount (£)</b>
Local Transport Initiatives	100,000
Corridor, Neighbourhoods & Supporting Measures	867,000
Principal Road Renewal	105,000
Liveable Neighbourhoods	1,150,000
Central London Cycling Grid	1,400,000
Mayors Air Quality Fund	50,000
<b>TOTAL</b>	<b>3,672,000</b>

6. These projects are in line with TfL's guidance, reflect the Mayor's Transport Strategy and the adopted City of London Transport Strategy. A brief description of each proposed project is provided in Appendix 2.
7. The reallocation of funds between projects during a financial year is often required in response to resourcing and operational issues or new priorities. Approval is sought for the Director of the Built Environment to be given delegated authority to approve reallocations of up to £100,000 across the whole programme within the financial year (2020/21). Any individual project budget changes will still be subject to the usual project procedure gateway approvals.

### 2019/20 reallocations

8. In year reallocations are requested to a total of £202,904. These adjustments are set out in Table 3 in Appendix 1. All programmes funded by TfL grants must be completed within the financial year allocated, therefore reallocations to different projects within the same programme for 2019/20, allow officers to ensure funds are fully spent.

### Corporate & Strategic Implications

9. The use of TfL grants will support the delivery of the City of London Corporate Plan, 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 Transport Strategy and the Department of Built Environment Business Plan.

## **Conclusion**

10. The proposed 2020/21 Corridors, Neighbourhoods & Supporting Measures projects and Liveable Neighbourhood bid are in line with TfL guidance, the Mayor's Transport Strategy and corporate objectives and priorities.
11. The use of TfL grants for the 2020/21 financial year will provide an appropriate external funding source which will assist in limiting the City Corporation's financial outgoings.
12. All programmes funded by TfL grants must be completed within the financial year allocated, therefore reallocations to different projects within the same programme for 2019/20, allow officers to ensure funds are fully spent. Carry forward of funds across financial years is only permitted in exceptional circumstances.

## **Appendices**

- Appendix 1 – Project funding allocations, tables 2 and 3.
- Appendix 2 – Summary of proposed 2020/21 Corridors, Neighbourhoods & Supporting Measures and Local Transport Initiatives projects

## **Samantha Tharme**

Department of the Built Environment

T: 020 7332 3160

E: [samantha.tharme@cityoflondon.gov.uk](mailto:samantha.tharme@cityoflondon.gov.uk)

## Appendix 1: Project funding allocations, tables 2 and 3.

<b>Table 2: Proposed Annual Spending Submission (ASS) for 2020/21</b>	
	<b>Proposed Allocation (£)</b>
<b>Local Transport Initiatives</b>	
ZEZ City Cluster; Barbican/Golden Lane	50,000
City-wide 15mph – scheme development	50,000
<b>Sub Total</b>	<b>100,000</b>
<b>Corridor, Neighbourhoods &amp; Supporting Measures</b>	
Healthy Streets minor schemes	130,000
Legible London City-wide Roll Out	257,000
Puddle Dock Pedestrian safety and route severance scheme	170,000
Mansion House Station walking and public realm improvements	60,000
100 Minorities public realm enhancements	40,000
Road Danger Reduction campaigns, behaviour change and community engagement	90,000
Lunchtime Streets	60,000
Thames Riverside Walkway – Globe View section	60,000
<b>Sub total</b>	<b>867,000</b>
<b>Liveable Neighbourhoods</b>	
City Cluster Scheme	1,150,000
<b>Sub Total</b>	<b>1,150,000</b>
<b>Central London Cycling Grid</b>	
City Cycleways Programme	1,400,000
<b>Sub Total</b>	<b>1,400,000</b>
<b>Principal Road Renewal</b>	<b>105,000</b>
<b>Mayors Air Quality Fund</b>	<b>50,000</b>
<b>GRAND TOTAL</b>	<b>3,672,000</b>

**Table 3: Annual Spending Submission (ASS) and Reallocation for 2019/20 Transport for London Corridors and Neighbourhoods Programme and Local Transport Initiatives**

	ASS allocated in December (£)	Carry Forward from 2018/19 (£)	Proposed Reallocation (£)	Revised Budget Required (£)
<b>TOTALS</b>	<b>967,300</b>	<b>143,342</b>	<b>-</b>	<b>1,110,642</b>
<b>Local Transport Initiatives</b>				
Barbican & Golden Lane ZEZ	25,000	-	-	<b>25,000</b>
City Cluster ZEZ	25,000	-	-	<b>25,000</b>
City of London Streets Accessibility Standard	50,000	-	-	<b>50,000</b>
<b>Corridor, Neighbourhoods &amp; Supporting Measures</b>				
100 Minorities Public Realm Enhancements	100,000	40,957	(90,957)	<b>50,000</b>
Mansion House Station Public Realm Improvements	40,000	71,947	(71,947)	<b>40,000</b>
City Way Finding Legible London*	202,300	-	(20,000)	<b>182,300</b>
RDR campaigns, behaviour change & community engagement	90,000	-	100,000	<b>190,000</b>
Abchurch Lane junction with King William Street	-	11,585	9,000	<b>20,585</b>
Healthy Streets Minor Schemes	100,000	-	11,000	<b>111,000</b>
Puddle Dock Improvements	185,000	18,853	-	<b>203,853</b>
Kerbside Uses Review	110,000	-	(20,000)	<b>90,000</b>
Lunchtime Streets	40,000	-	-	<b>40,000</b>
RWE: Globe View Walkway	-	-	82,904	<b>82,904</b>
*The total proposed ASS in November was £980,000, but the approved ASS allocated in December was £967,300. Therefore, the difference was reduced from this scheme.				

## **Appendix 2: Summary of proposed 2020/21 Corridors, Neighbourhoods & Supporting Measures and Local Transport Initiatives projects**

### **Local Transport Initiatives**

#### **City Cluster and Barbican & Golden Lane Zero Emission Zones**

The Transport Strategy includes a proposal to establish local Zero Emission Zones covering the City Cluster and Barbican and Golden Lane estates. This funding will support the development of the Zero Emission Zones prior to implementation in following years. Further proposals for Beech Street also aim to address poor air quality, this scheme is part of the COL funded programme of work going through Gateway and Committee approvals as an individual project.

#### **15mph speed limit**

The City Transport Strategy included a proposal for 15 mph speed limit. This supports a new approach to delivering the Vision Zero for accident and casualties as set out by the Mayor's Transport Strategy.

### **Corridor, neighbourhoods & supporting measures**

#### **Healthy Streets minor schemes**

Small-scale projects to support the delivery of Healthy Streets including implementing measures to increase priority for pedestrians, improve accessibility, and reduce road danger. Schemes will be identified throughout the year. Those in scheme development stage include:

- Gresham St, Old Jewry (2019/20)
- Basinghall/Gresham (2019/20)
- Creechurch Ln / Leadenhall Street (2020/21)
- Gresham street / Wood Street / Bread Street (2020/21)
- Old Broad Street, Tower 42 (2020/21)

#### **Legible London City-wide roll out**

The replacement of existing wayfinding with Legible London was agreed at Streets and Walkways Sub-Committee on 24 November 2017. Legible London maps and signs were developed by Transport for London to make it easier for people to walk around London. They provide a consistent approach to wayfinding, with over 1,700 signs and maps already installed across the Capital. The implementation of these has commenced in 2019 and will continue through to financial year 2020/21.

#### **Puddle Dock Pedestrian safety and route severance scheme\***

Priority pedestrian route improvement and scheme to address severance and safety at Upper Thames Street, to access riverside. If not supported at project review stage can be diverted to similar scheme subject to usual approvals and agreement with TfL.

**Mansion House Station environs.**

Proposals include widening footways and accessibility improvements along with public realm. Improvements focused on Little Trinity Lane will deliver an enhanced green public space incorporating seating, lighting and noise and pollution mitigation measures.

**100 Minorities public realm enhancements**

Proposals include the formation of a brand new green public space to replace under-utilised carriageway space at Crescent, along with a new north-south walking route through the new development that will improve routes to the station and accessibility.

**Globeview Thameside Walkway**

This project allows reinstatement of a public access footpath alongside the Thames. This has been severed by development. This is progressing in tandem with developer led elements to the scheme.

**Road Danger Reduction campaigns, behaviour change and community engagement**

This encompasses a series of campaigns, programmes and events to influence the attitudes of road users and initiate a change in culture to achieve reductions in the number of people killed and seriously injured on City streets. This will include undertaking attitudinal surveys annually and delivering the Be Brake Ready campaign aimed at drivers and riders.

**Lunchtime Streets**

'Lunchtime Streets' are pilot timed closures in busy pedestrian environments during the lunchtime peak. St Mary Axe is an example where there is a high density of pedestrians at lunch, together with complaints about traffic and a history of injuries. These events were successful in St Mary Axe and Chancery Lane in 2019. The event will offer an opportunity to work with businesses in the area to improve the public realm and trial retiming and reduction of the number of vehicles. Further events in other local streets will be organised, with an objective of a rolling programme of at least three streets with this activity over the summer months by 2022

<b>Committee(s)</b> Open Spaces (for decision) Finance Committee (for information) Policy and Resources Committee (for decision) Planning and Transportation (for decision)	<b>Dated:</b> 14 October 2019 15 October 2019 17 October 2019 22 October 2019
<b>Subject:</b> Climate Action Briefing Implementation	<b>Public</b>
<b>Report of:</b> Director of Innovation & Growth – Damian Nussbaum Director of the Built Environment – Carolyn Dwyer Director of Open Spaces – Colin Buttery	
<b>Report author:</b> Sufina Ahmad, Corporate Strategy Manager Grace Rawnsley, Head of Responsible Business	<b>For decision</b>

## Summary

In July 2018, Policy and Resources Committee approved the City of London Corporation’s (City Corporation) Responsible Business Strategy for 2018-23, which outlined the City Corporation’s commitment to increasing its positive impact and reducing its negative impact across a range of sustainability issues, including climate change. The Responsible Business Strategy specified that the City Corporation develop a Climate Action Strategy outlining actions that will be taken to reduce carbon emissions and increase resilience to changed weather patterns. This paper updates Members on the progress to-date on the City Corporation developing a Climate Action strategy, including vital next steps, which are defined through the Climate Action Briefing included at Appendix One. This Climate Action Briefing highlights the barriers to setting credible strategic targets and offers a plan of work to ensure the right data, information and resources are in place to develop and implement an ambitious and successful Climate Action Strategy for June 2020 in the lead up to COP26.

## Recommendations

Members of Policy and Resources, Open Spaces, and Planning and Transportation Committees are asked to:

- Note the robust approach taken and current position of developing a Climate Action Strategy for both the Square Mile and the City of London Corporation.
- Approve the reprioritisation of 2019-20 Open Spaces (£75,000), Built Environment (£100,000) and Innovation and Growth (£200,000) departmental budgets to cover the costs of the consultancy support required to deliver the Climate Action Briefing.

Members of Finance Committee are asked to:

- Note and support the potential for a carry-forward of the above reprioritised budgets if the projects are not completed in the 2019-20 financial year.

## Main report

## Background

1. Increasingly, organisations are being encouraged to look beyond their core business and consider the ways in which they might create and sustain social and environmental value, as well as reduce their negative impact. To this end, the City Corporation approved the 'Responsible Business Strategy 2018-2023 – Towards a sustainable future' in July 2018, setting out the organisation's approach to tackling eight key sustainability issues, including Climate Change. The Strategy committed to the development of a robust and ambitious Climate Action Strategy, with Climate Action defined as: *Positive action to reduce carbon emissions and increase resilience to changed weather patterns due to climate change*.
2. The Paris Agreement, signed in 2015, has shown significant scientific and political consensus on climate change, pointing to the urgent need to limit carbon emissions globally in order to avoid catastrophic impacts to society, the economy and environments worldwide.
3. At this point, even the most ambitious carbon reduction scenario will result in climate impacts. For the Square Mile this includes an increased risk of flooding, more frequent heatwaves and an increase in extreme weather events. Addressing these risks will position the Square Mile, including the City, as a resilient place to do business, compared to other global financial centres.
4. The City is a world leader in green finance and insurance, and so reducing climate impacts and responding to climate threats is key to its position as a global financial centre. To remain credible in promoting the City and the industries within it, the City Corporation must be at the forefront of Climate Action through its own activities and spheres of influence.
5. In April 2019, with approval from Chief Officers, a task and finish group (TFG) was convened to develop a Climate Action Strategy, chaired by the Director of Innovation and Growth and sponsored by the Director of the Built Environment. In September 2019, the TFG presented an interim Climate Action Briefing (**full briefing at Appendix 1 and summary briefing at Appendix 2**), for Chief Officers highlighting the need for additional resources to be released in 2019/20 to support the City Corporation's response to climate change.
6. The Climate Action Briefing provides a plan of work for an eight-month window between October 2019 and June 2020 to ensure the right data, information and resources are in place to rise to the climate challenge across all areas of the City Corporation's work and throughout the Square Mile. This necessary work will allow the City Corporation to develop and implement an ambitious and successful Climate Action Strategy for 2020 onwards.

### **Current position**

7. The Climate Action Briefing highlights the need and urgency to gather necessary data and expert input to enable the organisation to set a credible, evidence-driven target date for becoming climate positive. Key to the success of this briefing is addressing organisational data gaps on scope 1, 2 and 3 emissions



(Figure 1 & 2 in the briefing) and managing climate resilience issues as defined below:

- **Scope 1 emissions:** Direct emissions from owned or controlled sources.
  - **Scope 2 emissions:** Indirect emissions from the generation of purchased energy.
  - **Scope 3 emissions:** Indirect emissions (not included in Scope 2) that occur in the value chain of the organisation or area, including both upstream and downstream emissions.
  - **Climate resilience actions:** Actions that ensure adaptation to changes caused as a result of climate change, such as hotter, drier summers, warmer, wetter winters and other extreme weather events that leave the Square Mile vulnerable to flooding, overheating and sea level rise.
8. In order to meet the organisation's data needs as outlined in the Climate Action Briefing, £375,000 is required to cover consultancy support that will enable the organisation to:
- Set a Scope 1 & 2 trajectory to zero carbon for the Square Mile, using the AECOM Zero Emissions City Report and other resources.
  - Set a net zero carbon target date, by collecting data on carbon sequestration from City Corporation owned Open Spaces.
  - Establish a robust evidence base and carbon accounting practices.
  - Begin to incrementally and credibly establish what the Scope 3 emissions are for the City Corporation and the Square Mile.
  - Develop a plan for Scope 3 emission reduction, by investing in specialist technical support.
  - Establish an adaptive pathways approach to climate resilience, which will determine effective actions to prevent disruption due to changed weather patterns.
  - Determine the exact resourcing requirements the organisation will need on an ongoing basis to deliver its Climate Action Strategy – this is likely to be a dedicated team of 4-6 officers with consultancy support.
9. Key departments involved in the Climate Action Task & Finish Group have stepped forward to reprioritise funds from their 2019-20 budgets to cover the £375,000 required, which has not been previously agreed by Committees:
- Open Spaces Department - £75,000
  - Department of the Built Environment - £100,000
  - Innovation and Growth - £200,000
10. The collection of data and work required to progress the Climate Briefing and lay solid foundations for the Climate Action Strategy are due to be completed in this financial year. However, there may be a need for a carry forward of these ring-fenced departmental budgets if data-gathering stretches beyond March 2020.

## **Corporate & Strategic Implications**

11. Climate Action is reflected in the following outcomes in the Corporate Plan 2018-2023:

- **Outcome 1:** People are safe and feel safe  
**High level activity** – Prepare our response to natural and man-made threats
- **Outcome 5:** Businesses are trusted and socially and environmentally responsible  
**High level activity** – Model new ways of delivering inclusive and sustainable growth.  
**High level activity** – Support, celebrate and advocate responsible practices and investments.
- **Outcome 11:** We have clean air, land and water and a thriving sustainable natural environment  
**High level activity** – Provide a clean environment and drive down the negative effects of our own activities.  
**High level activity** – Provide environmental stewardship and advocacy, in use of resources, emissions, conservation, greening, biodiversity and access to nature.
- **Outcome 12:** Our spaces are secure, resilient and well-maintained  
**High level activity** – Build resilience to natural and man-made threats by strengthening, protecting and adapting our infrastructure directly and by influencing others.

12. The **Responsible Business Strategy 2018-2023** has an overarching ambition that the City Corporation's actions will contribute to a healthier planet. It identifies a series of priorities including air quality, waste, plastics and packaging, climate change, biodiversity.

13. Climate Action is linked with several other City Corporation Strategies and Plans:

- Air Quality Strategy 2015-2020
- Transport Strategy 2018
- Local Plan 2015 and emerging City Plan 2036
- Waste Strategy 2013-2020
- Local Flood Risk Management Strategy 2014-2020

## Conclusion

18. Through the development of a Climate Action Strategy on the lead up to COP26, the City Corporation will be able to address the impacts of climate change throughout the City Corporation's operations and Square Mile for the benefit of current and future generations. However, in order to develop a solid foundation for this Strategy and a robust and sustainable response to climate change, the City Corporation needs to take the time to set credible, evidence-based targets and structured plans for achieving them. The attached Climate Action Briefing identifies our data and skills gaps and provided a clear and actionable plan on how to fill them. Three departments (Open Spaces, Built Environment and Innovation and Growth) have stepped forward and collectively pledged £375,000 from 2019-20 budgets to support this work.

## Appendices

- Appendix 1 – Climate Action Briefing
- Appendix 2 – Climate Action Briefing Summary

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# Climate Action Briefing, September 2019

Briefing Authors: Scott Morgan and Sufina Ahmad, with expert input from Janet Laban.

## Introduction

The City of London Corporation (City Corporation) is the governing body of the Square Mile, dedicated to a vibrant and thriving City within a globally successful UK. Our reach extends far beyond the Square Mile's boundaries across the private, public and charitable and community sectors. We own, operate and support a variety of assets in pursuit of a flourishing society, a thriving economy and outstanding digital and physical environments for the benefit of the residents, learners, workers, visitors and cross-sectoral stakeholders we work with. We recognise the urgency with which we must address the impacts of climate change throughout our operations, as well as positively influencing those we work with externally, for the benefit of current and future generations.

This briefing on climate action outlines our climate action ambitions, in terms of carbon reduction and climate resilience activities, across our own operational activities and for the whole of the Square Mile as separate but connected workstreams. It demonstrates our support for the climate change ambitions set out by central Government and the Mayor of London regarding the UK being a net zero carbon place to live, work and do business in.

This briefing provides us with a plan for a nine-month window between September 2019 and June 2020 in which we can fully ensure we have the right data, information and resources in place to rise to the climate challenge across all areas of our work and throughout the Square Mile. It is by taking this step that we can then develop and implement an ambitious and successful Climate Action Strategy for 2020 onwards. In short, the briefing provides:

- An overview of our strategic ambition on climate action and climate resilience.
- The gaps in our own operational data and Square Mile-wide data that need to be resolved in order for us to set credible yet ambitious targets as part of a long-term Climate Action Strategy that we will launch next year.
- An appraisal of the level of investment and resourcing required to deliver a full strategy.

The briefing is available to all elected Members and officers and can be shared externally with key stakeholders that will be vital in ensuring its implementation. The full Climate Action strategy will be a publicly facing document available to all internally and externally.

Ultimately, this is a time-limited document that provides a road map to writing a full Climate Action Strategy by June 2020.

## Why does Climate Action matter to us?

Our definition of Climate Action:

Positive action to reduce carbon emissions and increase resilience to changed weather patterns due to climate change.

The Paris Agreement, signed in 2015, has shown significant scientific and political consensus on climate change, pointing to the urgent need to limit carbon emissions globally in order to avoid catastrophic impacts to the society, economy and environment worldwide. The urgency of the climate agenda has been further reiterated in recent months through the following:

- The 2018 IPCC report which warned that the next 12 years will be crucial in limiting temperature rise to below 2 degrees.
- UK Climate projections from 2018 which predict temperature rises of up to 5 degrees if urgent actions are not implemented.
- UK Committee on Climate Change Land Use report calling for a radical change in diets to address the climate impacts of eating meat; and
- David Attenborough's intervention at the UN climate change talks in Poland in December 2018 through the 'People's Seat', stressing the real-life consequences of climate inaction by governments and administrators for individuals and communities.
- Raised public interest and impatience throughout 2018 and 2019 at the pace of action as demonstrated through school climate strikes and pressure group activities.
- For the City, based within the Square Mile, to remain a competitive global financial centre it needs to be a place where, despite a changing climate; is a comfortable and desirable place for people to live and work in.

It is therefore imperative that both the City Corporation and the Square Mile take timely and appropriate action towards tackling these issues.

#### **For the City of London Corporation:**

As a multi-sector organisation with a reach extending far beyond the Square Mile and convening power that enables us to promote the interests of people and organisations across London, the UK and internationally, we are in a strong position to address this issue positively. We have:

- A unique portfolio of work, assets, multi-sector stakeholders and geographical reach.
- A lot of convening power, influence and access.

Meaning that we can:

- Assist with a 'just transition' that has minimal negative impacts on individuals and communities to a low carbon economy.
- Act now and future proof our response to climate change.
- Mitigate operational and reputational risk.
- Be proactive, not reactive, resulting in us staying ahead of the curve.
- Establish a leadership role for London and the UK.

Consequently, we avoid:

- Being left behind, whilst others, including businesses and cities, such as Land Sec, British Land, New York, Manchester, Bristol, Copenhagen and more all invest in climate action innovations and commitments to transition to zero-emissions.
- The reputational damage of not acting now.
- Failing to meet the needs of our key stakeholder groups, including Londoners, businesses and government.
- Having assets and buildings that cannot be let/used or insured, with the consequential loss of business, providing the required critical mass of a global financial city.
- Loss of revenues.
- Higher energy bills.
- Higher carbon taxes.

## For the Square Mile:

At this point, even the most ambitious carbon reduction scenario will result in climate impacts. For the Square Mile this includes an increased risk of flooding, more frequent heatwaves, an increase in extreme weather events and water shortages. Addressing these risks will position the City – the global financial and commercial centre within the Square Mile – as a resilient place to do business, compared with more vulnerable global financial centres. The City is a world leader in green finance and insurance, and so reducing climate impacts and responding to climate threats is key to its role as a leading global financial centre. To remain credible in promoting these business priorities the City, with support from the City Corporation, must be at the forefront of climate action through its own activities and innovation in the climate action space, in order to reinforce the City's position as:

- A secure and progressive place to do business.
- A global leader in Green Finance.
- The insurance capital of the world.
- A credible place of power, influence and access.

Consequently, the City, based within the Square Mile, with support from the City Corporation, will play its part in preventing:

- An adversely affected UK economy with GDP at significant risk, e.g. the 2018 freeze cost the UK economy £1.3bn a day.
- Companies losing an estimated \$1.2tn globally over the next 15 years, by failing to invest in climate action and mitigation activities now.
- CO<sub>2</sub> emissions continuing to rise unless collective action is taken across all sectors throughout the UK.
- Continuing and worsening extreme weather patterns, including increases in temperature, which we are not prepared for.
- Drought, flood and over-heating risk in London, which could reduce economic productivity, educational attainment and positive public health outcomes.
- Having assets and buildings that cannot be used/let or insured.
- A potential loss of revenue.
- Water shortage.
- Higher energy bills.
- High carbon taxes.
- Opportunity losses for business operations and capital flows.

## Corporate and strategic links

Climate action will support the delivery of all aspects of our Corporate Plan for 2018-23, especially our aims 'To contribute to a flourishing society', 'To support a thriving economy' and 'To shape outstanding environments'. The work that is being designed and delivered around climate action specifically relates to Corporate Plan **outcomes one, three, five, six, seven, eight, 11 and 12** as follows:

**1a** – Prepare our response to natural and man-made threats.

**3a** – Promote and champion diversity, inclusion and the removal of institutional barriers and structural inequalities.

**5b** – Model new ways of delivering inclusive and sustainable growth.

**6a** – Promote regulatory confidence founded on the rule of law.

**7a** – Support organisations in pioneering, preparing for and responding to changes in regulations, markets, products and ways of working.

**7c** – Preserve and promote the City as the world-leading global centre for financial and professional services, commerce and culture.

**8a** – Promote the City, London and the UK as attractive and accessible place to live, learn, work and visit.

**11** – We have clean air, land and water and a thriving and sustainable natural environment.

**12** – Our spaces are secure, resilient and well-maintained.

This work also supports our strategies on **Responsible Business, Air Quality, Transport, the Local Plan, the emerging City Plan, Waste and Local Flood Risk Management.**

## Our vision

**By taking decisive action now, the Square Mile and the City Corporation’s assets across London and beyond will be climate positive and climate resilient environments where people and businesses can thrive for generations to come.**

It is our intention that by implementing the activities outlined in this briefing, we will be able to set credible net zero carbon targets that set us on a path to be climate positive in the Square Mile and across our own assets, as well as enabling us to determine the climate resilience and climate adaptation measures we will need to invest in, within our Climate Action Strategy for 2020 onwards, at which point we will be able to predict when we can become carbon positive.

## Our outcomes

The purpose of this briefing is to support us to deliver the following outcomes, which will be the same outcomes that we will use in our Climate Action Strategy from 2020 onwards:

- The City Corporation’s buildings, operations and investments are exemplary in terms of climate action.
- Carbon emissions both with City Corporation’s operations and across the Square Mile are decreasing.
- The Corporation’s assets and the entirety of the Square Mile is resilient to a changing climate and responsive to weather emergencies.
- Open Spaces carbon storage and carbon sequestration

## Our current position

As an organisation we must continue to deliver positive actions in pursuit of our climate-related ambitions. These include:

- Our involvement in a wide range of climate change related actions involving planning, procurement, and advocacy roles.
- Driving down carbon emissions from new buildings.
- Purchasing renewable energy for our operations.
- Switching to LED streetlights.
- Cutting carbon emissions across the Square Mile by almost 48% between 2005 and 2015, through the accelerated decarbonisation of national electricity supplies.
- Promoting the City, based within the Square Mile, as a hub for green investment through the Green Finance Initiative.



- Progressing climate resilience measures which protect the Square Mile from flooding, overheating and extremes of weather.
- Increasing green infrastructure throughout the Square Mile.

However, in order to set a target date for becoming climate positive, we must address our organisational data gaps on Scope 1, 2 and 3 emissions. These emissions are defined by the Greenhouse Gas (GHG) Protocol as:

- **Scope 1:** Direct emissions from owned or controlled sources.
- **Scope 2:** Indirect emissions from the generation of purchased energy.
- **Scope 3:** Indirect emissions (not included in Scope 2) that occur in the value chain of the organisation or area, including both upstream and downstream emissions.

The table below (Figure 1) highlights what data we already collect or have access to in relation to Scope 1, 2 and 3 emissions in the Square Mile and across our own assets:

**Figure 1: Quality of data available for Scope 1, 2 and 3 emissions for the City Corporation and the Square Mile**

Scope	Area	City Corporation	Square Mile
1 and 2	Transport	Green	Green
	Commercial Buildings (power)	Amber	Green
	Residential Buildings (power)	Amber	Green
3	Downstream leased assets	Red	Red
	Purchased goods and services (procurement)	Amber	Red
	Capital Goods	Red	Red
	Business and Commuter Travel	Red	Red
	Water	Red	Red
	Waste	Amber	Amber
	Air Quality	Green	Green
	Investments and assets under management	Amber	Amber
	Green indicates that data is either regularly collected on emissions, or that a recent independent study has verified the data.		
	Amber indicates that some data is available but may not adequately reflect emissions.		
	Red indicates missing data or unknown emissions.		

The diagrams below give an indication of the level of data needed for us to set ambitious and credible targets for Scope 1, 2 and 3 emissions. We can set a timeline for the Scope 1 and 2 trajectory to zero carbon for the Corporation and the Square Mile using data from the 2018 AECOM Zero Emissions City Report and with the data on carbon sequestration from City Corporation managed open spaces. Substantial effort will be needed to establish total Scope 3 emissions for the Square Mile and the City Corporation – these are usually estimated at 3-4 times the Scope 1 and 2 emissions – and so should be tackled incrementally.

Figure 2: Data needed to set Net Zero Carbon targets for the CITY CORPORATION

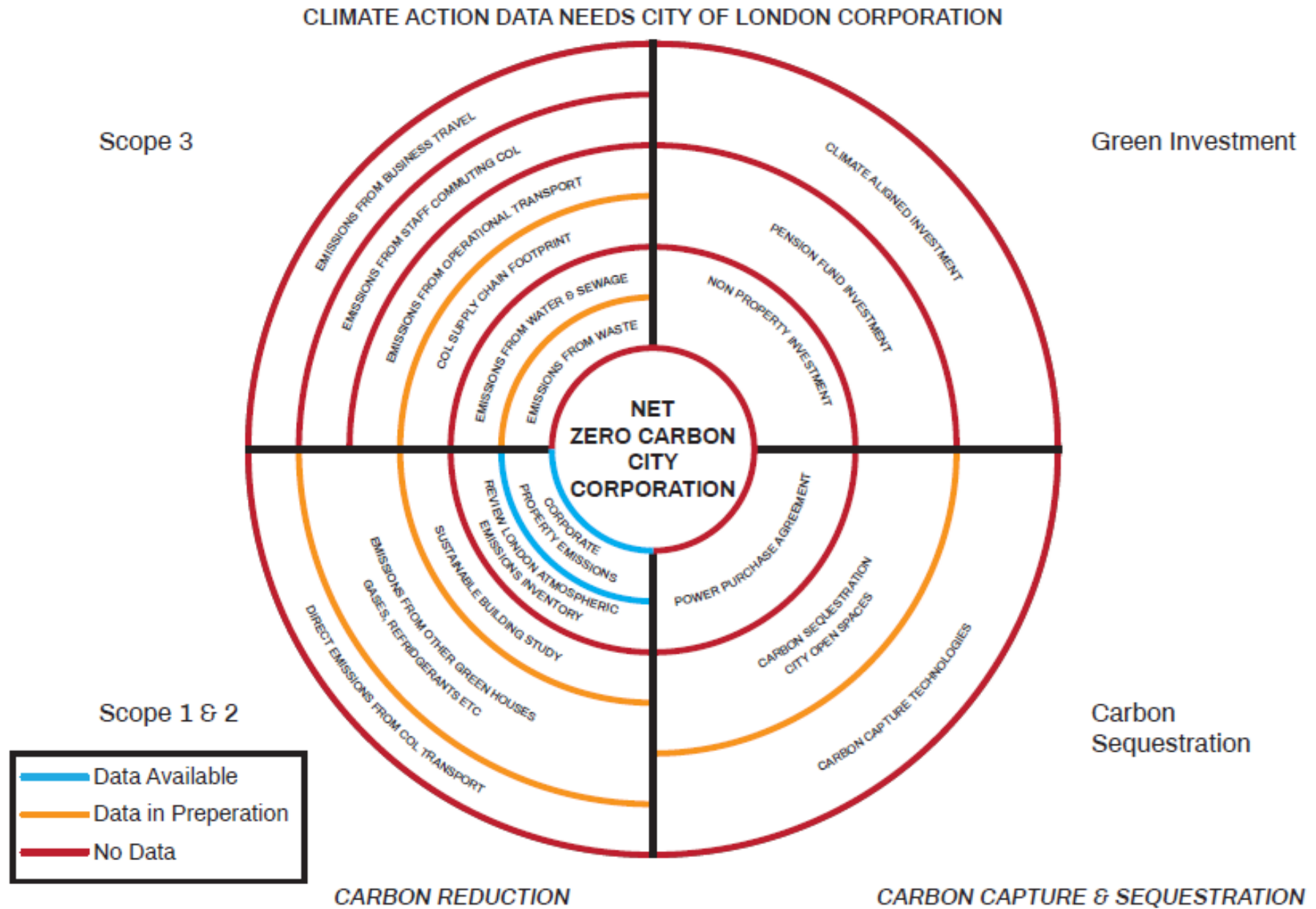
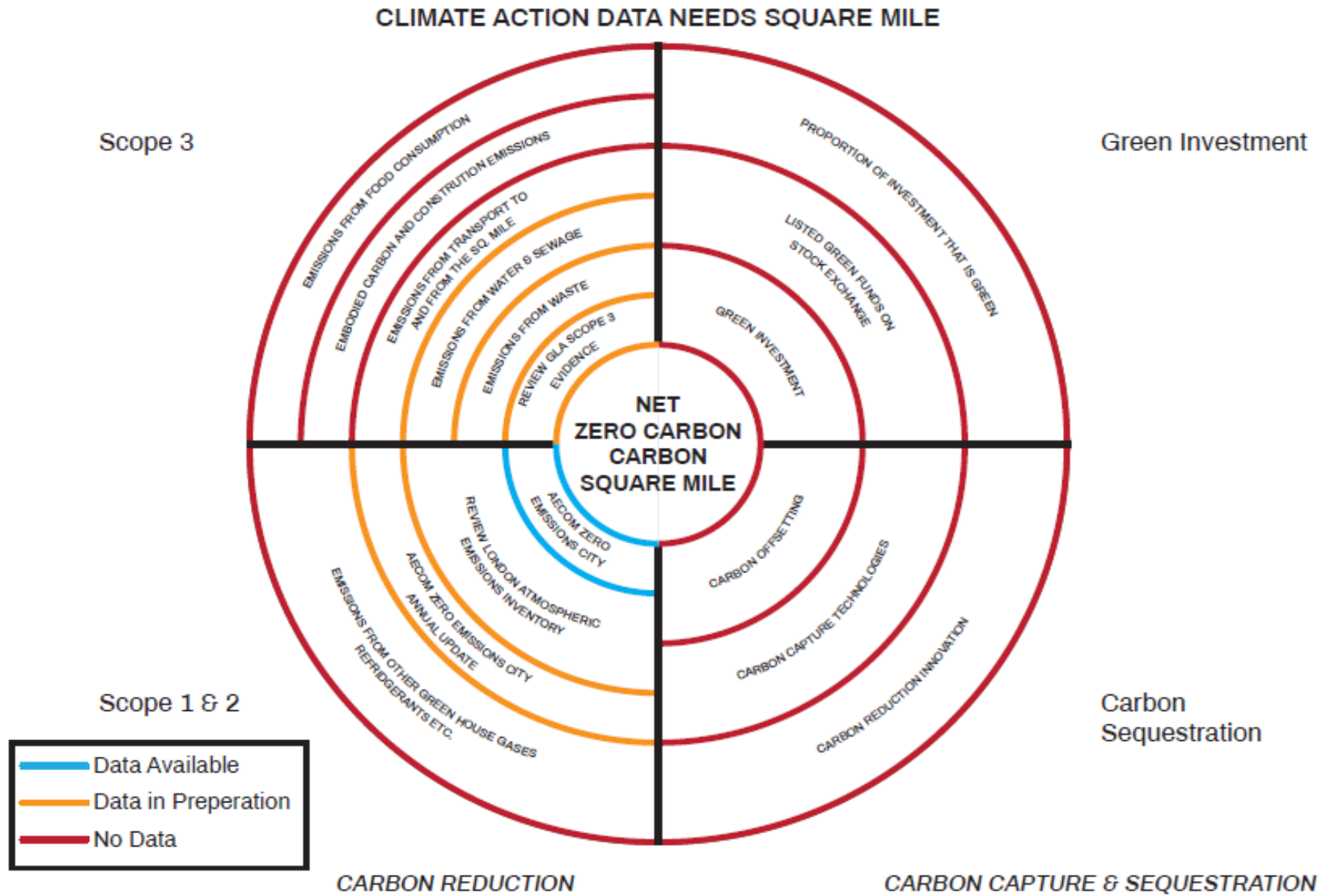


Figure 3: Data needed to set Net Zero Carbon targets for the SQUARE MILE



In parallel with this we must identify climate and weather-related trigger points so that we can pre-empt adverse impacts such as failure of transport infrastructure, adapting beforehand rather than reacting when they occur.

## Our way forward

This briefing recommends that we continue to build on the successes and actions that have already been adopted by the organisation, as outlined in ‘Our current position’. However, there is still much we must do around carbon reduction and resilience, and the action plan below demonstrates the key data gaps and the steps we must take between now and the launch of our Climate Action Strategy in June 2020. The action plan is divided into three key areas of focus: Scope 1 and 2; Scope 3; and Climate Resilience.

### **Carbon reduction actions – Scope 1 and 2**

With regards to Scope 1 and 2 emissions we are able to achieve reductions across our own operational assets and the Square Mile. We are able to do this by implementing the findings of the AECOM [Zero Emissions City Report](#) with updates being provided on an annual basis, led by the Senior Sustainability Planning Officer.

We will reduce our Scope 1 and 2 emissions by:

<b>Action</b>	<b>Lead department</b>
Switching to renewable electricity	Procurement, Chamberlains
Investing in renewable energy infrastructure (Power Purchase Agreements)	Procurement, Chamberlains
Sharing district heating infrastructure	City Surveyors

We will influence Scope 1 and 2 emissions from the Square Mile by:

<b>Action</b>	<b>Lead department</b>
Ensuring all new buildings are zero carbon through our planning policy, whilst improving the carbon performance of existing buildings	Built Environment
Promoting and influencing progress on decarbonisation of grid electricity	Remembrancers
Working in partnership with Square Mile businesses, infrastructure providers, Government and NGOs to promote a zero carbon Square Mile	Town Clerks – communications team

In parallel we will capture carbon by:

<b>Action</b>	<b>Lead department</b>
Switching to greening and land management for carbon sequestration (CoL Open Spaces)	Open Spaces

To inform future action we will:

<b>Action</b>	<b>Lead department</b>
Monitor and publish annual assessments of progress towards a climate positive Square Mile through annual update of the Zero Emissions City Report	Built Environment

## Data gaps and resourcing – Scope 1 and 2

The AECOM Zero Emissions City report provides a trajectory to zero carbon for Scope 1 and 2 emissions from the Square Mile with suggested targets for the next 3 carbon budget periods (to 2032). Data on operational carbon emissions (Scope 1& 2) from our own activities will need to be determined in order to set organisational targets and demonstrate leadership in carbon reduction for the Square Mile. Alongside this we need to establish the carbon sequestration potential of the Open Spaces and greening within the Square Mile and through our land holdings elsewhere. These data gaps need to be filled to progress with a credible Scope 1 and 2 strategy for our organisation and the Square Mile.

Scope 1 and 2 resourcing needs to 2027:

	<b>Officer time</b>	<b>Staff cost</b>	<b>Consultancy</b>	<b>Outcome</b>
<b>To June 2020 Scope 1&amp; 2 carbon reduction targets</b>	1x FTE grade F-G with carbon accounting and carbon offsetting expertise	87k (using existing resources)	190k	Implementable and auditable targets for Scope 1 and 2 emissions for Square Mile and City Corporation. Carbon offsetting scheme using City Corporation land management
<b>June 2020 – 2022</b>	1x FTE grade F-G	87k pa	45k pa	Implementation and auditing of Scope 1 and 2 climate action and carbon offsetting for current carbon budget period
<b>2022-2027</b>	2x FTE grade F- G	87k pa	tba	Implementation and auditing of Scope 1 and 2 climate action and carbon offsetting for next carbon budget period

## Carbon reduction actions – Scope 3

The Square Mile’s Scope 3 emissions are estimated to be 3-4 times bigger than its operational emissions (Scope 1 &2). There are significant data gaps in our understanding of Scope 3 emissions but while we develop the evidence to on what we do in the future, there are actions we can take now.

We will reduce Scope 3 emissions from the Square Mile by:

<b>Action</b>	<b>Lead department</b>
Cutting emissions from the Square Mile’s waste	Built Environment
Reducing emissions from water and sewerage	City Surveyor’s
Minimising transport related emissions	Built Environment
Working with Square Mile Businesses, government and NGOs to set a carbon accounting and reporting framework for the Square Mile	Built Environment & City Surveyors

In parallel, the City, based within the Square Mile, as a leader in Green Finance, will enable investment in carbon reduction by:

<b>Action</b>	<b>Lead department</b>
---------------	------------------------

Enabling investment in low carbon infrastructure	Innovation and Growth
Reduce carbon emissions through green finance for carbon capture technologies	Innovation and Growth
Increasing assets under management that are classified as 'green'	Innovation and Growth
Ensuring all property and investment portfolios linked to the City Corporation align to our Responsible Investment Policy and the 'Principles of Responsible Investments' (formerly UNPRI)	Chamberlains

To inform future action we will:

Action	Lead department
Fill the data gaps to identify the top 10 actions with the highest greenhouse gas reduction potential in the Square Mile through assessment of emissions from waste water & sewerage, transport, construction and embodied carbon, procurement, leased assets, food consumption, other green house gases refrigerants etc.	Built Environment Open Spaces

### **Data gaps and resourcing needs - Scope 3**

Scope 3 emissions are estimated to be 4-5 times the level of Scope 1 &2 emissions for an area (source GLA). In common with other local authority areas and businesses our data and measurement metrics for Scope 3 emissions are deficient. The City Corporation needs to work with others to develop parameters and metrics to demonstrate accurate measurement and reporting of Scope 3 emissions for a wide range of activities including waste water & sewerage, transport, construction and embodied carbon, procurement and supply chain, leased assets, food consumption, other green-house gases refrigerants etc. In addition to this we need to identify the impact of green finance and investment in reducing emissions. Some data gaps (waste, water, supply chain footprint) can be filled relatively easily using bench marking and established methodologies but will need carbon accounting expertise to ensure an auditable outcome. Others will be more difficult and must be the subject of ongoing research.

Scope 3 resourcing needs to 2027:

	Officer time	Staff cost	Consultancy	Outcome
<b>Short term to June 2020</b>	2x FTE Grade F-G Carbon accounting, project management and building expert	174k (using existing resources)	100k	Scope 3 targets and carbon reduction plans for waste, water, transport & COL supply chain footprint
<b>June 2020 – 2022</b>	2x FTE grade F-G professional expertise 1.5 FTE grade E (implementation, data and accounting)	174k pa 90k pa	80k pa	The top 10 actions with the highest green-house gas reduction potential in the Square Mile. Ongoing implementation, monitoring and reporting of climate action for current carbon budget period.
<b>2022-2027</b>	2x FTE grade F-G 1.5x FTE grade E	174k pa 90k pa	tba	Ongoing implementation, monitoring and reporting of climate action for next carbon budget period

### Climate resilience actions:

As the climate changes we need to be ready for hotter drier summers, warmer wetter winters and more extreme weather events. This will make the Square Mile more vulnerable to flooding, overheating and sea level rise.

To combat the increased flood risk in the Square Mile we will:

Action	Lead department
Reduce the danger from surface water and sewer flooding by incorporating greening and SuDS in the Square Mile's buildings and public realm	Built Environment
Reduce the danger from sea level rise by developing a strategy for flood defence raising along the Thames	Built Environment

To combat overheating in the Square Mile we will:

Action	Lead department
Improve the Urban Greening Factor of the Square Mile to provide cooling and shading and increase the amount of green infrastructure on public land	Built Environment Open Spaces
Ensure through planning policy that new buildings are designed for passive cooling avoiding the need for carbon intensive air conditioning	Built Environment

To combat water shortages in the Square Mile we will:

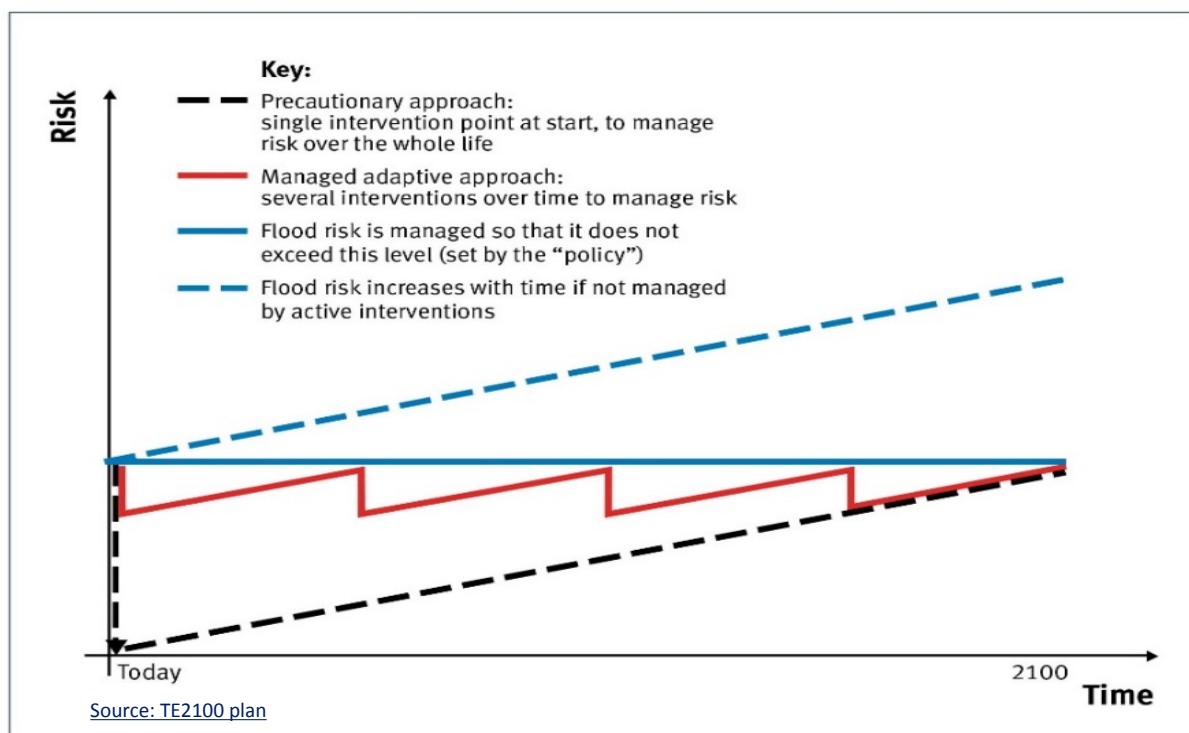
Action	Lead department
Ensure through planning policy that grey water recycling and rainwater harvesting are incorporated into new development	Built Environment Open Spaces
Ensure through planning policy that new buildings are designed for passive cooling avoiding the need for carbon intensive air conditioning	Built Environment

To inform future action we will:

Action	Lead department
Develop an adaptive pathways plan which enables us to anticipate and prepare for climate impacts before critical thresholds are reached	Built Environment

Figure 4 shows a series of different approaches to climate resilience. The black dashed line represents a precautionary approach which involves preparing now for the worst-case scenario. This can be costly and may result in over preparation if climate impacts are less severe than expected. The blue dashed line shows the impact of no interventions or preparation for climate impacts resulting in greater likelihood of damage. In contrast the red line represents a series of interventions which are implemented incrementally to avoid dangerous thresholds being reached. The cost of this "adaptive pathways" approach can be spread over a longer period and ensures that proportionate measures are implemented as the risk evolves. The adaptive pathways approach is the preferred approach and can be applied to a range of impacts including flood risk, overheating and infrastructure protection

Figure 4: Adaptive pathways approach to flood resilience



#### Data gaps and resourcing needs for Climate Resilience

The UK Climate Projections 18 (UKCP18), City of London Strategic Flood Risk Assessment (SFRA) and the Thames Estuary 2100 plan provide data on the likely impacts of climate change on the Square Mile in terms of temperature changes, rainfall and sea level rise. The challenge for the Square Mile is to establish what we need to do and by when. An adaptive pathways study would identify the thresholds and adaptation measures needed to avoid disruption to Square Mile businesses and inconvenience to residents, workers and visitors. This is needed to set targets for preventative flood risk, overheating and infrastructure measures.

Climate Resilience resources needed to 2027:

	Officer time	Staff cost	Consultancy	Outcome
<b>Short term to June 2020</b>	0.5x FTE F grade 1x FTE D-E grade	37k pa 60k pa (using existing resources)	60k	Ongoing environmental resilience work and Adaptive pathways study report
<b>June 2020 – 2022</b>	0.5x FTE E-F grade 1x FTE D-E grade	37k pa 60k pa	20k pa	Ongoing Climate resilience work and SFRA review current carbon budget period
<b>2022- 2027</b>	0.5x FTE E-F grade 1x FTE D-E grade	37k pa 60k pa	tba	Ongoing climate resilience work next carbon budget period



## Climate Change Risk Assessment

Alongside the above activity, we will work together to add Climate Action to the corporate risk register. This is another way in which we ensure climate action remains a strategic corporate priority for which there is the necessary oversight and due diligence.

## Conclusion

This briefing provides a detailed summary of the actions in relation to the following for both our own organisation and its assets and the Square Mile:

1. Carbon Reduction Actions – Scopes 1 and 2
2. Carbon Reduction Actions – Scope 3
3. Climate Resilience Actions

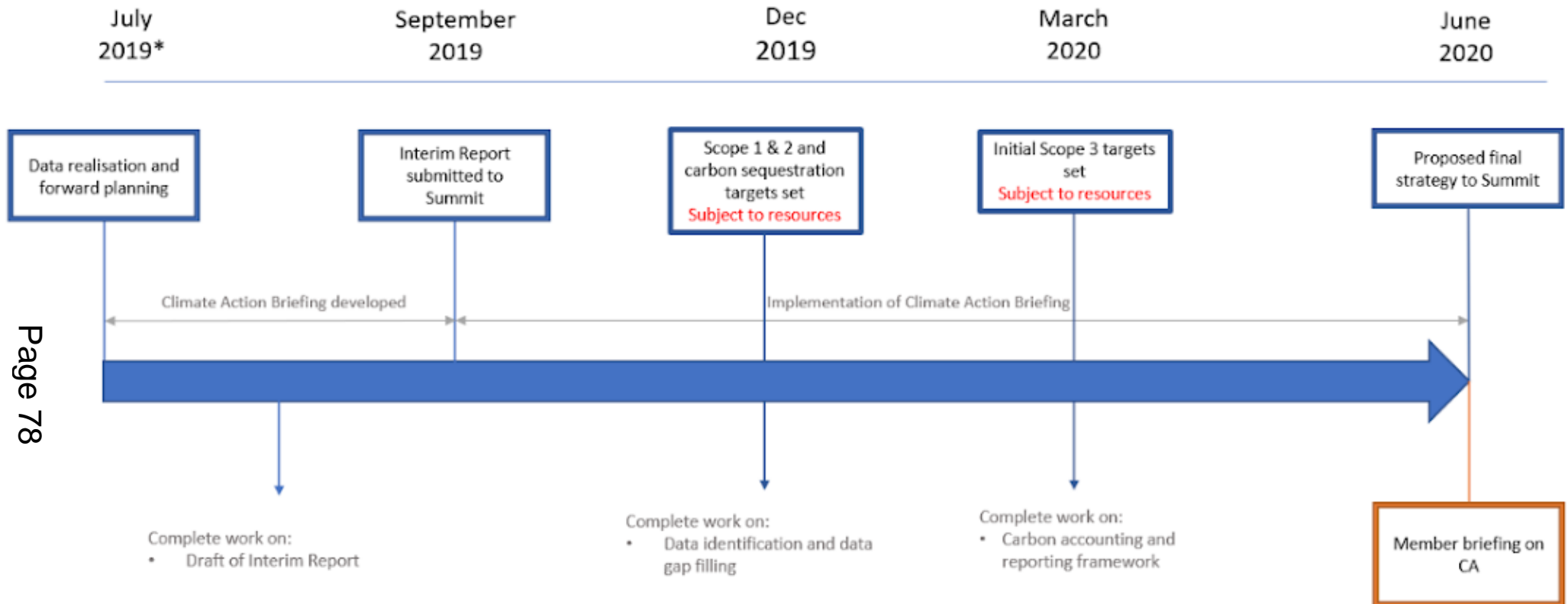
For each priority area we have highlighted the key actions and next steps that we must prioritise between September 2019 and June 2020, and this is also mapped out on the timeline on the next page. We believe that **an additional £350,000 of funding** for consultancy services is required in **the next nine months**. This funding should be sought from 2019/20 in-year underspend and it is recommended that **climate action is prioritised by departments** as per the actions above listed under 'data gaps and resourcing', in order for this briefing to be delivered successfully. This will enable us to produce a credible and clear Climate Action strategy in 2020 that shows exactly how we will achieve our vision to take decisive action now, so that the Square Mile and the City Corporation's assets across London and beyond will be climate positive and climate resilient environments where people and businesses can thrive for generations to come.

In the next nine months, we believe that we can:

- **Set a Scope 1 and 2 trajectory to zero carbon** for the City Corporation and the Square Mile, using the AECOM Zero Emissions City Report and other resources.
- **Set a net zero carbon target date**, by collecting data on carbon sequestration from our Open Spaces.
- Establish a **robust evidence base and carbon accounting practices**.
- Begin to incrementally and credibly **establish what the Scope 3 emissions** are for both the City Corporation and the Square Mile as separate but connected evaluations.
- **Develop a plan for Scope 3 emission reduction**, by investing in specialist technical support.
- **Establish an adaptive pathways approach to climate resilience**, which will determine effective actions to prevent disruption due to changed weather patterns.
- Determine **the exact resourcing requirements** the organisation will need on an ongoing basis to deliver its Climate Action Strategy – this is likely to be a **dedicated team of 6 officers with consultancy support**.

## Our timeline

We are working towards a deadline of June 2020 to submit a proposed final version of the Climate Action Strategy to Summit Group as set out below:



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### \*March – July 2019

- Held three TFG meetings Scheduled two meetings with technical group in July
- Regular meetings between Corporate Strategy and Performance Team and Janet (strategy lead)
- Invested time in understanding our evidence base and commissioned additional research from the Carbon Trust and Daisy Whiting (work experience Masters student)
- Included a Climate Action 'lens' to support all Fundamental Review decision making
- Re-drafted the original strategy outline summary.

## City of London Corporation Climate Action Update, September 2019

### Background

In order to underpin the Square Mile's status as global green finance and insurance capital it is imperative that the City of London Corporation (City Corporation) leads the way on reducing carbon emissions from its own operations and facilitates a reduction in emissions across the Square Mile.

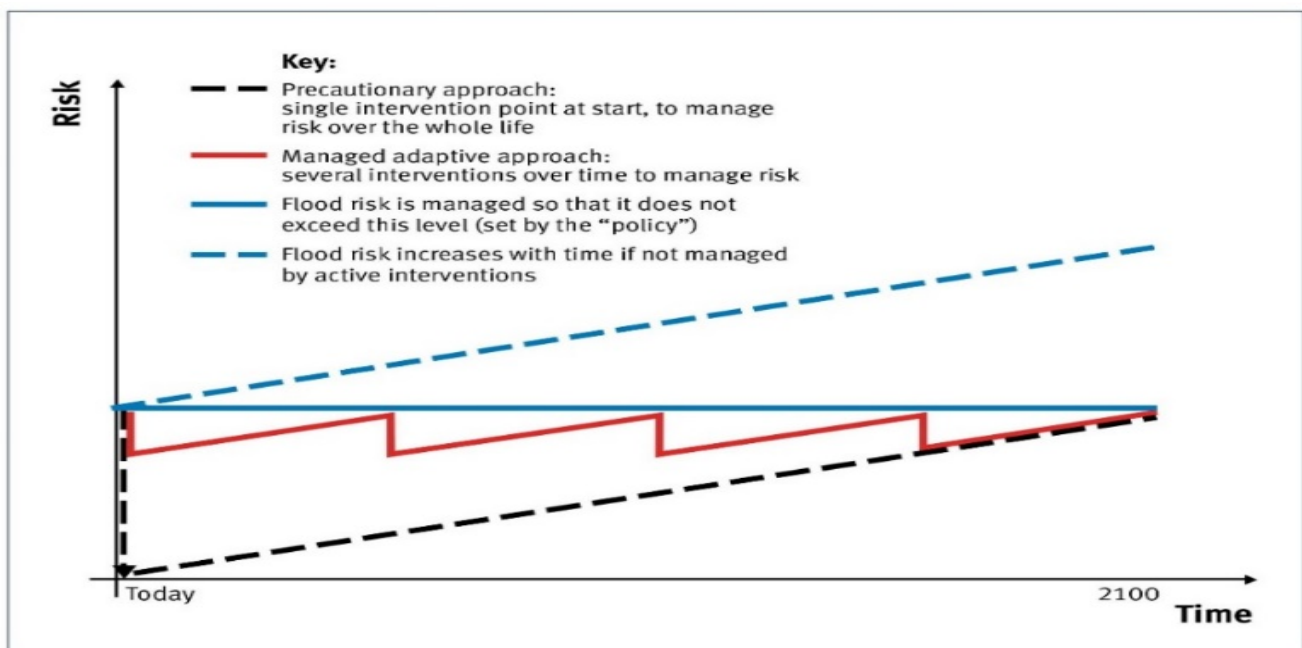
### Current position

- We must deliver carbon reduction actions for Scope 1, 2 and 3 emissions and climate resilience actions that support the City Corporation and the Square Mile.
- We have significant data gaps preventing us from setting ambitious and credible climate action targets for Scope 1, 2 and 3 emissions.
- Climate resilience is becoming more important as our weather patterns change and climate related financial disclosure reporting gains momentum.

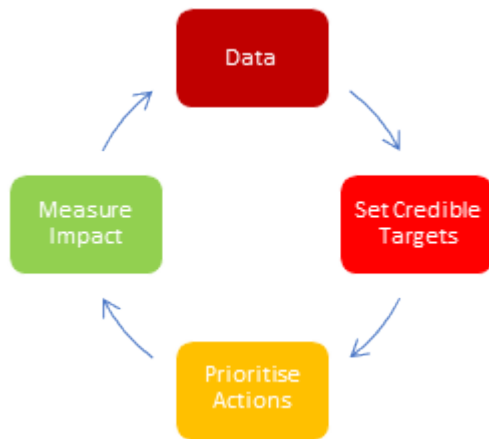
### Climate Action proposed outcomes

In terms of Scope 1 and 2 the Square Mile and our organisation should aim to be climate positive ahead of the Government's net Zero Carbon target for Scope 1 and 2 emissions in 2050, setting targets for each carbon budget period for reduction in emissions and carbon sequestration. **Scope 3** emissions are estimated to be 4 times Scope 1 and 2. The Square Mile and the City Corporation should develop parameters and metrics to demonstrate a reduction in Scope 3 emissions and the carbon benefits of investment through green finance in the longer term.

**Climate Resilience** By acting now through greening, flood defences and infrastructure adaptation, we can anticipate and prevent the likely disruptions to those in the Square Mile caused by rising temperatures, increased rainfall levels and sea level rise.



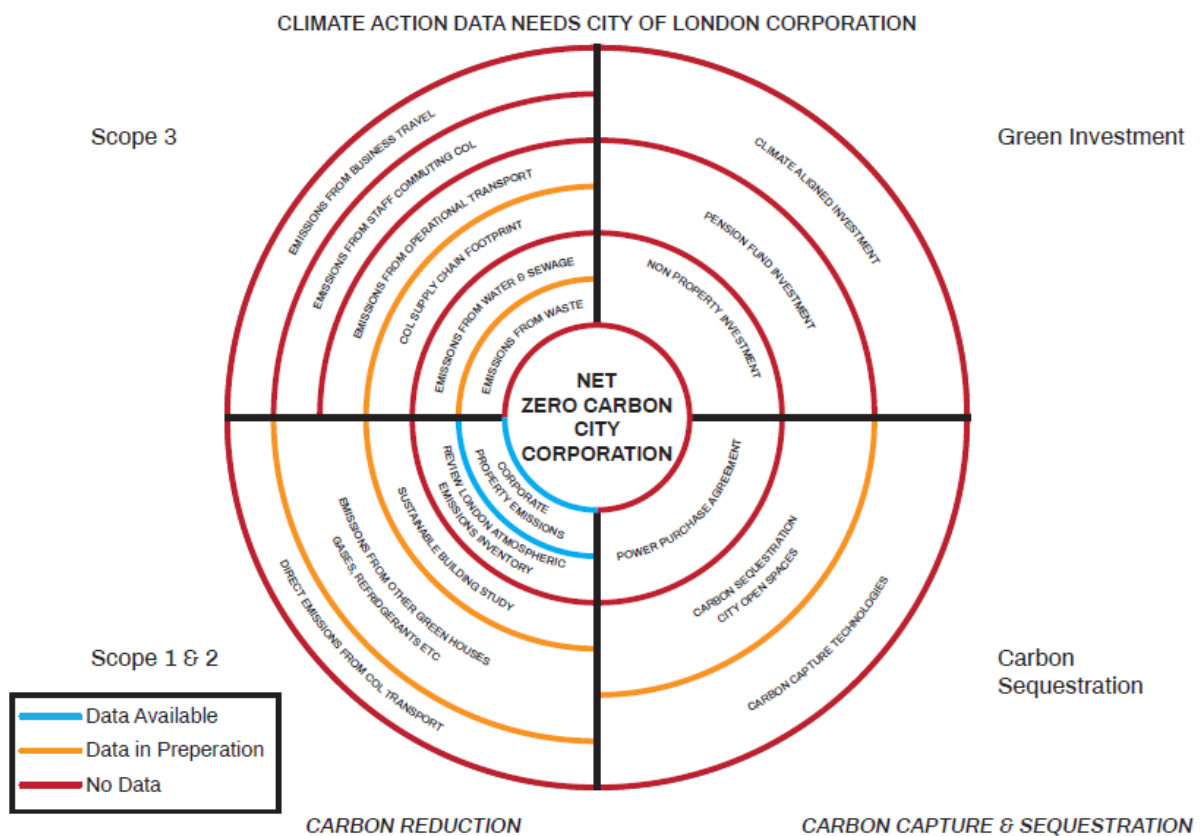
## Target setting and resourcing

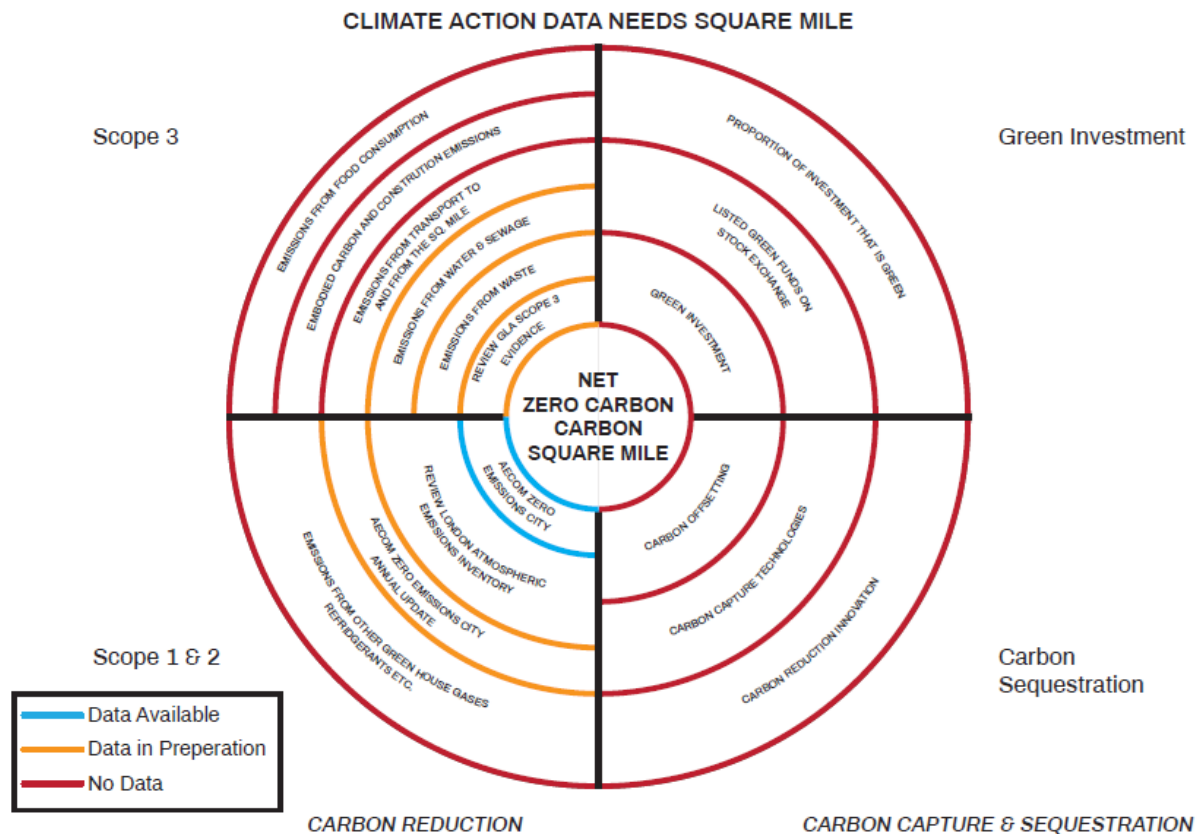


**Data is needed to set credible targets** for Scope 1,2 and 3 emissions and to establish the potential for carbon reduction, capture and climate resilience through the Square Mile or City Corporation’s activities or influence. The speed with which this can be done will depend on the priority given to this urgent agenda.

**The full briefing outlines the actions that need to happen between September 2019 and June 2020, including areas where there are significant data gaps.**

Our data gaps are summarised in the images below for the City Corporation and the Square Mile:





## Conclusion

In the next nine months, we believe that we can:

- **Set a Scope 1 and 2 trajectory to zero carbon** for the Square Mile, using the AECOM Zero Emissions City Report and other resources.
- **Set a net zero carbon target date**, by collecting data on carbon sequestration from our Open Spaces.
- Establish a **robust evidence base and carbon accounting practices**.
- Begin to incrementally and credibly **establish what the Scope 3 emissions** are for our organisation and the Square Mile.
- **Develop a plan for Scope 3 emission reduction**, by investing in specialist technical support.
- **Establish an adaptive pathways approach to climate resilience**, which will determine effective actions to prevent disruption due to changed weather patterns.
- Determine **the exact resourcing requirements** the organisation will need on an ongoing basis to deliver its Climate Action Strategy – this is likely to be a **dedicated team of 6 officers with consultancy support**.
- We believe that **an additional £350,000 of funding** for consultancy services is required in **the next nine months**. This funding should be sought from 2019/20 in-year underspend and it is recommended that **climate action is prioritised by departments** as per the actions above listed under 'data gaps and resourcing', in order for this briefing to be delivered successfully.

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# Agenda Item 8

<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation Committee - For Information	22 10 2019
<b>Subject:</b> The Section 106 and Community Infrastructure Levy Monitoring Report	<b>Public</b>
<b>Report of:</b> Carolyn Dwyer	<b>For Information</b>
<b>Report author:</b> Chhaya Patel - Principal Planning Officer Carl Bernhardt - Planning Obligations Officer	

## Summary

The report details the progress made in securing and implementing financial and non-financial planning obligations secured under the Community Infrastructure Levy Regulations 2010 (As amended)(CIL), Section 106 (S106) of the Town and Country Planning Act 1990 (The Act) and The London Plan, in the financial year 2016 to 2019. This report provides an analysis for the period 01 April 2016 to 31 March 2019 and includes a financial summary as at 31 March 2019.

The report is divided into two sections under the titles Section 106 and CIL. Within these sections, an overview of each obligation is provided along with a brief historic background to both S106 and CIL. In addition, a summary of the policies and rates for both charges is also provided.

## Recommendation(s)

Members are asked to:

- Note the report.

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City of London

# The Section 106 & Community Infrastructure Levy

Monitoring Report



Section 106 and CIL Planning Obligations Financial Monitoring Report for the period of 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2019 and a financial summary as at 31<sup>st</sup> March 2019, with relevant and supporting background information.

# Monitoring Report

The Community Infrastructure Levy and Section 106 Planning Obligations Financial Monitoring Report for the period of 1st April 2016 to 31st March 2019 and a financial summary as at 31 March 2019.

**Ward:** All

**Report of:** Director of the Built Environment

**Public:** For information

The report details the progress made in securing and implementing financial and non- financial planning obligations secured under the Community Infrastructure Levy (CIL), Section 106 (S106) of the Town and Country Planning Act 1990 and The London Plan, in the financial years 2016 to 2019. This report provides an overall position as at 31 March 2019 and includes a financial summary as at 31 March 2019.

The report is divided into two sections under the titles Section 106 and CIL. Within these sections, a summary of the agreed planning obligations will be provided along with a brief historic background to both S106 and CIL. In addition, a summary of the policies and rates for both charges are set out before a financial analysis up until 31 March 2019 is delivered. The report also includes a sample of projects funded or made feasible through planning obligations and S106 contributions. Further topics reported include; Allocation of Contributions, Risk Management and the purpose of planning obligations.

S106 position as at 31 March 2019:

- A total of 123 financial agreements had been signed and had reached the first trigger date (e.g. the Date of Commencement - which means a development has begun and may trigger contribution payments or submission of an obligation) with a total negotiated value of £199m; some £173m of this has been received and £78m has been spent.

CIL position as at 31 March 2019:

- A total of 107 planning applications received since 2012 were CIL liable; 70 applications have commenced which contributed £33m towards the City CIL (adopted July 2014) and £36m towards the Mayoral CIL.

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## Part 1: Section 106 Planning Obligations

### 1.1 - The History of Section 106

The legislative basis for planning obligations is contained within the Town and Country Planning Act 1990 (as amended), the Community Infrastructure Levy Regulations 2010 (as amended) and the National Planning Policy Framework (NPPF 2012). In particular, paragraph 204 of the NPPF sets out three statutory and policy tests for the use of such legally enforceable planning obligations and indicates that:

“A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.”

## 1.2- Section 106 Policy and Rates

Planning obligations (often called S106 agreements) are legal agreements with developers for the provision of, for example, affordable housing, local training and jobs, and site- specific mitigation measures to alleviate the impacts of a development proposal. A S106 agreement is intended to make a development acceptable that would otherwise be deemed as unacceptable, by offsetting the impact by making specific location improvements.

The City's Planning Obligations Supplementary Planning Document (SPD) sets out how S106 planning obligations in the City of London will be applied and explains how obligations are operated, within the context of the City of London Local Plan. Further information is set out in paragraph 75 of the SPD.

In accordance with the City's SPD, the City Corporation seeks financial and non-financial planning obligations on developments where there is a net increase of gross internal area of 500 square meters and above. Table 1 below outlines the thresholds and rates that are applied in regard to financial obligations as well as housing obligations in terms of units.

**Table 1: Summary of Financial Requirements (City SPD 2014)**

Development Type	Threshold	S106 obligation
Mayoral Crossrail S106	500 m2 GIA Office Retail Hotel	£140 per m2 net increase £ 90 per m2 net increase £ 61 per m2 net increase
Affordable Housing (Commercial Development)	500 m2	£ 20 per m2 net increase
Affordable Housing (Residential Development)	10 or more units	£165,000 per unit Off-Site OR 30% Provision On-Site
Local training, skills, and job brokerage	500 m2 GIA (Commercial) 10 units or more (Residential)	£ 3 per m2 net increase
Carbon Offsetting	35% improvement in CO2 emissions over 2013 Building Regulations	£ 60 per tonne of carbon to be offset over a 30 year period

### Additional Planning Obligations Secured

Some Section 106 agreements secure wider obligations that achieve other mitigation measures, which cannot be bound by condition. Table 2 highlights the majority of additional planning obligations secured in the monitoring period of this report.

**Table 2: Additional Section 106 Planning Obligations Secured**

Department	Non-Financial Obligation
Local Community Facilities and the Environment	Open Space Works
	Site Specific Mitigation
	Security & S278 Evaluation & Design
	Off-Site Public Realm Maintenance
	West Smithfield Project
	Tree Replacement
	Guinness South Project
	Landscaping
	Public Lift Provision
Transportation Improvements	Public Highways
Education	Education
Transport for London	Bank Station Upgrade
	Cycle Hire Provision
	Bus Stop Improvement Works
	Cycle Super Highway
City of London	Monitoring
	Wind Mitigation Survey
	Counter Terrorism
	Television Survey
	Affordable Housing
	Utilities Connection Survey
	Carbon Offsetting Assessment
	Local Procurement
	Local Training, Skills and Job Brokerage Strategy
	Any other site-specific mitigation measures as may be required to make the development acceptable

**Example of Site-Specific Planning Obligation - International House, Mitre Square**

The development is located close to a school would cause unacceptable noise and dust nuisance during the demolition and construction phases. The agreement required the developer to place monitors on the school to measure the dust and noise levels and install double glazing to windows and air conditioning units to avoid having to open windows during noisy and polluting works. The mitigation works to the school were completed prior to the commencement of the development.



## 1.3- Section 106 Monitoring and Administration

### S106 Administration and Monitoring Charges

The administration and monitoring of planning obligations after completion of the agreement requires the input of significant resources. This relates to a range of activities which arise directly from the grant of planning permission for development and are necessary to ensure that measures to mitigate the development impacts are properly carried out. Costs associated with this work are distinct from any costs associated with processing a planning application and from legal fees. In most cases these costs are on-going after a development has been completed and it is appropriate therefore that they are borne by the developer. The contributions and obligations which the City determines are necessary to make the development acceptable in planning terms require evaluation of approvals, on-going monitoring, reviews and in some cases considerable officer involvement, following the payment of contributions or submission of strategies for approval.

#### Monitoring Costs

The revenue generated from this fee will be used towards S106 administration and monitoring purposes only. Examples of activities carried out by the Corporation to facilitate planning obligations include:

- Calculating non-financial and financial obligations, instructing officers throughout the City, TfL / GLA and other interested parties.
- Ensuring the details of all agreements including monitoring agreements are accurately recorded on a database (including site visits to check for implementation and other triggers, as necessary);
- Correspondence associated with requirements and payment of financial contributions (including index linked calculations);
- Receipt and monitoring of financial contributions
- Reminders and enforcement action taken if appropriate;
- Ensuring that contributions are spent in accordance with the terms of agreements including any expenditure deadlines:
- Coordinating and assessing discharge of both non-technical and technical plans and strategies

These fees will be reviewed from time to time to ensure that they continue to cover City Corporation's costs associating with the obligations. The charging rates to cover the Monitoring costs are either 1% of the total value of Financial Contributions or £250 for the submission and monitoring of non-financial obligations.

## S106 Administration and Monitoring Contributions Financial Review as at March 2019

Table 3 below shows the total Administration and Monitoring contributions received & spent between April 2016 and March 2019.

As at 31 March 2019, there is a total remaining balance of £1.2m.

**Table 3: S106 Administration & Monitoring Contributions: Received & Spent between April 2016 - March 2019**

Financial Year	Received	Spent
April 2016 - March 2017	£323,893	£51,195
April 2017 - March 2018	£119,052	£47,812
April 2018 - March 2019	£176,815	£43,343
<b>Totals</b>	<b>£619,760</b>	<b>£142,350</b>
Balance	<b>£477,410</b>	
Balance Brought Forward from Previous Years	<b>£738,704</b>	
<b>Balance Remaining</b>	<b>£1,216,114</b>	

### 1.4- The purpose of Planning Obligations

Section 106 agreements are utilised to mitigate the impact of a development and obligations are negotiated to make aspects of the development acceptable that would have otherwise not been. The contributions received are allocated to a variety of projects or schemes that are focused on enhancing the City, from improving Open Spaces to supporting local businesses.

The Department of the Built Environment has developed a vision that is creating and facilitating the leading future world-class city. Some examples of the key programmes and projects that are aligned to delivering this vision and that are currently and will be supported through S106 contributions and obligations are:

- Future Streets and Public Realm - Developing evidence and policy to reallocate more highway space from motor vehicles to people.
- Future City Smart - To ensure efficient, secure, resilient and responsive City Infrastructure by supporting excellent public transport and utilities and helping to deliver the Superfast City Programme for excellent wireless, Wi-Fi and wired communications.
- Future Sustainable City - To make the City an even more sustainable place by encouraging more travel in the City by sustainable modes such as walking, cycling and public transport.

The City's 2015 Local Plan sets out how the City will develop up to 2026 and beyond and provides the framework for current and future planning obligations. Further guidance is provided in the Planning Obligations Supplementary Planning Document. The Plan and SPD set out the scale of obligations required for particular developments, but also provide flexibility to vary the scale of obligations in response to viability and allow the City Corporation to seek additional or alternative obligations where justified by local circumstances or where necessary to deliver other priorities in the Development Plan.

The City Corporation is reviewing the Local Plan and preparing a new Plan, City Plan 2036, which will cover the period up to 2036. This Plan will address the need for revised planning obligations to deliver affordable housing and other mitigation, including contributions to offset carbon emissions from new development and contributions to training and skills development.

The City's planning obligations will be implemented alongside the City of London Community Infrastructure Levy and the London Mayor's Mayoral Community Infrastructure Levy 2, which seeks to part fund Crossrail and other strategic transport infrastructure.

## 1.5 - S106 Financial Overview up to March 2019

### As at 31 March 2019:

A total of 123 financial agreements had been signed and had reached the first trigger with a total negotiated value of £199m; some £173m of this amount has been received and £78m has been spent.

The following are significant agreements triggered in the reporting period as examples:

- Sugar Quay Value £15.4m
- 22 Bishopsgate Value £19.3m
- 6-8 Bishopsgate Value £6.1m
- Mitre Square Value £5.2m

The overall summary of the financial position as of 31 March 2019 is given in Table 4. This table identifies the scale of activity arising from S106 agreements and demonstrates the scale of the financial obligations negotiated and secured by the City Corporation. The amount received varies to that agreed, as S106 agreements include Mayoral CIL amounts within Crossrail figures and to avoid double charging, pursuant to policy 4.17 of the Crossrail Funding SPG 2016, the CIL amount is deducted from the Crossrail contribution.

**Table 4: Summary of Financial S106 Agreements as at 31 March 2019**

	Number of Agreements	Value of Agreements	Amount Received	Amount Expended
Signed NOT Triggered <i>likely to proceed</i>	13	£7.6 m	-	-
Signed NOT Triggered <i>progress unknown</i>	9	£4.7 m	-	-
<b>Total Signed NOT Triggered</b>	<b>22</b>	<b>£12.3 m</b>	-	-
<b>Signed and Triggered</b>	<b>123</b>	<b>£199.0 m</b>	<b>£173.0 m</b>	<b>£78.0 m</b>
<b>Grand Total Signed Agreements</b>	<b>145</b>	<b>£211.3 m</b>	<b>£173.0 m</b>	<b>£78.0 m</b>
Agreements not signed but with Committee Approval	11	£9.2 m	-	-
<b>Overall Potential Total</b>	<b>156</b>	<b>£220.50</b>	<b>£173.0 m</b>	<b>£78.0 m</b>

Up to 31 March 2019 a total of 22 S106 agreements with financial obligations have been signed but are not yet triggered.

Further detail of S106 Contributions received and spent as at 31 March 2019 is shown in Table 8 below.

**Table 5: Summary of S106 Agreements for Financial Year April 2016 - March 2017**

	Number of Agreements	Value of Agreements	Amount Received	Amount Expended
Signed NOT Triggered <i>likely to proceed</i>	1	£0.2 m	-	-
Signed NOT Triggered <i>progress unknown</i>	2	£0.2 m	-	-
<b>Total Signed NOT Triggered</b>	<b>3</b>	<b>£0.4 m</b>	-	-
<b>Signed and Triggered</b>	<b>12</b>	<b>£21.2 m</b>	<b>£23.9 m</b>	<b>£9.1 m</b>
<b>Grand Total Signed Agreements</b>	<b>15</b>	<b>£21.6 m</b>	<b>£23.9 m</b>	<b>£9.1 m</b>

**Period between 01 April 2016 and 31 March 2017:**

A total of 12 financial agreements had been signed and had reached the first trigger with a total negotiated value of £21.2m. In this period £23.9m was received in S106 financial contributions, and £19.3m was collected towards Crossrail on behalf of TfL. Further detail is shown in Table 9 below.

The amount received exceeds the value of the agreements for this period as contributions can be triggered and paid later than the year the deed was signed.

**Table 6: Summary of S106 Agreements for Financial Year April 2017 - March 2018**

	Number of Agreements	Value of Agreements	Amount Received	Amount Expended
Signed NOT Triggered <i>likely to proceed</i>	2	£11.8 m	-	-
Signed NOT Triggered <i>progress unknown</i>	3	£5.3 m	-	-
<b>Total Signed NOT Triggered</b>	<b>5</b>	<b>£17.1 m</b>	-	-
<b>Signed and Triggered</b>	<b>12</b>	<b>£8.6 m</b>	<b>£4.7 m</b>	<b>£9.2 m</b>
<b>Grand Total Signed Agreements</b>	<b>17</b>	<b>£25.7 m</b>	<b>£4.7 m</b>	<b>£9.2 m</b>

**Period between 01 April 2017 and 31 March 2018:**

A total of 12 financial agreements had been signed and had reached the first trigger with a total negotiated value of £8.6 m. In this period £4.7m was received in S106 financial contributions, and £4.9m was collected towards Crossrail on behalf of TfL. Further detail is shown in Table 10 below.

**Table 7: Summary of S106 Agreements for Financial Year April 2018 - March 2019**

	Number of Agreements	Value of Agreements	Amount Received	Amount Expended
Signed NOT Triggered <i>likely to proceed</i>	6	£24.6 m	-	-
Signed NOT Triggered <i>progress unknown</i>	2	£1.6 m	-	-
<b>Total Signed NOT Triggered</b>	<b>8</b>	<b>£26.2 m</b>	<b>-</b>	<b>-</b>
<b>Signed and Triggered</b>	<b>9</b>	<b>£9.1 m</b>	<b>£10.2 m</b>	<b>£8.6 m</b>
<b>Grand Total Signed Agreements</b>	<b>17</b>	<b>£35.3 m</b>	<b>£10.2 m</b>	<b>£8.6 m</b>

**Period between 01 April 2018 and 31 March 2019:**

A total of 9 financial agreements had been signed and had reached the first trigger with a total negotiated value of £9.1m. In this period £10.2 m was received in S106 financial contributions, and £6.3m was collected towards Crossrail on behalf of TfL. Further detail is shown in Table 11 below.

The amount received exceeds the value of the agreements for this period as contributions can be triggered and paid later than the year the deed was signed.

## 1.6 - S106 Financial Analysis up to 31 March 2019

Tables 8 to 11 below provide further detail of S106 Contributions received and spent between April 2016 and March 2019. Table 8 below shows the overall position as at 31 March 2019.

**Table 8 - Summary S106 Contributions Received and Spent as at 31 March 2019**

	Received	Interest	Spent	Balance Remaining
Affordable Housing	£84.1 m	£1.5 m	£25.2 m	£60.4 m
Local Training, Skills and Job Brokerage	£5.4 m	£0.1 m	£4.0 m	£1.5 m
Local Community Facilities and the Environment	£57.6 m	£2.7 m	£37.1 m	£23.2 m
Transportation Improvements	£19.2 m	£1.2 m	£11.7 m	£8.7 m
Crossrail *	£70.9 m	£0.0 m	£70.9 m	£0.0 m
Unallocated Interest **	£0.0 m	£1.3 m	£0.0 m	£1.3 m
<b>Total</b>	<b>£237.2 m</b>	<b>£6.8 m</b>	<b>£148.9 m</b>	<b>£95.1 m</b>

\* All Crossrail contributions are transferred to Transport for London

\*\* Unallocated Interest of £1.3m for FY16/17, FY17/18 and 18/19 is yet to be split by HOT

**Table 9 - S106 Contributions Received & Spent between April 2016 - March 2017**

Obligation	Received	Spent
Affordable Housing	£19.6 m	£2.4 m
Local Training, Skills and Job Brokerage	£0.4 m	£0.3 m
Local Community Facilities and the Environment	£3.0 m	£5.0 m
Transportation Improvements	£0.5 m	£1.3 m
Crossrail *	£19.3 m	£19.2 m
Unallocated Interest **	£0.4 m	£0.0 m
<b>Total</b>	<b>£43.2 m</b>	<b>£28.2 m</b>

\* All Crossrail contributions are transferred to Transport for London

\*\* Unallocated Interest of £0.4m for FY16/17 is yet to be split by HOT

**Table 10 - S106 Contributions Received & Spent between April 2017 - March 2018**

Obligation	Received	Spent
Affordable Housing	£0.9 m	£1.9 m
Local Training, Skills and Job Brokerage	£0.3 m	£0.3 m
Local Community Facilities and the Environment	£2.7 m	£3.7 m
Transportation Improvements	£0.4 m	£3.2 m
Crossrail *	£4.9 m	£4.7 m
Unallocated Interest **	£0.4 m	£0.0 m
<b>Total</b>	<b>£9.6 m</b>	<b>£13.8 m</b>

\* All Crossrail contributions are transferred to Transport for London

\*\* Unallocated Interest of £0.4m for FY17/18 is yet to be split by HOT

**Table 11 - S106 Contributions Received & Spent between April 2018 - March 2019**

Obligation	Received	Spent
Affordable Housing	£7.5 m	£2.4 m
Local Training, Skills and Job Brokerage	£0.3 m	£0.4 m
Local Community Facilities and the Environment	£1.8 m	£5.6 m
Transportation Improvements	£0.1 m	£0.2 m
Crossrail *	£6.3 m	£6.5 m
Unallocated Interest **	£0.5 m	£0.0 m
<b>Total</b>	<b>£16.5 m</b>	<b>£15.1 m</b>

\* All Crossrail contributions are transferred to Transport for London

\*\* Unallocated Interest of £0.5m for FY18/19 is yet to be split by HOT

## 1.7 - Projects funded by Section 106

### Local Employment and Training

The City's built environment is a defining feature of its internationally recognised status. It comprises world class buildings from all ages and continues to showcase developments at the cutting edge of design and innovation.

However, the City also borders concentrated areas of deprivation, where low skill levels and unemployment remain high. Guided by the mission of connecting opportunity and talent - reinforcing City competitiveness and supporting London's communities, the City is highly committed to working with its partners in the private and public sectors to raise the skills levels and maximise the employment opportunities of residents in the City and neighbouring boroughs; at the same time the City sees local procurement as an effective means of stimulating the economies of neighbouring boroughs, promoting small business growth and associated job creation opportunities for the City's residents.

Through S106 Obligations, developers sign up to a local training, skills and job brokerage strategy that sets out how they will meet a target of 20% of local labour in the construction phase; they also pay cash contributions to support other training and employment initiatives.

The latter projects include a variety of approaches that deliver the City Corporation's commitment to encourage jobs and career progression for local communities: including support for the City's global competitiveness through the supply of skills and talent for the key sectors of the local economy (ie. Financial and Professional Services) and developing skills initiatives such as promoting the use of apprenticeships.

And in the case of hotel developments, owners are obliged to submit a strategy for delivering local employment in end-use jobs in the new building.

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### 2016-17

#### Construction - Local Training, Skills and Job Brokerage Strategies:

##### City development sites subject to S106 delivered:

- *0.95m paid hours of employment for local residents (11.2% of total employment on site against a 20% target - and equivalent to 1,062 FTE jobs secured for 6 months) including*
- *87 apprentices;*
- *plus 24 work-experience students placed on sites; and*
- *end-use hotel jobs for 25 local residents.*

##### Other employment and training initiatives delivered:

- 53 unemployed residents into jobs
- 80 workshops with schools
- 2,250 school students engaged in work-related learning activities
- 1,100 students participating from 27 schools in promotion of STEM careers via Teen Tech
- The City's Business - a study of young People and employment
- Promotion of apprenticeships to the Financial and Professional Services sector

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## 2017-18

### Construction - Local Training, Skills and Job Brokerage Strategies:

#### City development sites subject to S106 delivered:

- 1.342m paid hours or employment for local residents (16% of total employment against a 20% target and equivalent to 1,495 FTE jobs secured for 6 months) including
- 48 apprentices

#### Other employment and training initiatives delivered:

- 687 school students engaged in work-related learning activities
- 427 students participating from 27 schools in promotion of STEM careers via Teen Tech
- Aldgate Partnership employment project: 23 residents into jobs and 7 into apprenticeships through the Aldgate Partnership
- Apprenticeships in the City Programme and webinars
- Social Mobility Employer Index policy work and Social Mobility practitioner workshops
- Corporation-wide Employability Strategy agreed
- launch of the Workfinder app to improve the quality of work experience placements
- 2 summer interns hosted in EDO

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## 2018-19

### Construction - Local Training, Skills and Job Brokerage Strategies:

#### City development sites subject to S106 delivered:

- 1.4m hours of paid employment for local residents (15% of total employment on site against a 20% target) and equivalent to 1,569 FTE jobs for 6 months including:
- 29 local apprentice starts
- End-use employment: the Vintry & Mercer Hotel, Garlick Hill, appointed 24 staff (36% of the workforce) from the City fringe boroughs; 10 in back-of-house job, 14 front-of-house.
- 2018-19 also saw the launch of the Central London Forward Construction Careers Programme, which - while not S106-funded – supports our policy by brokering local candidates for jobs and apprenticeships on City sites, and by promoting construction as a career path.

#### Other employment and training initiatives delivered:

- City Careers Open House: 670 student employer visits supported
- City Business Traineeships: 82 students placed in 130 work-related learning opportunities
- Securing work placements for 15 year-10 school students in the Corporation, and hosting 2 summer interns from City academies
- Helping a diverse group of 60-year 12 school students improve their employability by participating in the Chartered Institute for Securities & Investment course *Fundamentals for Financial Services*
- Support for the HM Treasury financial services skills task force
- Conducting a survey of apprenticeship levy-paying businesses and publishing findings to build evidence for policy discussions with government



- Support for the increasing the uptake and completion of apprenticeships through the development of the Professional Business Services sector deal proposals
- Establishment of the CAP Talent programme for placing students in digital tech subjects in paid internships with tech start-ups (concluding in 2019-20)
- Policy work with the Government Equalities Office and City employers to promote gender equality in Financial & Professional Services
- programme of work to support development of digital skills and support for the development of the *future.now* digital skills initiative led by the Lord Mayor

## Local Procurement

As part of their S106 obligations, developers must submit a local procurement strategy prior to starting work on site. The strategy must outline initiatives that will ensure reasonable endeavours are made to spend 10% of the development's goods and services budget with small and medium sized businesses (SMEs) in the City and neighbouring boroughs. Contracts cover a range of goods and services such as scaffolding, plant equipment and hire, masonry, timber supplies, recruitment.

<b>2016 - 17</b>	<ul style="list-style-type: none"> <li>• 7.44% of recorded local spend achieved comprising 85 contracts were placed with 78 local SMEs (total value £49.8m)</li> </ul>
<b>2017 - 18</b>	<ul style="list-style-type: none"> <li>• 10.2% of recorded local spend achieved comprising 83 contracts with 56 local SMEs (total value: £18.7m)</li> </ul>
<b>2018 - 19</b>	<ul style="list-style-type: none"> <li>• 11.41% of recorded local spend achieved comprising 44 contracts with 39 local SMEs (total value: £39.5m)</li> </ul>

## Affordable Housing

As set out in Local Plan Policy CS21, the City of London plans to exceed the London Plan's minimum annual requirement housing. This was set initially at 110 units per year assessed over the period 2011/12 to 2025/26. As part of Further Alterations to the London Plan (FALP incorporated into the 2016 London Plan) this target was revised to 141 units per year for the period 2015/16 to 2025/26.

**Over the period 2011/12 to 2018/19 the net housing completions were:**

- in 2011/12 18 net gain of units
- in 2012/13 51 net gain of units
- in 2013/14 458 net gain of units
- in 2014/15 277 net gain of units
- in 2015/16 a net loss of 120 units
- in 2016/17 there was a marginal net gain of 2 units
- in 2017/18 there was a net gain of 149 units. All the net additional dwellings have been delivered on windfall sites. The prime site was the delivery of 74 new apartments at 2 Fann Street, plus another significant scheme which comprised of a mixture of housing and hotel at 10 Trinity Square.
- in 2018/19 there was a net gain of 369 units, this was above the revised target of 141 units. The prime delivery sites were: Sugar Quay (165 units); part of the phased delivery of St Bartholomew's site (131 units) with the final phase expected to be completed in 2019/20; and a new gated community at Dyer's Buildings (35 units).

**Table 12: Summary S106 Contributions and Expenditure for Affordable Housing and Associated Environmental Community and Environmental Improvements 2011/12 to 2018/19**

Contributions and Expenditure	Financial Year / Year End							
	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
	Ending 31/03/2012	Ending 31/03/2013	Ending 31/03/2014	Ending 31/03/2015	Ending 31/03/2016	Ending 31/03/2017	Ending 31/03/2018	Ending 31/03/2019
	£	£	£	£	£	£	£	£
<b>Opening Balance</b>	<b>14,663,800</b>	<b>17,941,110</b>	<b>27,524,320</b>	<b>29,298,610</b>	<b>28,694,200</b>	<b>38,997,390</b>	<b>56,317,890</b>	<b>55,337,920</b>
<b>Contributions</b>								
<b>Affordable Housing</b>								
Commercial Developments	1,384,340	6,664,530	1,481,710	2,070,890	4,972,940	3,139,170	916,760	1,791,210
Residential Developments Cash in lieu	3,516,980	4,573,500	2,558,570	1,257,280	9,257,290	16,587,510	0	5,674,910
All Affordable Housing	4,901,320	11,238,030	4,040,280	3,328,170	14,230,230	19,726,680	916,760	7,466,120
<b>Housing Community &amp; Environmental Improvements</b>								
	57,890	483,140	1,500	1,640	0	1,780	0	0
Total contributions	4,959,210	11,721,170	4,041,780	3,329,810	14,230,230	19,728,460	916,760	7,466,120
<b>Expenditure</b>								
Affordable Housing	1,150,430	2,085,660	2,223,660	3,927,100	3,901,340	2,407,160	1,896,730	2,428,880
Housing Community & Environmental Improvements								
	531,470	52,300	43,830	7,120	25,700	800	0	0
Total Expenditure	1,681,900	2,137,960	2,267,490	3,934,220	3,927,040	2,407,960	1,896,730	2,428,880
<b>Closing Balance</b>	<b>17,941,110</b>	<b>27,524,320</b>	<b>29,298,610</b>	<b>28,694,200</b>	<b>38,997,390</b>	<b>56,317,890</b>	<b>55,337,920</b>	<b>60,375,160</b>

**Table 13: Planned delivery of Affordable Housing Schemes**

Status of Scheme and financial year	Scheme	Number of Units
Schemes in progress as at 31st March 2019	Middlesex Street	33
	Avondale	13
	COLPAI (Richard Cloudsley School)	66
	Great Arthur House	3
	Golden Lane	3
	Isleden House	3
	Middlesex Street	10
	George Elliston/Eric Wilkins	13
Future Schemes 2019/20-2025/26	Sydenham Hill	101
	Sumner Buildings	30
	Avondale Square Estate	140
	Windsor House Estate	40
	York Way Estate	90
	600 units+ on Housing Estates (evaluation of projects)	To be set out

As at 31st March 2019 the closing balance of funds for affordable housing was similar in scale to that of 31st March 2018 with an increase to £60,375,160.

The City Corporation is seeking to deliver social rented housing in future years through a range of initiatives:

- The report “Increasing the Supply of Homes, Role of the City of London Corporation” presented to the City of London Corporation Court of Common Council on 15th October 2015 sets out the City Corporation’s commitment to provide additional homes through opportunities on the City Corporation’s social housing estates and other City Corporation sites with development potential. This will include affordable housing delivered through the S106 Agreement planning gain receipts.
- A Housing Delivery programme, agreed by the City’s Community and Children Services Department which sets out the planned delivery of new housing units by the City Corporation through a range of funding sources including S106 Affordable Housing Contributions, GLA grant, and selling land to finance.
- The planned delivery of projects for a range of social rented housing located on City housing estates is set out in Table 13 above. This details schemes currently in progress as at 31st March 2019; and Future Schemes 2019/20 to 2025/26. Details of funding and costs on current schemes is summarized in Table 14 below.

**Table 14: Delivery of Affordable Housing Schemes (Current Schemes)**

Scheme	No. of Units	Planning Status	Total Cost (£) Unit Cost (£) Habitable Room Cost (£)	Approved Grant Funding (£)	Net Cost	Start Date / End Date
George Elliston / Eric Wilkins	13	Approved Sept 2017	5,639,040 433,772 131,325	780,000	4,859,040	Nov 2019 / Oct 2020
Isleden House	3	Approved Feb 2017	1,040,000 346,666 86,666	180,000	860,000	Jan 2020 / Aug 2020
Islington Arts Factory *	N/A	Approved June 2017	N/A	N/A	N/A	N/A
Middlesex Street	10	Approved June 2017	1,400,000 140,000 73,685	540,000	860,000	Aug 2018 / May 2019
COLPAI **	66	Approved June 2018	33,429,000 506,500 124,735	£7,000,000 LBI Contribution	26,429,000	Oct 2018 / Oct 2021
Great Arthur House ***	3	Approved Sept 2018	595,000 198,333 74,375	180,000	415,000	July 2019 / Dec 2019
Sydenham Hill (MaisHouse) ****	101	To be submitted Oct 2019	37,215,000 368,465 120,048	7,560,000	29,655,000	June 2020 / Oct 2021
<b>Totals:</b>	<b>196</b>		<b>£79,318,040</b>	<b>£16,240,000</b>	<b>£63,078,040</b>	

\* This project includes an additional 7 private units which will result in 25 new units.

\*\* £7,000,000 contribution from the London Borough of Islington (LBI).

\*\*\* GLA funding grant of £180,000.

\*\*\*\* GLA funding grant of £6,060,000 and £1,500,00 from the London Borough of Lewisham.

## Transport & Public Realm

### Mitre Square (Completed 2017):

This project delivered a new public space in Mitre Square, as well as other enhancements to the public realm around the One Creechurch Place development. Vehicle access to Mitre Square was removed (save for access to Sir John Cass's Foundation School) and a new public space, featuring substantial new areas of accessible lawn and other planting, seating and improved lighting, was created. Other enhancements include an improved pedestrian route through Mitre Passage, a raised section of carriageway adjacent to the entrance to the new development facilitating improved pedestrian and cycle movement, and new Yorkstone footways around the site.

The scheme was funded through a combination of a Section 106 agreement and an associated Section 278 agreement



*Mitre Square*



### **Aldgate (Completed 2018):**

The previous gyratory in Aldgate reflected 1960's traffic planning. The local topography was dominated by a heavily trafficked four lane wide carriageway, with limited pedestrian crossing points. The footways were dotted with numerous barriers to movement including wide brick planters, pedestrian subway entry points and guard railing. Pedestrians found it difficult to navigate, and all user groups felt it to be unsafe.

Through the City of London Corporation's Aldgate Highway Changes and Public Realm Improvements Project, Aldgate has been transformed. The Project removed the unappealing Aldgate gyratory system, created two new public spaces and improved both cycling and pedestrian routes.

Aldgate Square is the centerpiece of this transformational scheme and sits on the western side of the former gyratory between the Grade-II listed Primary School and Grade-I listed Church. Aldgate Square is now one of the largest public spaces in the City of London and is home to the new Portsoken Pavilion.

The enhancements made in Aldgate demonstrate the drive of the City to contribute to communities within the Square Mile, support a thriving economy and shape outstanding environments.

The project was funded through S106 (£13m), S278 (£0.7m) and grants from TfL (£9m).



*Aldgate Square*

### **22 Bishopsgate (Estimated Completion 2020):**

This project will deliver public realm improvements in the vicinity of the new tower developer at 22 Bishopsgate. The design aligns with the priorities for the area identified in the City Cluster Vision document, and will include a new pedestrian space in Crosby Square featuring new greenery and lighting, a raised carriageway throughout Great St. Helen's to facilitate pedestrian flows now and in the future, and new Yorkstone paving throughout the area. The scheme is being funded through a combination of a Section 278 agreement, and also through outstanding Section 106 contributions linked to the former Pinnacle development.



## 1.8-Risk Management & Mitigation

S106 contributions are usually time limited (*ie. 10 years from completion of development*). The report sets out the risk of contributions being unspent, and the actions being taken to mitigate this risk of returning unspent sums. Potential repayment dates are captured, recorded and monitored. The amount that is potentially returnable will be reported on in the next Monitoring Report.

There are four main areas of risk to the City in relation to S106 agreements. Taking each of the risks and mitigation in turn:

**1. Risk: *The City might fail to negotiate satisfactory mitigation.***

**Mitigation:** Supplementary Planning Guidance has been developed to highlight the potential impacts of new development. Extensive consultation with officers, departments and Members is undertaken to identify these and as such this risk has been minimised.

**2. Risk: *The City, having secured a S106 agreement to mitigate the impact of a development, subsequently fails to ensure that the developer fulfils their obligations (both monetary and non-financial).***

**Mitigation:** There is a dedicated staff resource, funded via S106 contributions, to monitor planning obligations keeping this risk to a minimum. Members are advised of progress via individual project reports and through the Monitoring Report.

**3. Risk: *The City fails to maximise the opportunities provided by monetary contributions to benefit the City in mitigating the impact of development.***

**Mitigation:** The spending department or team is allocated the contribution and an evaluation and design report is prepared in line with the original bid in order to secure satisfactory mitigation. The Project Subgroup Priorities Board and other committees determine where there is a degree of discretion available in utilising funds to mitigate developments for the wider benefit of the City.

**4. Risk: *The City fails to deliver the necessary schemes and/or expend all of the contributions received in accordance with and within the time period specified in the agreement, resulting in funding returned to the developer.***

**Mitigation:** Chief Officers responsible for planning and delivering associated schemes are advised of the receipt of funds, the purpose of those funds and the date (or estimated date when only this information is available) by which they must be spent. In cases where the date for paying back principal contributions is approaching, the City may seek with the developer to secure a longer time frame in which to apply the contribution and deliver a project. This is closely monitored to reduce the risk.

In some cases, contributions (*particularly in relation to Affordable Housing and Training Skills and Job Brokerage*), are put together (pooled) to secure larger strategic schemes. In such cases the City may plan to spend the contribution closer to the date of return in order that it can be combined with resources secured at a later date. Return dates are usually a set time frame, usually 5, 10 or 20 years, following practical completion of a development.

## Unspent Sums

Uncertainty of repayment dates arises in the majority of cases as practical completion has not yet been reached and the repayment date cannot be calculated. Monitoring of development programmes (where the information is available) and regular updates from the Development Division of the Built Environment's Monitoring Team and the City Surveyor takes place to provide an indication of key milestone dates and informally estimate potential return dates.

In a small number of cases failure by the developer to notify the City of the key milestone date can leave the City uncertain of the time frame to spend a contribution. More recent agreements have a clause which links compliance with the obligation to notify the City of key events with the repayment clause. If the notification clause is not complied with, then the repayment clause would not be triggered.

## 1.9 - Conclusion

S106 software (Exacom) has been procured which will unify the monitoring and administration process of deeds and obligations. This system will enhance the entire S106 procedure from the drafting of the deed up to the discharging of the final obligation. This software will help mitigate many of the risks discussed in paragraph 1.9 of this report.

S106 Financial Contributions that fund infrastructure projects identified within the CIL Regulation 123 List will no longer be sought through S106 agreements. CIL is intended to replace much of the planning obligation's mechanism for the funding of infrastructure. Regulations prevent the double charging of CIL and S106 to fund the same piece of infrastructure. To reflect the changed approach, S106 planning obligations have been scaled back to cover:

- Site-specific mitigation, necessary to make a development acceptable in planning terms;
- Affordable housing;
- Contributions to revenue projects, including training and skills provision;
- Other non-financial requirements arising from the development plan and London Plan as addressed in this report.

S106 contributions have reduced since the introduction of CIL and the supporting policies have therefore reduced the associated risks covered in section 1.8 of this report.

The City has a robust policy regarding planning obligations and S106 contributions continue to be secured by the City for our environment, residential and working community. The City will continue to apply contributions in line with government, the Mayor of London and the City's own policy, balancing the needs and wants of the City community and environment with the aspirations of the development community.

## Part 2: The Community Infrastructure Levy

### 2.1 - CIL Overview

The City Corporation is required by CIL Regulation 62(4) to report annually on the amount of CIL received and the amount of CIL expenditure.

The statutory power to charge the Community Infrastructure Levy (CIL) was introduced in the Planning Act 2008 and came into force on 6th April 2010. It is a statutory charge which is applied to most new development to help fund the infrastructure needed to support planned development in an area. It should be consistent with, and support, the implementation of the area's Development Plan. The 2008 Act, amended by the Localism Act 2011, provides the legislative basis for CIL. Detailed requirements for the setting and charging of CIL are set out in the Community Infrastructure Levy Regulations 2010 (as amended) and the online Planning Practice Guidance.

Alongside the City of London CIL, the City Corporation is a designated CIL Collection Authority for the Mayor of London's CIL, which seeks to partly fund the delivery of Crossrail and Crossrail 2.

The Community Infrastructure Levy is a charge on new development and is used to help fund the provision of infrastructure in the City of London. The CIL operates through a charging schedule supported by the Regulation 123 List, which outlines the types of infrastructure that will be funded. Regulations require that CIL will be charged on most new development where there is an increase of more than 100 square metres of new floorspace, or one or more new dwellings (irrespective of the increase in floorspace). However, some developments may be eligible for relief or exemption from the Community Infrastructure Levy. Further information on relief from CIL can be found in Part 6 of the Community Infrastructure Levy Regulations 2010 (as amended).

### 2.2 - The History of CIL

The Mayor's Community Infrastructure Levy (MCIL) was introduced in April 2012 and this levy aimed to raise up to £600 million to help finance the Crossrail project. As at 31 March 2019, approximately £662m has been raised to date in developer contributions (s106 and CIL) toward Crossrail.

The City's CIL Charging Schedule was approved by the Court of Common Council on 1st May 2014 and was implemented from 1st July 2014.

### 2.3 - CIL Policy and Rates

CIL provides for the setting and collection of statutory charges levied on developments, intended to address the infrastructure needs arising out of the implementation of the Local Plan. CIL is the primary mechanism for seeking contributions from developers towards the provision of new infrastructure. The amount to be charged for each development will be calculated in accordance with Regulation 40 of the Community Infrastructure Levy Regulations 2010 (as amended).



Table 1 outlines the City of London CIL rates charged on new developments in the City where there is an increase in GIA of 100 square metres or above, based on the type of land use and the zone in which the development is located in. In addition to these rates, a Mayoral CIL rate of £50 per m2 was charged on developments that were granted planning permission prior to 01 April 2019.

**Table 1: Summary of Financial Requirements (City SPD, 2014)**

Land Use	Zone	City CIL Rate (£ per m2)	Mayoral CIL Rate (£ per m2)
Offices	City-wide	£75	£50
Residential	Riverside	£150	£50
Residential	Rest of City	£95	£50
Development used wholly or mainly for the provision of medical or health services, except the use of premises attached to the residence of the consultant or practitioner	City-wide	Nil	Nil
Development used wholly or mainly for the provision of education as a school or college under the Education Acts or as an institution of higher education	City-wide	Nil	Nil
Development used wholly or mainly for the operational purposes of the emergency services	City-wide	Nil	Nil
All other uses	City-wide	£75	£50

## 2.4 - The Purpose of CIL

Infrastructure to be funded by the City CIL in accordance with the 2014 Regulation 123 List includes:

- Community facilities
- Decentralised energy facilities
- Education facilities
- Emergency services facilities
- Flood defence and flood risk alleviation
- Pipe subways
- Play space facilities
- Publicly accessible open space, sports and recreation facilities
- Public health care facilities
- Public realm enhancement
- Transport improvements

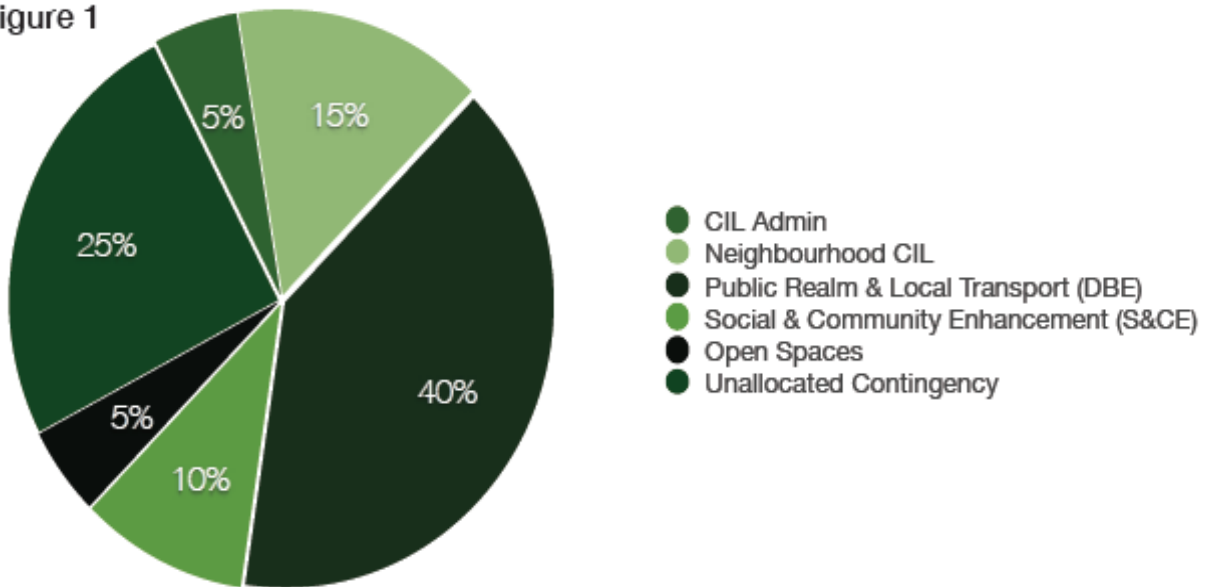
City CIL will be used to fund its infrastructure requirements unless the need for specific infrastructure contributions arises directly from:

- a) Fewer than five developments, where section 106 planning obligations arrangements may continue to apply if the infrastructure is required to make the development acceptable in planning terms; or
- b) A need for highways alterations, reinstatement or other works necessary to make a development acceptable in planning terms, where S278 Highways Agreements will continue to apply.

## 2.5 - CIL Contribution Allocation

The City's officer Priorities Board, reporting to the Resource Allocation Sub-Committee, make decisions on CIL allocation. Funds for new projects are allocated according to an agreed distribution, as seen in Figure 1.

Figure 1



### City CIL Overview for 2014 - 2019

The overall summary of the financial position for income generated by City CIL between July 2014 and March 2019 is given in Table 2 below.

Table 2: City CIL Overview as at 31 March 2019

City CIL	Public Realm & Local Transport DBE (40%)	Neighbourhood CIL (15%)	Social & Community Enhancement (10%)	Open Spaces (5%)	Unallocated (25%)	CIL Administration (5%)	Total
<b>Received</b>	£13,266,074	£4,974,778	£3,316,518	£1,658,259	£8,291,296	£1,658,259	<b>£33,165,185</b>
<b>Spent</b>	£1,125,118	£282,661	£606,835	£94,220	£471,101	£205,750	<b>£2,785,686</b>
<b>Balance</b>	<b>£12,140,956</b>	<b>£4,692,117</b>	<b>£2,709,683</b>	<b>£1,564,039</b>	<b>£7,820,195</b>	<b>£1,452,509</b>	<b>£30,379,499</b>

Most Significant Developments where City CIL has been received:

- 22 Bishopsgate (Planning Ref: 15/00764/FULEIA) - £16.5m
- 6-8 Bishopsgate (Planning Ref: 15/00443/FULEIA) - £3.1m
- 100 Liverpool Street & 8-12 Broadgate (Planning Ref: 15/01387/FULEIA) - £1.6m
- 76-86 Fenchurch Street (Planning Ref: 15/00702/FULMAJ) - £1.4m
- Emperor House, 35 Vine Street (Planning Ref: 17/00239/FULMAJ) - £1.3m

**Table 3: City CIL collected and spent by financial year between July 2014 and March 2019**

City CIL		Public Realm & Local Transport (40%)	Neighbourhood CIL (15%)	Social & Community Enhancement (10%)	Open Spaces (5%)	Unallocated (25%)	CIL Administration (5%)	Total
Up to March 2015	Received	£60,900	£22,838	£15,225	£7,613	£38,063	£7,613	<b>£152,250</b>
	Spent	£0	£0	£0	£0	£0	£7,613	<b>£7,613</b>
	Balance	<b>£60,900</b>	<b>£22,838</b>	<b>£15,225</b>	<b>£7,613</b>	<b>£38,063</b>	<b>£0</b>	<b>£144,638</b>
April 2015 – March 2016	Received	£1,131,443	£424,291	£282,861	£141,430	£707,152	£141,430	<b>£2,828,608</b>
	Spent	£0	£0	£0	£0	£0	£81,580	<b>£81,580</b>
	Balance	<b>£1,131,443</b>	<b>£424,291</b>	<b>£282,861</b>	<b>£141,430</b>	<b>£707,152</b>	<b>£59,850</b>	<b>£2,747,028</b>
April 2016 – March 2017	Received	£7,843,697	£2,941,386	£1,960,924	£980,462	£4,902,311	£980,462	<b>£19,609,242</b>
	Spent	£120,823	£0	£0	£0	£0	£27,383	<b>£148,206</b>
	Balance	<b>£7,722,874</b>	<b>£2,941,386</b>	<b>£1,960,924</b>	<b>£980,462</b>	<b>£4,902,311</b>	<b>£953,079</b>	<b>£19,461,036</b>
April 2017 – March 2018	Received	£2,043,927	£766,473	£510,982	£255,491	£1,277,454	£255,491	<b>£5,109,818</b>
	Spent	£250,533	£0	£418,395	£0	£0	£57,167	<b>£726,094</b>
	Balance	<b>£1,793,395</b>	<b>£766,473</b>	<b>£92,587</b>	<b>£255,491</b>	<b>£1,277,454</b>	<b>£198,324</b>	<b>£4,383,724</b>
April 2018 – March 2019	Received	£2,186,107	£819,790	£546,527	£273,263	£1,366,317	£273,263	<b>£5,465,267</b>
	Spent	£277,178		£236,540			£32,008	<b>£545,727</b>
	Balance	<b>£1,908,928</b>	<b>£819,790</b>	<b>£309,987</b>	<b>£273,263</b>	<b>£1,366,317</b>	<b>£241,255</b>	<b>£4,919,540</b>
<b>Total Balance</b>		<b>£12,617,540</b>	<b>£4,974,778</b>	<b>£2,661,584</b>	<b>£1,658,259</b>	<b>£8,291,296</b>	<b>£1,452,509</b>	<b>£31,655,966</b>

## 2.6 - Projects Funded by CIL

The City's officer Priorities Board, reporting to the Resource Allocation Sub-Committee, make decisions on CIL allocation. The following projects were funded (fully or in part) through the City CIL allocations in 2018/19:

### Public Realm and Local Transport:

- Churchyard Enhancement Programme (£7,916.35)
- Beech Street Transport & Public Realm Improvements (£169,261.95)
- Hostile Vehicle Mitigation Security Programme (£100,000)

### Social & Community Enhancements:

- City Mental Health Centre (£11,072.72)
- Golden Lane Community Centre Works (£225,467.33)

## City CIL Administration

Administration charges are covered within the City CIL charge and are set at a rate of 5% in accordance with CIL Regulations 2010 (as amended). Administration charges have been used to cover the costs of setting up the City's CIL and the on-going costs of administering the CIL. Since the levy was first introduced in July 2014, a total of £1,658,259 has been allocated to the costs associated with administering the levy, of which £205,750 has been spent, leaving a balance of £1,452,509.

**Table 4: City CIL Administration & Monitoring Overview (July 2014 and March 2019)**

Year	Number of Applications	City CIL Administration Fee Received	Spent	Balance
Up to March 2015	10	£7,613	£7,613	£0
April 2015 – March 2016	37	£141,430	£81,580	£59,850
April 2016 – March 2017	19	£980,462	£27,383	£953,079
April 2017 – March 2018	21	£255,491	£57,167	£198,324
April 2018 – March 2019	20	£273,263	£32,008	£241,255
<b>Total</b>	<b>107</b>	<b>£1,658,259</b>	<b>£205,750</b>	<b>£1,452,509</b>

## 2.7 - Mayoral CIL Financial Overview for April 2012 - March 2019

The Mayoral Community Infrastructure Levy (CIL) applies to most new developments in London granted planning permission on or after 1 April 2012. The Levy raises money towards Crossrail and is collected by the City Corporation, London boroughs and Mayoral Development Corporations.

Collected contributions are transferred to TfL on a quarterly basis along with quarterly monitoring reports.

**Table 5: Mayoral CIL collected by the City of London between April 2012 and March 2019**

Mayoral CIL Financial Year	Number of Applications	Gross Amount Received	Forwarded on to Transport for London	Administration Fee Retained (4%)
Up to March 2015	10	£7,428,874	£7,131,719	£297,155
April 2015 – March 2016	37	£5,071,747	£4,868,877	£202,870
April 2016 – March 2017	19	£16,828,568	£16,155,425	£673,143
April 2017 – March 2018	21	£2,085,305	£2,001,893	£83,412
April 2018 – March 2019	20	£4,571,576	£4,388,713	£182,863
<b>Total</b>	<b>107</b>	<b>£35,986,070</b>	<b>£34,546,627</b>	<b>£1,439,443</b>

### Mayoral CIL Administration

The Mayoral CIL administration fee is currently set at a rate of 4% per application. Administration charges have been used to cover the costs of setting up the Mayoral CIL and the on-going costs of administering the contributions (Transfer of funds and quarterly reporting to TfL). Since the levy was first introduced in 2012, a total of £1,439,443 has been allocated to the costs associated with administering the levy, of which £195,823 has been spent, leaving a balance of £1,243,620.

**Table 6: Mayoral CIL Administration & Monitoring Overview as at 31 March 2019**

Financial Year	Number of Applications	Mayoral CIL 4% Administration Fee Retained	Spent	Balance
Up to March 2015	10	£297,155	£63,164	<b>£233,991</b>
April 2015 – March 2016	37	£202,870	£25,304	<b>£177,566</b>
April 2016 – March 2017	19	£673,143	£30,708	<b>£642,434</b>
April 2017 – March 2018	21	£83,412	£42,471	<b>£40,941</b>
April 2017 – March 2018	20	£182,863	£34,176	<b>£148,687</b>
<b>Total</b>	<b>107</b>	<b>£1,439,443</b>	<b>£195,823</b>	<b>£1,243,620</b>

## 2.8 - Conclusion

As at 31 March 2019, a total of £33.2m has been collected for City CIL since July 2014 and £36m for Mayoral CIL since April 2012. A list of applications which were liable for City are shown in Appendix 1.

## Consultation

The Departments of Open Spaces, Department of Community and Children's Services, Economic Development Office, Chamberlains Department and the Department of the Built Environment have been consulted and contributed to the preparation of this report.

## Glossary of Terms

### • Affordable Housing

Affordable housing is defined primarily by affordability and not by tenure. It comprises 'social rented housing', 'affordable rented housing' and 'intermediate housing.' Social rented housing is at rents no greater than target rents set by government for local authority, Registered Social Landlords (RSL) and cooperative tenants. Affordable rented housing has the same characteristics as social housing but is offered at up to 80% of local market rentals. Intermediate housing is sub-market housing where costs are above target rents for social rented housing but are below open market levels and are affordable by households on moderate incomes. Intermediate housing can include shared ownership, sub-market rented and key worker provision.

### • Carbon Offsetting

The Government has set a legally binding target to achieve zero carbon emissions in new residential development by 2016 and in new commercial development by 2019. The Government recognises that this may not always be feasible on-site and is setting up a mechanism of 'Allowable Solutions', under which developers who are unable to achieve zero carbon on-site can offset their carbon emissions by making provision for carbon reduction elsewhere.

### • Community Infrastructure Levy

A statutory charge on new development used to contribute towards the funding of infrastructure provision. The City Corporation has prepared a CIL charging schedule that was implemented in July 2014.

### • Local Plan

The document setting out the strategy, vision and policies and proposals for planning the City. It was prepared in consultation with the public and was adopted in 2015.

### • Local Procurement

Through its 'City Procurement Project' the City of London Corporation provides free support to City based business wishing to procure locally. The City of London Corporation sees local procurement as an effective means of stimulating the economies of neighbouring boroughs, promoting small business growth and associated job creation opportunities for the 1.6 million residents.

### • Mayoral Crossrail

The Mayor's Community Infrastructure Levy was introduced in 2012 to help finance Crossrail, the major new rail link that will connect central London to Reading and Heathrow in the West and Shenfield and Abbey Wood in the East.

### • NPPF - National Planning Policy Framework

The National Planning Policy Framework sets out government's planning policies for England and how these are expected to be applied. It is a key part of the government's reforms to make the planning system less complex and more accessible. It vastly simplifies the number of policy pages about planning.

### • Planning Obligations

Legal agreements negotiated between the City Corporation and developers (or offered unilaterally by developers) setting out financial and non-financial undertakings relating to a planning permission. Also known as "Section 106 Agreements." From July 2014 some financial planning obligations in the City have been replaced by the Community Infrastructure Levy.

- **SPD - Supplementary Planning Document**

A document that explains the policies of the Core Strategy and Local Plan in detail. It is subject to consultation, but not public examination.

- **S106**

See Planning Obligations.

- **TfL - Transport for London**

The body, under the control of the Mayor of London, responsible for strategic transport policy and the provision of public transport, including buses and the underground. TfL is responsible for certain major streets in the City.

## **Background Papers and Relevant Legislation**

City of London - Aldgate Project

<https://www.cityoflondon.gov.uk/things-to-do/green-spaces/city-gardens/visitor-information/Pages/aldgate-square.aspx>

City of London - CIL Charging Schedule

<https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/planning-policy/Documents/city-of-london-cil-charging-schedule-2014.pdf>

City of London - Community Infrastructure Levy Regulation 123 List

<https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/planning-policy/Documents/city-of-london-regulation-123-list-2014.pdf>

City of London - Corporate Business Plan

<https://www.cityoflondon.gov.uk/about-the-city/how-we-make-decisions/Pages/corporate-plan.aspx>

City of London - Department of the Built Environment Business Plan 2016/19

<http://democracy.cityoflondon.gov.uk/documents/s62846/BP%20FINAL.pdf>

City of London - Infrastructure Delivery Plan

<https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/planning-policy/local-plan/Pages/Infrastructure-Delivery-Plan.aspx>

City of London - Local Plan, January 2015

<http://www.cityoflondon.gov.uk/services/environment-and-planning/planning/planning-policy/local-plan>

City of London - Planning Obligations Supplementary Planning Document, July 2014

<https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/planning-policy/Documents/planning-obligations-spd-june-2014.pdf>

City Public Realm Supplementary Planning Document July 2016

<https://www.cityoflondon.gov.uk/services/environment-and-planning/city-public-realm/Documents/city-public-realm-supplementary-planning-document-july-2016.pdf>

Mayoral Community Infrastructure Levy

<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/mayoral-community-infrastructure-levy>

Community Infrastructure Levy Guidance

<https://www.gov.uk/guidance/community-infrastructure-levy>

Crossrail 2

<https://crossrail2.co.uk/>

Planning Act 2008

<http://www.legislation.gov.uk/ukpga/2008/29/contents>

The Community Infrastructure Levy Regulations 2010 (As Amended)

<http://www.legislation.gov.uk/uksi/2010/948/contents/made>

The London Plan

<https://www.london.gov.uk/what-we-do/planning/london-plan>

The National Planning Policy Framework, March 2012

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Town and Country Planning Act 1990

<http://www.legislation.gov.uk/ukpga/1990/8/contents>



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# Appendix

## City CIL Applications up to 31 March 2019

Application Reference	Site Address	City CIL Received
14/00446/FULL	Carter Lane 69, EC4V 5EQ	£15,825.00
14/00774/FULL	40 - 46 Cannon Street, 27 - 28 Garlick Hill & 13-14 & 15 Great St Thomas Apostle, EC4N 6JJ	£26,100.00
13/00985/FULL	1 Angel Court, 33 Throgmorton Street, EC2N 2BR (DoV)	£152,250.00
14/00988/FULL	20 St Dunstan's Hill, EC3R 8HL	£15,600.00
14/00579/FULL	Dixon House 72 - 75 Fenchurch Street & 1 Lloyds Avenue, EC3M	£62,513.55
14/00322/FULMAJ	YMCA 2 Fann Street, EC2Y 8BR	£40,134.27
14/00432/FULMAJ	Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, EC1 (DoV)	£17,575.00
14/00254/FULMAJ	Fleet House 8 - 12 New Bridge Street, EC4V 6AL	£119,394.67
14/00904/FULL	53-54 Aldgate High Street, EC3N 1AL	£13,692.32
15/00089/FULL	21, 21A Lime Street, 8, 10, 10A, 11A & 11B Ship Tavern Passage	£32,451.30
15/00165/FULL	8 Devonshire Square, EC2M 4PL	£30,525.00
14/00866/FULL	25 - 26 Furnival Street, EC4A 1JT	£98,317.80
15/00086/FULMAJ	160 Aldersgate Street, EC1A 4DD	£152,537.18
14/00518/FULL	67-71 Moorgate & 34 London Wall	£10,484.62
14/01096/FULMAJ	24 King William Street, EC4R 9AJ	£146,191.50
14/01138/FULL	20 Old Bailey, EC4M 7AN	£324,673.65
15/00227/FULL	Bakers Hall, 7 Harp Lane, EC3R 6DP	£11,407.53
15/00179/FULL	16 - 17 Devonshire Square, EC2M 4SQ	£33,820.92
15/00095/FULL	60 Cheapside	£20,319.04
14/01141/FULL	Salisbury Sqaure 8, Salisbury House, EC4Y 8AP	£323,146.40
14/00973/FULMAJ	19-20 Garlick Hill & 4 Skillers Lane, EC4V 2AU	£365,077.13
15/00417/FULMAJ	Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, EC1 (DoV)	£102,989.12
14/00780/FULMAJ	2-6 Cannon Street, EC4M 6YH	£106,523.85
15/00844/FULL	Cannon Green Building, 27 Bush Lane	£19,280.33
15/01052/FULL	19 Great Winchester Street	£13,255.23
15/00443/FULEIA	6-8 Bishopsgate and 150 Leadenhall Street, EC2N 4DA and EC3V 4QT	£3,116,188.18
15/00673/FULL	St Andrews House, 18-20 St Andrew Street	£73,024.27
15/00706/FULMAJ	55 Gresham Street	£314,751.46
15/00509/FULMAJ	20 Farringdon Street	£478,875.31
14/01251/FULMAJ	15 Bishopsgate and Tower 42 Public Realm	£214,975.73
14/01226/FULMAJ	Walsingham House, 35 Seething Lane, EC3N 4AH	£166,373.22
13/00605/FULEIA	Land bounded by Charterhouse Street, Lindsey Street, Long Lane and Hayne Street, EC1	£941,158.05
15/00702/FULMAJ	76 - 86 Fenchurch Street, 1 - 7 Northumberland Alley & 1 & 1a Carlisle Avenue, EC3N 2ES (DoV)	£1,368,799.33
14/00237/FULMAJ	120 Fenchurch Street (DoV)	£70,992.36

Application Reference	Site Address	City CIL Received
16/00236/FULL	Senator House, 85 Queen Victoria Street	£23,043.51
15/00764/FULEIA	22 Bishopsgate	£16,502,244.55
16/00463/FULL	51-53 Moorgate	£40,139.75
16/00328/FULL	Livery Hall, Butchers' Hall, 87-89 Bartholomew Close	£9,450.87
16/00560/FULL	30-34 Moorgate	£17,955.44
16/00778/FULL	Saddlers' Hall, 40 - 44 Gutter Lane, EC2V 6BR	£12,246.03
16/00549/FULL	Irongate House, 22 Dukes Place	£12,643.51
16/00848/FULL	98 Fetter Lane, 12 Norwich Street & 6-10 Norwich Street, London, EC4A 1EP	£14,885.77
16/00299/FULL	90 Fetter Lane	£93,856.07
15/01387/FULEIA	100 Liverpool Street & 8-12 Broadgate	£1,581,592.47
16/00102/FULL	Cannon Green Building, 27 Bush Lane	£68,037.24
16/00215/FULMAJ	Dewhurst House 24-30 West Smithfield	£219,922.59
15/01368/FULL	111 Cannon Street	£60,047.70
16/00742/FULL	9-13 Aldgate High Street	£15,810.88
16/01034/FULL	10 Fleet Place, EC4M 7RB	£35,113.81
15/01312/FULMAJ	56-60 Moorgate, 62-64 Moorgate & 41-42 London Wall, EC2	£65,850.63
16/00776/FULMAJ	60 London Wall, EC2M 5TQ	£1,240,641.21
17/00230/FULL	1 Finsbury Avenue	£43,870.92
17/00276/FULL	100 Liverpool Street & 8-12 Broadgate (DoV)	£3,285.88
16/00590/FULL	Bernard Morgan House, 43 Golden Lane, EC1Y 0RS	£814,982.79
16/00849/FULEIA	22 Bishopsgate	£120,705.44
17/00831/FULL	1 Finsbury Avenue (DoV)	£1,491.84
14/00300/FULMAJ	Creed Court, 3 - 5 Ludgate Hill, 1 - 3 Creed Lane and 11 - 12 Ludgate Square, EC4M 7AA	£106,811.92
16/00405/FULMAJ	55 Moorgate, EC2R 6PA	£146,811.09
17/00855/FULL	133 Middlesex Street, E1 7JF	£6,208.79
17/00239/FULMAJ	Emperor House, 35 Vine Street	£1,313,605.23
17/00585/FULMAJ	Garrard House, 31 Gresham Street	£143,968.94
17/00980/FULL	2 Seething Lane, EC3N 4AT (DoV)	£51,675.63
17/01221/FULL	51 Eastcheap, EC3M 1JP	£28,494.98
17/00712/FULL	Broken Wharf House, 2 Broken Wharf, London, EC4	£10,838.41
18/00193/FULMAJ	Emperor House, 35 Vine Street (DoV)	£6,828.45
17/00623/FULL	150 Bishopsgate, EC2M 4AF (DoV)	£63,438.38
17/00447/FULEIA	6-8 Bishopsgate and 150 Leadenhall Street, EC2N 4DA and EC3V 4QT	£1,108,297.13
18/00137/FULL	16 Old Bailey	£109,604.19
18/00669/FULL	Garrard House, 31 Gresham Street	£13,237.34
17/01207/FULMAJ	Creed Court, 3 - 5 Ludgate Hill, 1 - 3 Creed Lane And, 11 - 12 Ludgate Square, London, EC4M 7AA	£58,326.07
		<b>£ 33,165,188.77</b>

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<b>Committee(s):</b> Streets and Walkways Sub Committee Planning and Transportation Committee	<b>Date(s):</b> 18/10/2019 22/10/2019
<b>Subject:</b> Lunchtime Streets – first year review	<b>Public</b>
<b>Report of:</b> Director of the Department of the Built Environment	<b>For Information</b>
<b>Report author:</b> Rory McMullan, Road Danger Reduction & Behaviour Change Manager	

## Summary

During the summer of 2019, the City Corporation worked with businesses on St Mary Axe and Chancery Lane to deliver two ‘Lunchtime Streets’ events, which closed each street to traffic at lunchtime for three consecutive days.

St. Mary Axe, and Chancery Lane were chosen as they both have very high volumes of people walking at lunchtime. St Mary Axe is proposed to become a pedestrian priority street as part of the City Cluster Vision. A pedestrian zone on Chancery Lane was proposed in an area wide enhancement scheme in 2010. While not approved at the time this remains an aspiration for the street’s occupiers.

The events also provided the opportunity for engagement with businesses and trialling re-timing of deliveries outside the lunchtime peak.

During the events, public perception surveys were carried out to monitor support for the events, and potential timed closures to enhance the experience of the streets at lunch and for longer periods. Surveys showed strong public support for traffic free environments in both locations. Survey results are provided in Appendix 2. Social and mainstream media coverage was extensive and positive.

We have already been approached by other business groups wishing to organise similar events. The intention is to continue and expand the Lunchtime Streets programme in 2020.

## Recommendation(s)

Members are asked to note the report.

## **Main Report**

### **Background**

1. 'Lunchtime Streets' events are proposed in the City of London Transport Strategy and the Road Danger Reduction and Active Travel Plan 2018.
2. St Mary Axe was selected as the first location as it has a large working community which makes the street very busy with people walking at lunch time.
3. St Mary Axe is also proposed to become a pedestrian priority street in the City Cluster Vision. The event included an exhibition to showcase the plans for the area.
4. The event was also an opportunity to engage with representatives of local employers. The Steering Group, chaired by Henry Colthurst, included representation from Aviva, Leadenhall Building, 30 St Mary Axe, Fitzwilliam House, The Baltic Exchange, St Helen's Church and Hiscox. This group will continue to meet and be expanded to support the delivery of the City Cluster Vision
5. Chancery Lane was selected following a request from the Chancery Lane Association. The street is very busy at lunch time and can experience high traffic levels.
6. The Association strongly supported proposals for a pedestrian zone as part of the 2010 Area Enhancement Strategy. With new high-profile employers such as Framstore and Saatchi & Saatchi moving onto the street, the Association is keen to engage with the City Corporation to work towards improving the public realm.
7. The two events each lasted for three consecutive days, with the streets closed to traffic from 10am – 3pm. Additional seating and greening were installed, with activities such as music, food markets, garden games and bicycle exhibitions taking place between 12 – 2pm. Images from the events can be seen in Appendix 1.
8. We conducted surveys on both street events. The results are very positive. Showing an average of over 90% supporting traffic free lunchtimes. See Appendix 2.

### **Lessons Learnt**

9. Both Lunchtime Streets events were successful, with positive feedback and engagement with employers and workers. They have established a solid platform for further events.

10. There were no reports of negative feedback from local employers about impacts on deliveries. There were no reports of major negative impacts on traffic in neighbouring streets.
11. Some complaints from taxi and delivery drivers were logged, but these were far outweighed by the very strong support on social media from local workers.
12. The media coverage, both print and social, was positive.
13. Construction traffic parking on the St Mary Axe caused issues as the street ran two-way to allow the event to take place. These were quickly resolved by the parking enforcement and construction logistics teams. Complaints about construction traffic parking on Undershaft and St Mary Axe have been ongoing and were not specific to the event. The event created a communications channel between employers and the City Corporation and provided an opportunity to highlight and discuss issues that impact the area.
14. We received several complaints from individuals on Chancery Lane due to noise on the third day. This was due to amplified music. In future events music should be acoustic, classical music seems to fit best.

These projects require extensive community and stakeholder engagement throughout the process. This is time consuming for officers, but also an opportunity to engage with businesses about issues like retiming deliveries, safer walking and cycling and delivering the City of London Transport Strategy.

### **Next steps**

15. The intention is to continue and expand the Lunchtime Streets programme in 2020. We have already been contacted by two other business organisations, in addition to those we worked with in 2019, seeking to partner with us to deliver similar events in 2020
16. We will seek to build a funding model and support to increase the number and range of events, with more emphasis on the participation of local employers to support deliver.

### **Corporate & Strategic Implications**

17. The Lunchtime Streets event support the Transport Strategy Proposal 13: Use timed and temporary street closures to help make streets safer and more attractive places to walk, cycle and spend time.
18. We will seek to use the engagement with public and employers to build momentum for the introduction of timed closures to include morning peaks, which would have positive road danger reduction benefits and support the delivery of Vision Zero.

## **Conclusion**

19. The surveys taken during the event show strong support for traffic free streets during lunchtime and other times of the day.
20. Lunchtime Streets provide an excellent tool to engage with business and the public.
21. Given the success of the events, opportunities to continue the programme in 2020 are being explored, including the potential of expanding to more sites.

## **Appendices**

- Appendix 1 – Images and media from the events
- Appendix 2 – Survey results from St Mary Axe & Chancery Lane Selected

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# Appendix 1: Images from Lunchtime Streets

Reimagine the street where you work without motor traffic



# St Mary Axe: August 13 - 15



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# Chancery Lane: August 3 - 5



# Event Feedback

The Law Society  
**Gazette**

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OBITER

## Lunchtime and the living is easy

3 September 2019



## The Lunchtime Streets event at Chancery Lane

By Andrew Zuccala 2nd September 2019

Chancery Lane will become pedestrian-only for three days this week (3-5 September) for their second instalment of 'Lunchtime Streets'.

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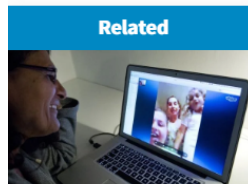
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## Axe to grind: Taxi drivers slam 'PR gimmick' as City launches car-free days

Alexandra Rogers



# Social media & recorded comments



Page 129

*“It was a brilliant initiative. Would love to see a Christmas version!”*

*“It builds a sense of community which is great and supports smaller businesses. Great idea”*

*“The whole atmosphere was completely different. Absolutely delightful”*

*“Its the way forward, strongly support the initiative”*

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# Appendix 2: Lunchtime Streets Survey Results

## 1. Chancery Lane Results

On street - 303 responses



Online – 105 Responses



**84%** of people would support further temporary closures\*

**68%** of people would support permanent daytime closures

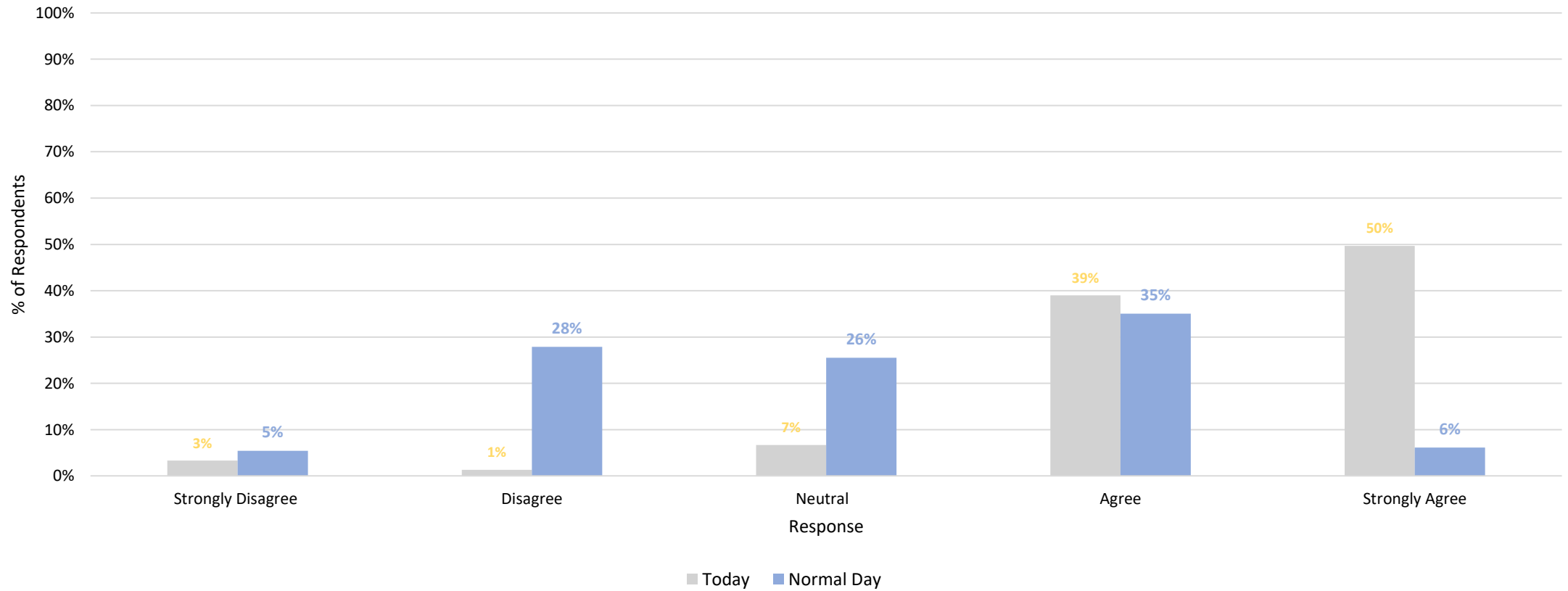
**89%** of people found feel less intimidated by motor traffic\*

**97%** of people found Chancery Lane more enjoyable\*



# 33% of people on Chancery Lane feel intimidated by traffic on a normal day

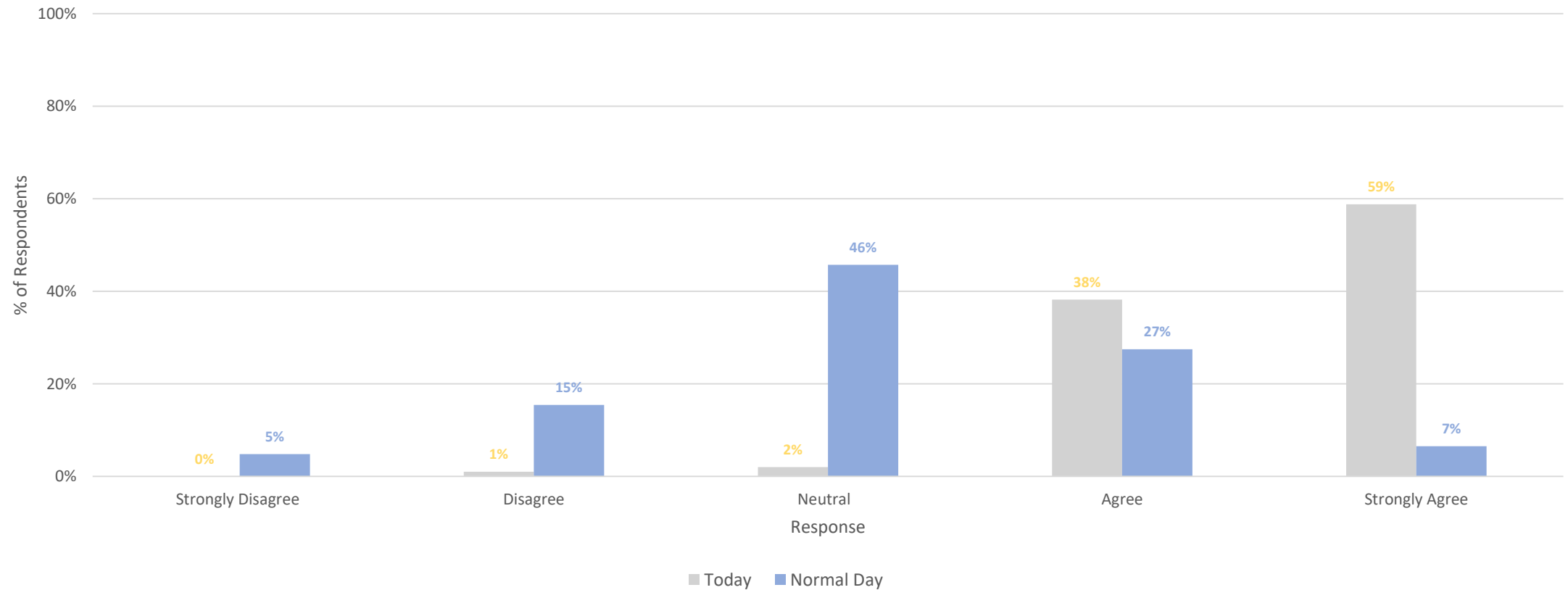
I DO NOT FEEL INTIMIDATED BY MOTOR TRAFFIC ON CHANCERY LANE





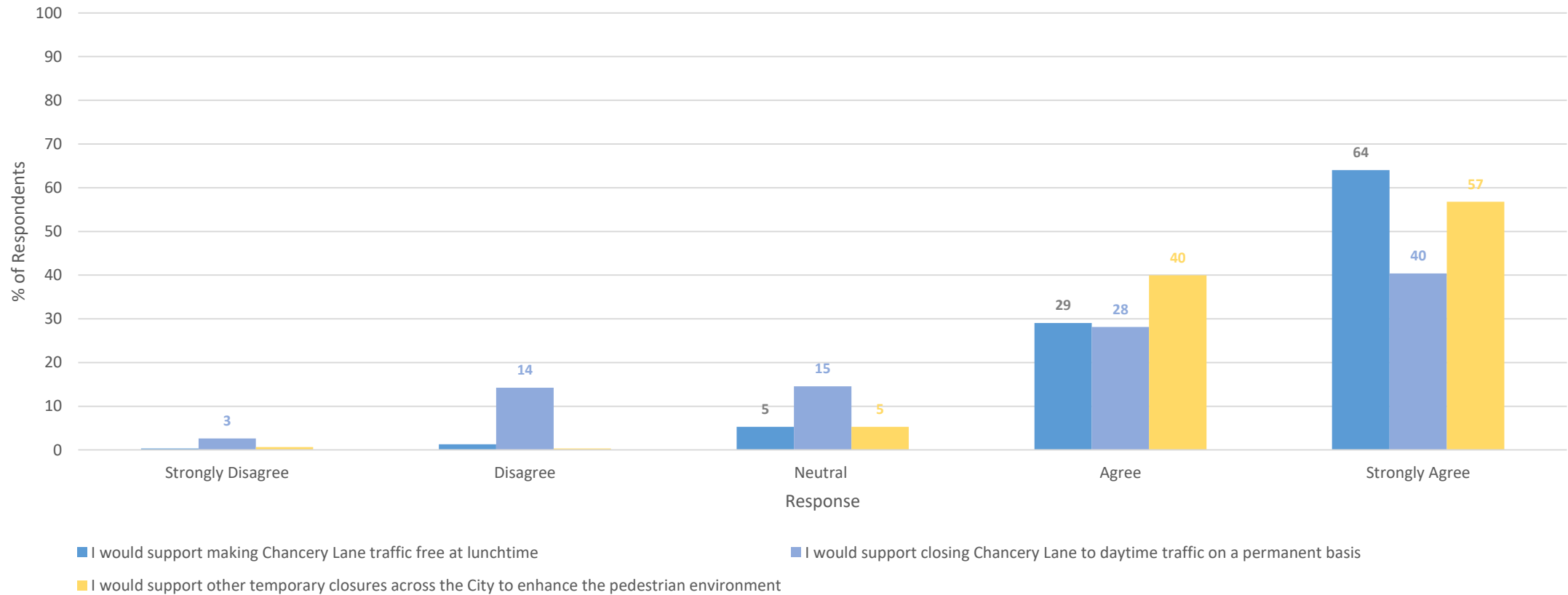
97% of people find Chancery Lane enjoyable during Lunchtime Streets. 59% found the event very enjoyable, compared to 7% on a normal day

### I FIND BEING ON CHANCERY LANE ENJOYABLE



94% support for traffic free lunchtimes on Chancery Lane. 97% support temporary closures in other locations in the City. 68% support daytime closures on the street.

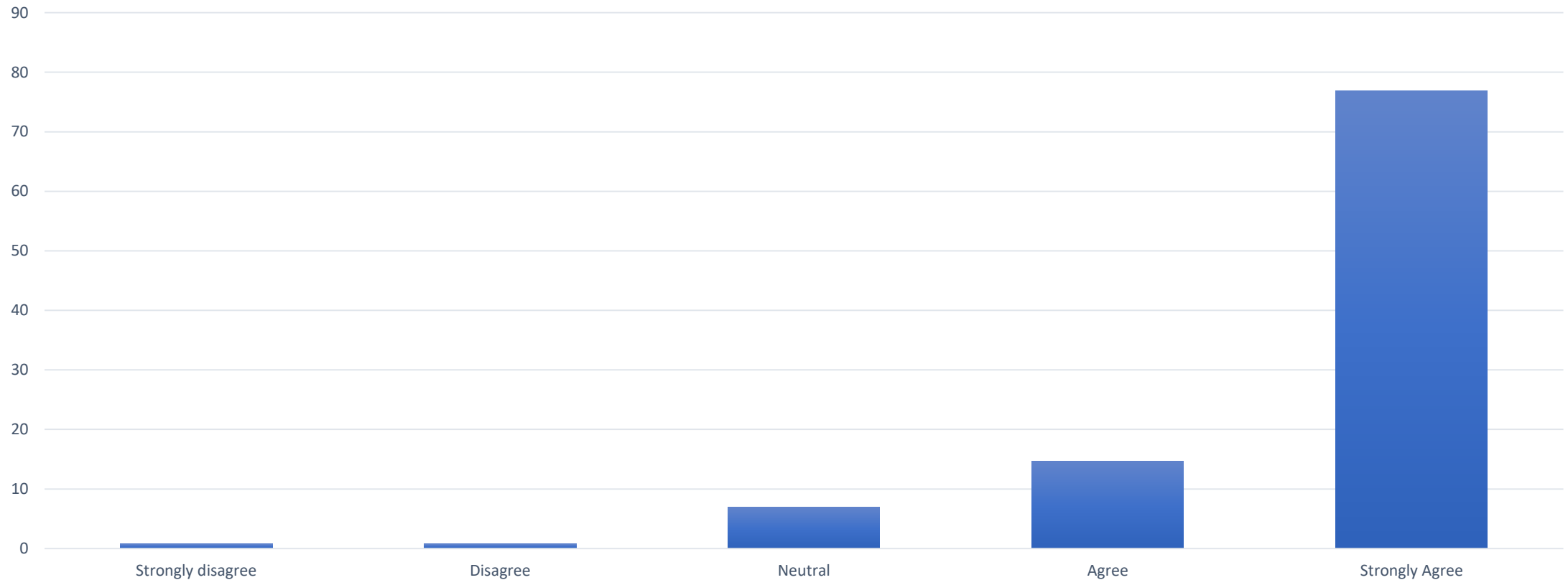
BASED ON YOUR EXPERIENCES HOW WOULD YOU ANSWER THE FOLLOWING?



## 2. Mary Axe Survey Results – 130 on-street surveys

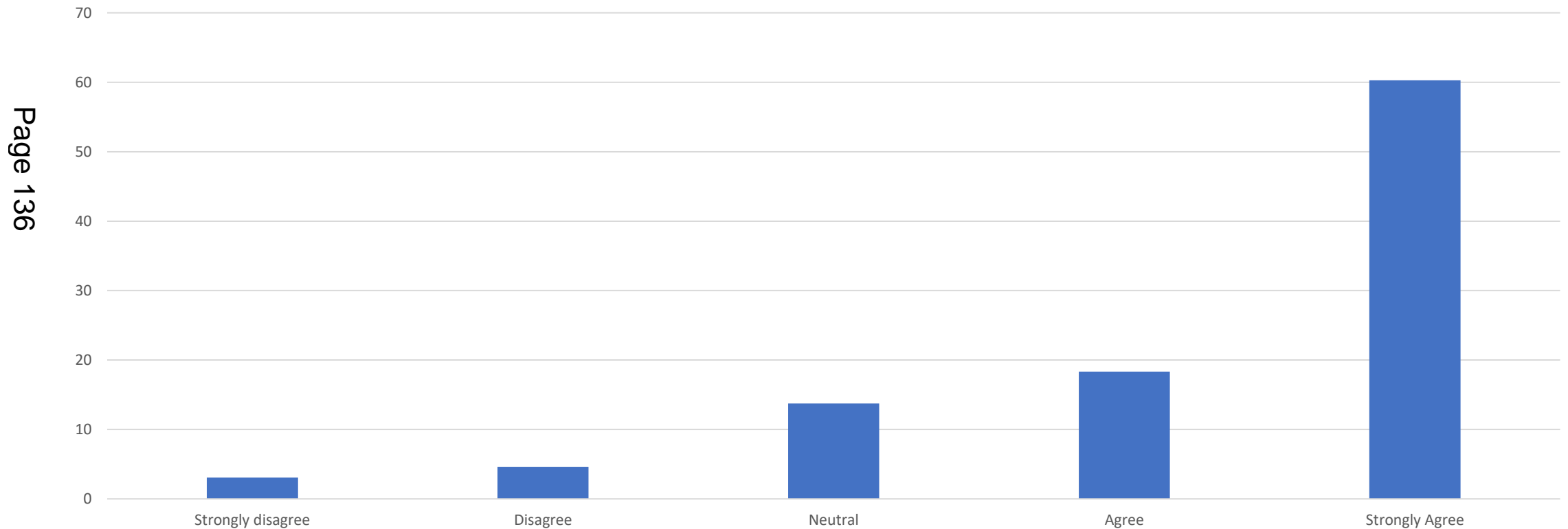
92% support traffic free street at lunch times

Would you support making St Mary Axe traffic free at lunchtime?



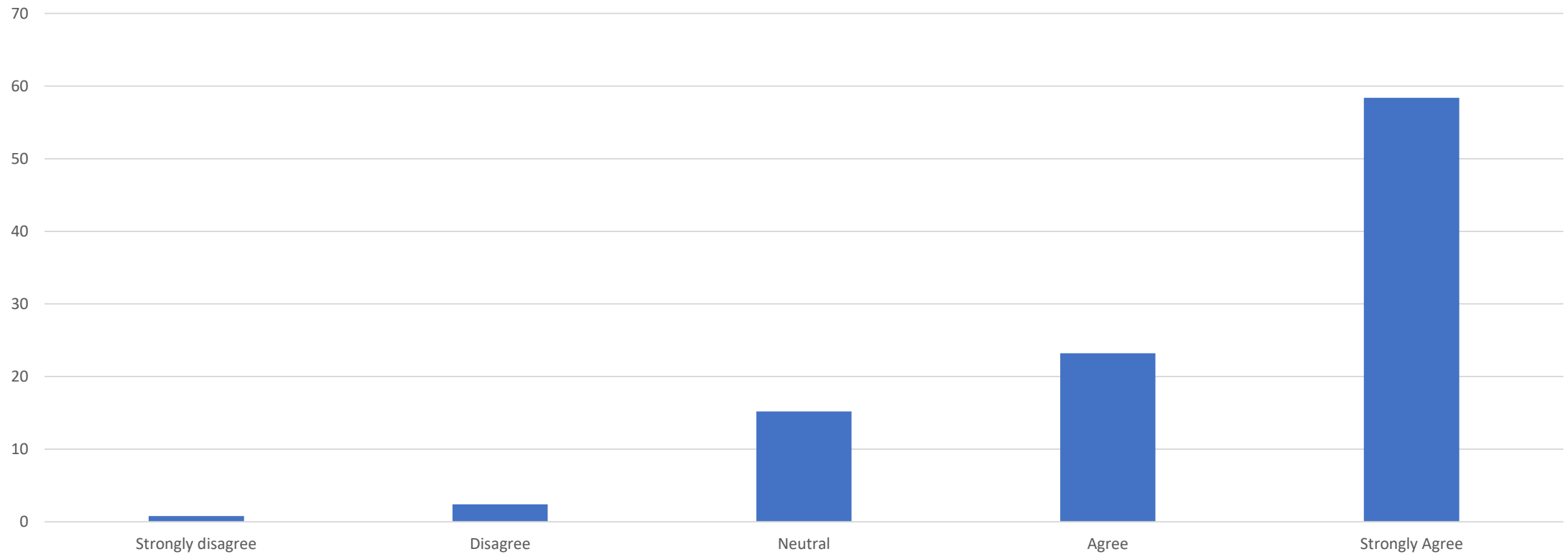
# 78% support a daytime traffic free St Mary Axe

Would you support the diversion of daytime traffic away from St Mary Axe to make space for pedestrians on a permanent basis?



# 81% support timed closures across the City

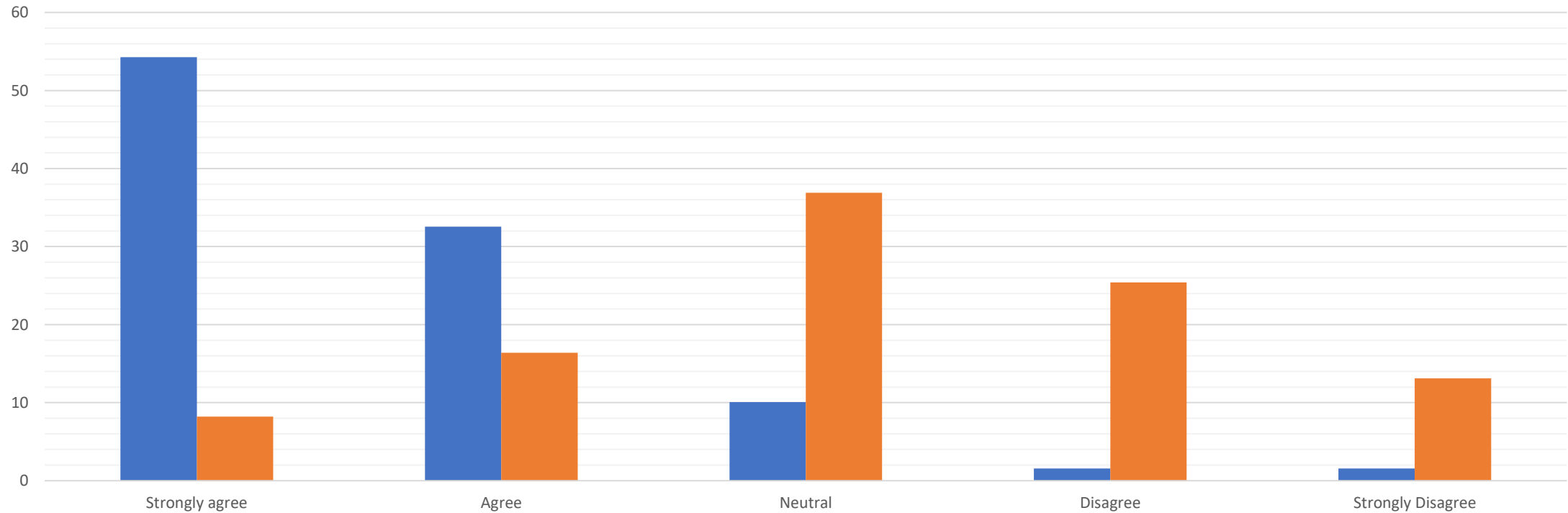
Would you support other timed street closures and associated public realm improvements across the City to enhance the pedestrian environment?



54% found being on St Mary Axe very enjoyable compared with 8% on a normal day

I find being on St Mary Axe Enjoyable

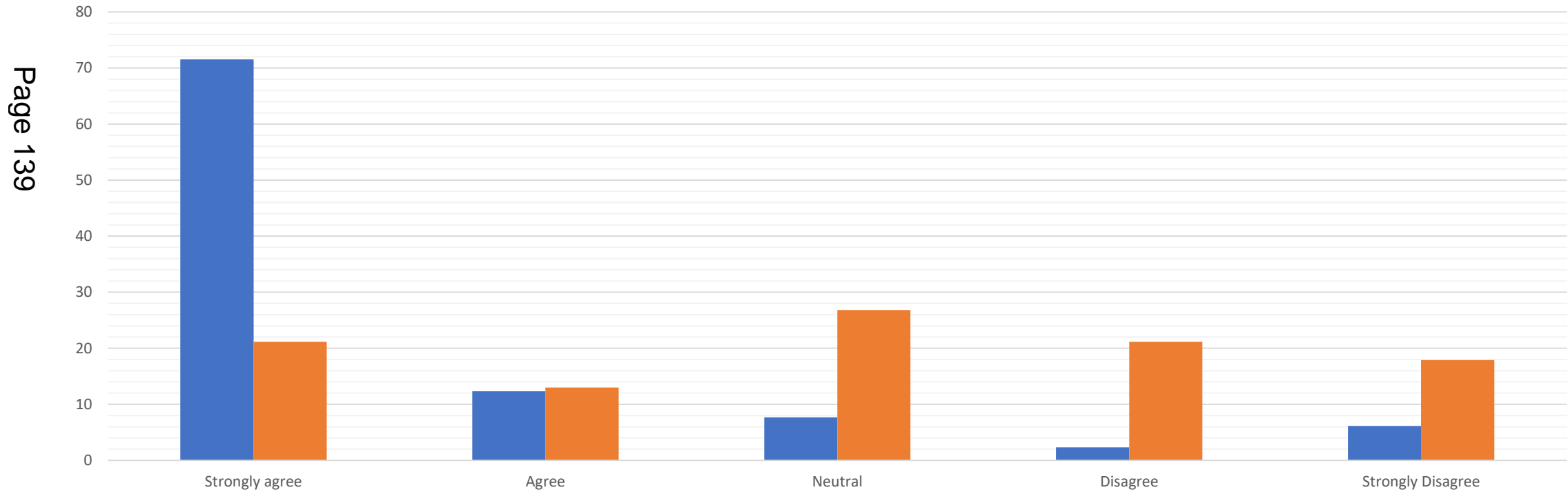
■ Today ■ Normal Day



# 38% of people feel intimidated by traffic on St Mary Axe on a normal day

I do not feel intimidated by traffic

■ Today ■ Normal Day



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# PLANNING AND TRANSPORTATION COMMITTEE REPORT

**Points to Note:**

- There are 17 Public Lifts/Escalators in the City of London estate. The report below contains details of the 2 public escalator/lifts that were out of service for less than 95% of the time.
- The report was created on 08<sup>th</sup> October 2019 and subsequently since this time the public lifts or escalators may have experienced further breakdowns which will be conveyed in the next report.

Location	Status as of 13/09/2019	% of time in service Between 13/09/2019 and 08/10/2019	Number of times reported Between 13/09/2019 and 08/10/2019	Period of time Not in Use Between 13/09/2019 and 08/10/2019	Comments Where the service is less than 95%
<b>Millennium Bridge</b> <b>SC6459245</b>  Page 14	OUT OF SERVICE	60.00%	1	216 hrs	1/10/19 – Door guide and door control panel damaged by water ingress. Parts required are not held as critical spares stock, this is the first time they have failed in 3 years. Specialist parts which have been ordered and have a lead time of 2 – 3 weeks. Lift still out of service at end of reporting period.
<b>Blackfriars Bridge</b> <b>SC6462771</b>	OUT OF SERVICE	30.21%	3	439 hrs	24/09/2019 – Engineer attended site, found top floor landing and car doors forced open. Car door belt and both landing locks broken. Engineer made safe and left off for further works. Parts ordered and engineer returned on the 30/09/2019 where parts were fitted but a new processor fault was detected. Further parts required and are on order. Lift out of service at end of reporting period.

*Additional information*

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<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation	22 <sup>nd</sup> October 2019
<b>Subject:</b> Delegated decisions of the Chief Planning Officer and Development Director	<b>Public</b>
<b>Report of:</b> Chief Planning Officer and Development Director	<b>For Information</b>

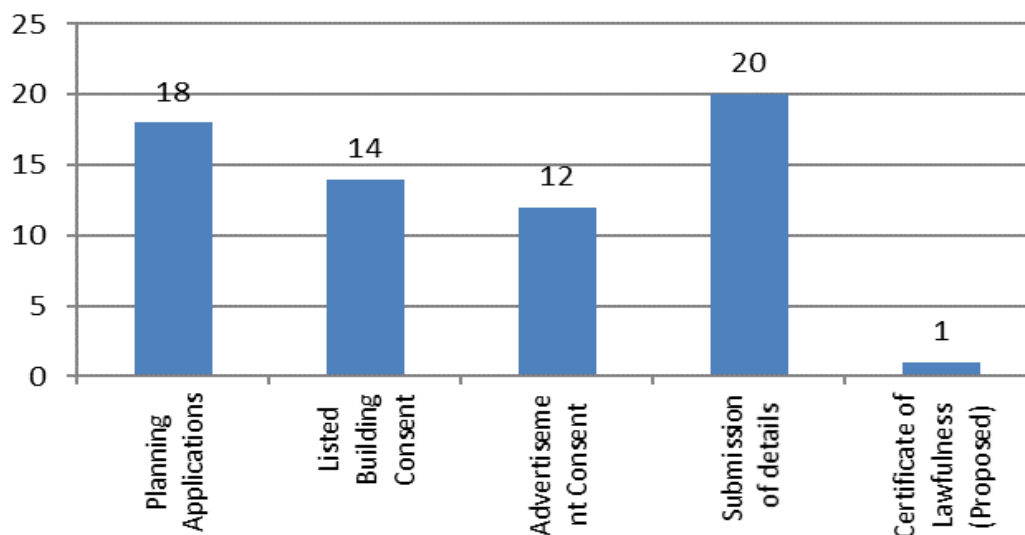
## Summary

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

In the time since the last report to Planning & Transportation Committee Sixty-Five (65) matters have been dealt with under delegated powers.

Twenty (20) relate to conditions of previously approved schemes .Fourteen (14) relate to works to Listed Buildings and twelve (12) applications for Advertisement Consent. Eighteen (18) full applications which, including Five (5) Change of Use and 13sq.m floorspace 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](mailto:plans@cityoflondon.gov.uk).

### Details of Decisions

Registered Plan Number & Ward	Address	Proposal	Decision & Date of Decision	Applicant/ Agent
19/00744/LBC Aldersgate	Barbican Estate Highwalks London	Installation and display of 99 non-illuminated signs throughout the Barbican Estate Highwalks to replace existing signs and to provide signs in new locations.	Approved 01.10.2019	City of London Corporation
19/00785/ADVT Aldgate	133 - 137 Houndsditch London EC3A 7BX	Retention of (i) one halo illuminated fascia sign measuring 0.94m high by 2.87m wide at a height above ground of 2.71m; (ii) one halo illuminated fascia sign measuring 0.94m high by 2.87m wide at a height above ground of 3.21m; (iii) one halo illuminated fascia sign measuring 0.94m high by 2.87m wide at a height above ground of 2.71m and installation and display of (iv) one externally illuminated projecting sign measuring 0.6m high by 0.6m wide at a height above ground of 2.87m.	Approved 26.09.2019	Stonegate Pub Company
19/00797/ADVT Aldgate	120 Houndsditch London EC3A 7BT	Installation and display of (i) one internally illuminated fascia sign measuring 0.44m high by 2.4m wide at a height above ground of 2.83m; (ii) one internally illuminated fascia sign measuring 0.13m high by 2.5m wide at a height above ground of 2.7m and (iii) one internally illuminated projecting sign measuring 0.5m high by 0.5 wide at a height above ground of 2.8m.	Approved 01.10.2019	Mr Irakli Sopromadze

19/00829/FULL Aldgate	The Baltic Exchange 38 St Mary Axe London EC3A 8BH	Replacement of five existing antennas with six new antennas at roof level and ancillary development thereto.	Approved 01.10.2019	Cornerstone and Vodafone Ltd.
19/00830/LBC Aldgate	The Baltic Exchange 38 St Mary Axe London EC3A 8BH	Replacement of five existing antennas with six new antennas at roof level and ancillary development thereto.	Approved 01.10.2019	Cornerstone and Vodafone Ltd.
19/00834/PODC 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	Submission of a revised Highway Schedule of Condition Survey pursuant to Schedule 3 Paragraph 11.1 of the S106 Agreement dated 29th May 2014 in relation to Planning Permission Ref: 13/01004/FULEIA.	Approved 26.09.2019	Vanquish Properties (UK) Limited Partnership
19/00555/FULL Bishopsgate	8-10 Brushfield Street London E1 6AN	(i) Change of use at basement and part ground floor from Class A1 to a flexible use for either Class A1 / A2 / A3 / A4 / A5 or D1; (ii) Change of use at part ground floor from Class A1 to a flexible use for either Class A1 / A2 / B1 or D1; (iii) Change of use at first and second floors from Class A1 to a flexible use for either Class B1 or Class D1; and (iv) Change of use at third and fourth floors from Class B1 to a flexible use for either Class B1 or Class D1.	Approved 17.09.2019	Stephenson House Ltd

19/00800/LBC Bishopsgate	1 Finsbury Avenue London EC2M 2PF	Application under Section 19 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to vary condition 5 (approved documents) of listed building consent 18/00893/LBC dated 15 November 2018 to enable (i) the use of part of basement level 2 for a flexible use for either Class A1, A2, A3 or A4 (53sq.m); and (ii) the reconfiguration of the layout of the approved Class D2 use at basement level 2.	Approved 24.09.2019	Bluebutton Properties UK Limited
19/00934/PODC Bishopsgate	1-2 Broadgate London EC2M 2QS	Submission of the Public Art Removal and Relocation Strategy pursuant to Schedule 3, Paragraph 15.3 of the S106 Agreement date 28 March 2019 in relation to Planning Permission Ref: 18/01065/FULEIA.	Approved 03.10.2019	Bluebutton Properties UK Limited
19/00462/MDC Bassishaw	Shelley House 3 Noble Street London EC2V 7EE	Submission of details of a Construction Management Plan and a Scheme for Protective Works pursuant to Conditions 2 and 3 of planning permission dated 05/07/2018 (ref: 18/00288/FULL).	Approved 01.10.2019	Legendre UK
19/00121/FULL Billingsgate	Plantation Place 30 Fenchurch Street London EC3M 3BD	Change the use of part basement from Class A1 (retail storage) to a flexible use for either Class A1 or Class B1 (250sq.m).	Approved 26.09.2019	One Plantation Place Unit Trust
19/00349/FULLR3 Bridge And Bridge Without	6 - 8 Eastcheap London EC3M 1AE	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 two condenser units at roof level.	Approved 01.10.2019	Corderoy

19/00742/FULL Candlewick	21 Lombard Street London EC3V 9AH	(i) Change of use of part ground floor and lower ground floor from office (Class B1) to a flexible use for either office (Class B1) or gymnasium (Class D2) (1,215sq.m) (ii) installation of a new door.	Approved 17.09.2019	Mr Elrington
19/00790/CLOPD Candlewick	68 King William Street London EC4N 7HR	Application for a Certificate of Lawful Development for proposed: (i) removal of internal atrium enclosures at fourth to eighth floor levels; (ii) infill of atrium voids at fifth and eighth floor; (iii) infill of stair void at fourth floor level; (iv) installation of internal stairs linking fifth and sixth floors. (Total increase in floorspace 104sq.m GIA for Class B1(a) use).	Grant Certificate of Lawful Development 24.09.2019	King William St Limited
19/00892/MDC Candlewick	120 Cannon Street London EC4N 6AS	Submission of a Construction Logistics Plan for the construction works pursuant to condition 3 of planning permission dated 22nd March 2019 (18/01122/FULL).	Approved 26.09.2019	City of London
19/00687/ADVT Castle Baynard	59 Fleet Street London EC4Y 1JU	Installation and display of: i) one illuminated fascia sign measuring 0.85m high by 4.7m wide situated at a height of 3.1m above ground level; and ii) one illuminated projecting sign measuring 0.6m high by 0.75m wide situated at a height of 3.3m above ground level.	Approved 17.09.2019	Elias Cleaners Limited
19/00750/FULL Castle Baynard	10 Godliman Street London EC4V 5AJ	Extension to existing hotel bar at seventh floor level (13sq.m).	Approved 03.10.2019	Jurys Management (UK) Ltd

19/00779/FULL Castle Baynard	South of Junction With Tudor Street And Temple Avenue London EC4	Installation on the carriageway of a cycle hire docking station associated with the London Cycle Hire Scheme, containing a maximum of 33 docking points for scheme bicycles plus a terminal to secure and release bicycles and provide registration and payment facilities and way-finding mapping.	Approved 19.09.2019	Transport For London
19/00787/ADVT Castle Baynard	18 Shoe Lane London EC4A 3BQ	Installation and display of (i) one internally illuminated fascia sign measuring 0.28m high by 1.99m wide at a height above ground of 2.52m; (ii) one internally illuminated fascia sign measuring 0.28m high by 1.99m wide at a height above ground of 2.69m and (iii) one internally illuminated projecting sign measuring 0.6m high by 0.6m wide at a height above ground of 2.75m.	Approved 01.10.2019	Stonegate Pub Company
19/00809/FULL Castle Baynard	Queen Victoria Street Outside Blackfriars Station London EC4V 4ED	Installation on the footway of a Santander Cycle Hire docking station, containing a maximum of 36 docking points for scheme cycles, plus a terminal.	Approved 01.10.2019	Stonegate Pub Company
19/00716/ADVT Cheap	81 Newgate Street London EC1A 7AJ	Installation and display of: (i) one non-illuminated fascia panel measuring 2.0m in diameter displayed at a height of 3.46m above ground floor level; (ii) one non illuminated replacement vinyl measuring 0.6m (high) by 1.04m (wide) displayed at a height of 1.78m above ground floor level.	Approved 03.10.2019	BT Group



19/00581/MDC Coleman Street	21 Moorfields, Land Bounded By Moorfields, Fore Street Avenue, Moor Lane & New Union Street London EC2P 2HT	Submission of details of rainwater collection, harvesting and grey water recycling, and measures to improve carbon dioxide emissions pursuant to conditions 18 and 24 of planning permission dated 04/05/2018 (app. no. 17/01095/FULEIA).	Approved  03.10.2019	Avison Young
19/00665/ADVT Coleman Street	51 Moorgate London EC2R 6BH	Installation and display of (i) one externally illuminated projecting sign measuring 0.6m in diameter at a height above ground of 2.9m.	Approved  19.09.2019	Benugo Ltd
19/00666/LBC Coleman Street	Chartered Accountants Hall Moorgate Place London EC2R 6EA	Internal refurbishment of the kitchen at ground floor level.	Approved  19.09.2019	Chartered Accountants' Hall
19/00696/FULL Coleman Street	Chartered Accountants' Hall Moorgate Place London EC2R 6EA	Roofing repairs, and replacement of two non- original glazed roof lanterns.	Approved  19.09.2019	Chartered Accountants' Hall
19/00697/LBC Coleman Street	Chartered Accountants Hall Moorgate Place London EC2R 6EA	Roofing repairs, and replacement of two non- original glazed roof lanterns.	Approved  19.09.2019	Chartered Accountants' Hall
19/00749/LBC Coleman Street	Salisbury House Finsbury Circus London EC2M 5SQ	Installation of two glazed screens into an existing corridor wall at second floor level.	Approved  24.09.2019	Workspace Group PLC
19/00817/FULL Coleman Street	17 Moorgate London EC2R 6AR	Alterations to the shopfront at ground floor level.	Approved  26.09.2019	Co-operative Group Food Ltd

19/00826/FULL Coleman Street	Unit 7-8 167 Moorgate London EC2M 6XQ	Replacement of the rear fire exit doors and frame on the Moorfields elevation.	Approved 01.10.2019	Landsec
19/00842/MDC Coleman Street	51 Moorgate London EC2R 6BH	Details of a servicing and delivery plan pursuant to condition 23 of planning permission 16/00463/FULL dated 26/7/2016.	Approved 01.10.2019	Avison Young
19/00843/MDC Coleman Street	56-60 Moorgate, 62-64 Moorgate & 41-42 London Wall London EC2	Details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level; and details of plant and ductwork to serve the [A1] [A3] use(s) pursuant to condition 30 (k) and (L) of planning permission 19/00622/FULL dated 01.08.19.	Approved 01.10.2019	Thor Limited
19/00844/MDC Coleman Street	21 Moorfields, Land Bounded By Moorfields, Fore Street Avenue, Moor Lane & New Union Street London EC2P 2HT	Details of location and specification of generator plant and flues, the maintenance procedure and other technical details pursuant to Condition 34 of planning permission 17/01095/FULEIA dated 04.05.2019	Approved 24.09.2019	LS21 Moorfields Development Management Limited
19/00855/LBC Coleman Street	150 - 151 London Wall London EC2M 5QD	Installation and display of two internally illuminated fascia signs and one externally illuminated projecting sign to shopfront elevation.	Approved 26.09.2019	Specsavers Opticians
19/00764/LBC Cordwainer	1 Poultry London EC2R 8EJ	Redecoration of part of the ceiling within the existing unit at concourse level.	Approved 03.10.2019	Puttshack Limited
19/00703/FULL Cornhill	13 - 17 Old Broad Street London EC2N 1DW	Change of use of ground floor from Shop (Class A1) for a flexible use for either Shop (Class A1) or Financial and Professional services (Class	Approved 03.10.2019	GENO Lion Plaza GmbH & Co. KG

		A2) or Restaurant and Cafe (Class A3) or Drinking establishment (Class A4) or Assembly and Leisure (Class D2) use (7031sq.m).		
19/00757/ADVT Cornhill	49 Bishopsgate London EC2N 3AS	Installation and display of an internally illuminated advertisement measuring 0.73m (w) by 0.4m (h) displayed at a height of 3.2m.	Approved 26.09.2019	The Royal Bank of Scotland Group PLC
19/00841/LDC Cornhill	Royal Exchange London EC3V 3LR	Details of the specification for the proposed stone cleaning pursuant to condition 2 (c) of listed building consent 19/00167/LBC dated 9 May 2019.	Approved 24.09.2019	Royex Real Estate Investments Limited
19/00575/MDC Cripplegate	Former Richard Cloudesley School Golden Lane Estate London	Details of measures to minimise the development's future occupiers' exposure to air pollution pursuant to condition 23 of planning permission 17/00770/FULL dated 19th July 2018.	Approved 03.10.2019	ISg
19/00766/LBC Cripplegate	29 Speed House Speed Highwalk Barbican London EC2Y 8AT	Removal of partition wall between kitchen and hallway. Alterations to kitchen and bathroom.	Approved 26.09.2019	Mr Richard Finnemore
19/00646/ADVT Farringdon Within	16 Old Bailey London EC4M 7EG	Installation and display of i) one non-illuminated hoarding advertisement measuring 2.5m high by 7.32m wide; ii) one non-illuminated hoarding advertisement measuring 2.5m high by 10.98 m wide; iii) one non-illuminated hoarding advertisement measuring 2.5m high by 3.3m all located at ground floor level for a temporary period.	Approved 26.09.2019	Saentys

19/00065/MDC Farringdon Without	28 Chancery Lane London WC2A 1LB	Submission of details of the new entrance, access bridge, upstands, balustrading and entrance lobby pursuant to conditions 6 and 8 of planning permission 18/00036/FULL dated 15 March 2018 (14 May revisions).	Approved 26.09.2019	Mr Hilborne
19/00084/MDC Farringdon Without	Old Pathology Building & Residential Staff Quarters Building St Bartholomew's Hospital West Smithfield London EC1A 7BE	Details of particulars and samples of proposed stone, slate, sealant and plant louvers, pursuant to condition 2(a) (in part) of planning permission 16/01311/FULL dated 29 May 2018.	Approved 01.10.2019	Nuffield Health
19/00778/ADVT Farringdon Without	50 - 52 Chancery Lane London WC2A 1HL	Installation and display of (i) one non illuminated fascia sign measuring 0.3m high by 2m wide at a height above ground of 2.5m and (ii) one non illuminated projecting sign measuring 0.9m high by 0.5m wide at a height above ground of 3m.	Approved 19.09.2019	Etc Venues Ltd
19/00816/MDC Farringdon Without	Old Pathology Building & Residential Staff Quarters Building St Bartholomew's Hospital West Smithfield London EC1A 7BE	Details of a programme of archaeological work, Written Scheme of Investigation for an Archaeological Excavation and Watching Brief dated 28/08/2019, Addendum 2 dated 09/09/2019, pursuant to condition 8 of the planning permission dated 31/05/2018 (application number 16/01311/FULL)	Approved 17.09.2019	Nuffield Health
19/00836/LBC Farringdon Without	1 & 2 Garden Court Middle Temple London EC4Y 9BJ	Creation of a new door opening between 1 & 2 Garden Court at fifth floor level to provide a means of escape and the relocation of two existing fireplaces.	Approved 24.09.2019	The Honourable Society of The Middle Temple

19/00791/FULL Langbourn	48 - 51 Leadenhall Market London EC3V 1LT	Replacement of fixed windows with sash windows at ground floor level and installation of two extractor grilles at fascia level.	Approved 03.10.2019	M Bar
19/00792/LBC Langbourn	48 - 51 Leadenhall Market London EC3V 1LT	Replacement of fixed windows with sash windows at ground floor level and installation of two extractor grilles at fascia level. Internal refurbishment and redecoration; renovation of kitchen, toilets, storage and staff facilities at first floor level; installation of new ambulant toilet at ground floor; and installation of a new hoist serving ground, mezzanine and first floors.	Approved 03.10.2019	M Bar
19/00945/MDC Lime Street	6-8 Bishopsgate & 150 Leadenhall Street London EC3V 4QT	Submission of details of a programme of archaeological work pursuant to condition 17 (in part) of the planning permission dated 13.09.2018 (application number 17/00447/FULEIA)	Approved 26.09.2019	MEC London Property 2 LP
19/00470/FULL Portsoken	15 Little Somerset Street London E1 8AH	Refurbishment of the existing outside seating area to the public house to include the erection of a serving bar/cabin measuring 3.05m by 2.5m by 2.595m high; wooden covered drinking booths measuring 13.28m long by 2.023m wide by 2.325m high, lighting, new pergola and seating and landscaping.	Approved 26.09.2019	Stonegate Pub Company Ltd
19/00734/MDC Portsoken	15-16 Minories 62 Aldgate High Street London EC3N 1AL	Details of Construction Vehicles Logistics Plan pursuant to Condition 4 (in part) (hotel phase) of planning permission 15/01067/FULMAJ dated 19.08.2016.	Approved 03.10.2019	Gerald Eve LLP

19/00422/MDC Queenhithe	Broken Wharf House 2 Broken Wharf London EC4V 3DT	Submission of a delivery and servicing plan pursuant to condition 11 of planning permission 17/00712/FULL, dated 08 May 2018.	Approved 26.09.2019	SACO Property Group
19/00714/MDC Tower	76 - 86 Fenchurch Street, 1 - 7 Northumberland Alley & 1 & 1A Carlisle Avenue London EC3N 2ES	Submission of details of loading bay doors and an additional retail entrance pursuant to condition 11(b) (in part) of planning permission dated 20/01/2016 (app. no. 15/00702/FULMAJ).	Approved 19.09.2019	Partners Group Fenchurch IC Limited (Guernsey)
19/00740/FULL Tower	St John's House 50 Vine Street London EC3N 2PU	Installation of dry riser inlet cabinet to the northern elevation.	Approved 19.09.2019	Simply Planning
19/00768/MDC Tower	76-86 Fenchurch Street 1-7 Northumberland Alley & 1 & 1A Carlisle Avenue London EC3N 2ES	Submission of details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level pursuant to condition 11(g) of planning permission dated 20/01/2016 (app. no. 15/00702/FULMAJ).	Approved 03.10.2019	Partners Group Fenchurch IC Limited (Guernsey)
19/00769/MDC Tower	76 - 86 Fenchurch Street, 1 - 7 Northumberland Alley & 1 & 1A Carlisle Avenue London EC3N 2ES	Submission of details of an advertising strategy pursuant to condition 11(j) of planning permission dated 20/01/2016 (app. no. 15/00702/FULMAJ).	Approved 03.10.2019	Partners Group Fenchurch IC Limited (Guernsey)
19/00812/ADVT Tower	1 Byward Street London EC3R 5AS	Installation and display of: three internally illuminated fascia signs measuring (i) 0.63m high by 2.47m wide located at a height above ground of 2.67m; (ii) 0.17m high by 1.06m wide located at a height above ground of 2.41m; (iii) 0.45m high by 1.76m wide located at a	Approved 26.09.2019	Pizza Express

		height above ground of 2.70m; and (iv) one internally illuminated projecting sign measuring 0.7m high by 0.6m wide located at a height above ground of 2.75m.		
19/00835/FULL Tower	10 Minorities London EC3N 1BJ	Change of use of ground and basement floor from shop (Class A1) use to Beauty Salon (Sui Generis) (70sq.m).	Approved 03.10.2019	Mr Constantin Palici
19/00872/FULL Tower	Fenchurch Street Railway Station Fenchurch Place London EC3M 4AJ	Installation of a lighting scheme comprising 71 luminaire fittings on the principal external elevation of Fenchurch Street Station.	Approved 01.10.2019	C2C Trenitalia
19/00873/LBC Tower	Fenchurch Street Railway Station Fenchurch Place London EC3M 4AJ	Alterations to the principal elevation of Fenchurch Street Station comprising: (i) demolition of internal partitions and other accretions (ii) repair and redecoration of the internal surfaces (iii) restoration of the missing internal architectural details (iv) installation of a lighting scheme comprising 71 luminaire fittings on the external face of the elevation.	Approved 01.10.2019	C2C Trenitalia
19/00905/MDC Tower	76 - 86 Fenchurch Street, 1 - 7 Northumberland Alley & 1 & 1A Carlisle Avenue London EC3N 2ES	Submission of details of fume extract arrangements pursuant to condition 20 of planning permission dated 20/10/2016 (app. no. 15/00702/FULMAJ).	Approved 03.10.2019	Partners Group Fenchurch IC Ltd Guernsey)
19/00344/FULL Walbrook	The Bank of England Threadneedle Street London EC2R 8AH	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	Approved 01.10.2019	Bank of England

		14.02.2017 to allow for a revised configuration of the boiler flue termination and capping of chimney stack at roof level and to extend the period for the temporary works to 01.03.2020.		
19/00345/LBC Walbrook	The Bank of England Threadneedle Street London EC2R 8AH	Application under S19 of the Planning (Listed Buildings and Conservation Areas) Act 1990 for the Variation of Conditions 2 and 3 of 16/01133/LBC dated 14.02.2017 to allow for a revised configuration of the boiler flue termination and capping of chimney stack at roof level and to extend the period for the temporary works to 01.03.2020.	Approved 01.10.2019	Bank of England
19/00773/ADVT Walbrook	60 Threadneedle Street London EC2R 8HP	Installation and display of two externally illuminated projecting signs measuring 0.6m (w) by 0.6m (h) displayed at a height of 3.4m above ground floor level.	Approved 26.09.2019	Mr Soho Coffee Shops Ltd
19/00827/ADVT Walbrook	27 - 32 Poultry London EC2R 8AJ	Installation and display of one non-illuminated projecting sign measuring 0.73m high by 0.62m wide at a height above ground of 4.87m.	Approved 03.10.2019	Grocers' Hall
19/00828/LBC Walbrook	27 - 32 Poultry London EC2R 8AJ	Installation of a projecting sign over Prince's Street.	Approved 03.10.2019	Grocers' Hall



# Agenda Item 12

<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation	22 <sup>nd</sup> October 2019
<b>Subject:</b> Valid planning applications received by Department of the Built Environment	<b>Public</b>
<b>Report of:</b> Chief Planning Officer and Development Director	<b>For Information</b>

## Summary

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

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

## Details of Valid Applications

Application Number & Ward	Address	Proposal	Date of Validation	
19/01045/FULL Aldersgate	Thomas More Car Park, Barbican, London, EC2Y 8BT	Full Planning and Listed Building application to alter existing cleaners' store to provide a new welfare unit for the Barbican Estate cleaners (Sui-Generis). The proposed site is an existing cleaners' store unit, located at lower level adjacent to Thomas More car park within the Grade II* listed Barbican Estate. The works will retain the existing elevations; create a new opening, and enclose a small sheltered area next to the existing cleaners' store. The	30/09/2019	Barbican Estates Office

		new space will provide a welfare unit including: breakout space, changing rooms and showers, for cleaners of the Barbican Estate.		
19/00904/FULL Aldgate	133 Houndsditch, London, EC3A 7BX	Change of use of part third floor from office (Class B1) to a flexible use for training, conference meeting and co-working space with ancillary facilities (Class D1), or for office (Class B1) purposes (1500sq.m GIA).	28/08/2019	ETC.venues
19/00966/FULL Aldgate	John Stow House, 18 Bevis Marks, London, EC3A 7JB,	Installation of a new external flue to the canopy roof at first floor level.	18/09/2019	Meron Holdings Limited
19/00936/FULL Bassishaw	Shelley House, 3 Noble Street, London, EC2V 7EE	Application under Section 73 of the Town and Country Planning Act to vary condition 9 (Approved plans) of planning permission dated 5th July 2018 (18/00288/FULL) to enable minor material amendments to include: changes to the size and location of the BMU and alterations to roof blade.	06/09/2019	MEAG
19/01043/FULL Billingsgate	2 Minster Court, London, EC3R 7BB	Installation of mechanical plant to 4th and 9th floor external terraces.	30/09/2019	WeWork

19/00795/FULL Bishopsgate	123 Middlesex Street, London, E1 7JF	Refurbishment, alterations and extensions to the property including works to provide a roof level extension and terrace, enlarging an existing residential dwelling; works to the rear elevation of the building including the provision of balconies and extensions into the existing lightwell; provision of new shopfront to an existing ground floor retail (Class A1) unit and rear ground floor extension creating an accessible entrance from Catherine Wheel Alley into the retail unit and repair and alterations to front and rear facades including new railings. Total of 66 sqm (GEA) of additional floorspace.	09/09/2019	Zefilix Ltd
19/00954/FULL Bishopsgate	152 - 154 Bishopsgate, London, EC2M 4LN	Alterations to the existing shopfront.	13/09/2019	Leon
19/00969/FULL Bishopsgate	Finsbury Avenue Square, London, EC2M 2AN	Erection of a temporary walk- through Christmas bauble lighting structure and associated works.	19/09/2019	Exchange Square Management Limited
19/00984/FULL Bishopsgate	110 - 114 Middlesex	Application for minor material amendments under	19/09/2019	Seaforth Land

	Street, London, E1 7HY	Section 73 of Town and Country Planning Act 1990 (as amended) to planning permission dated 03.07.2018 (18/00345/FULL) to remove condition 6 (roof terrace); variation to the wording of condition 3 (servicing management plan) to remove references to the approved sui-generis; and variation of condition 11 (approved plans) to allow for amendments associated with external alterations and relocation of ground floor uses as previously approved.		
19/01039/FULL Bishopsgate	16 - 17 Devonshire Square, London, EC2M 4SQ	Installation of a new door and louvre in place of the existing window and door at lower ground floor level.	30/09/2019	Morgan Lovell
19/00941/FULL Bishopsgate	Brushfield House , 12 Brushfield Street, London, E1 6AN	Change of Use from Class D1 (cosmetic clinic) to Class B1 (Office).	02/10/2019	The Hendrie Foundation
19/00939/FULL Bread Street	8 Paternoster Row, London, EC4M 7DX	Change of use from retail (Class A1) to a hot food takeaway (Class A5) (147sq.m GIA) and external alterations including the	09/09/2019	Farmer J's Ltd

		installation of air-intake and extract louvres to the existing shopfront fascia.		
19/00909/FULL Bridge And Bridge Without	51 - 54 Gracechurch Street, London, EC3V 0EH	Installation of: (i) new metal framed openable shopfront windows (ii) new timber framed double entrance doors and glazed toplight; and (iii) new wall lights at ground floor level.	29/08/2019	Vagabond Wines Ltd
19/00929/FULL Broad Street	64 London Wall, London, EC2M 5TP	Change of use of the third floor from office (Class B1) to a flexible use as either office (Class B1) or medical use (Class D1). (106sq.m).	05/09/2019	M1 Med Beauty UK Ltd.
19/01023/FULL Castle Baynard	St Paul's Cathedral , St Paul's Churchyard, London, EC4M 8AD	Installation of two tap-to-donate points within the temporary painted wooden hoarding across the North Precinct and North Churchyard.	26/09/2019	St Paul's Cathedral
19/00938/FULL Coleman Street	120 Moorgate, London, EC2M 6UR	Amalgamation of two units at ground floor level on the South Place facade and change of use from Class A1 (shop) and Class A2 (professional serves) use to Sui Generis (gym/shop/cafe) use.	09/09/2019	120 Moorgate Luxembourg Sarl
19/00942/FULL Coleman Street	30 - 34 Moorgate, London, EC2R 6DA	Change of use of part fourth floor (Rooms 4.19 and 4.20) from Class	09/09/2019	Mr Gaurav Sabharwal

		B1 (office) to a flexible use for either Class B1 (office) or Class D1 (non-residential institutions) (10.8sq.m).		
19/00793/FULL Coleman Street	120 Moorgate, London, EC2M 6UR	Shopfront alterations to include installation of an automatic door, two new external ATM machines, one external CCTV camera adjacent to the ATM.	20/09/2019	Barclays plc
19/00824/FULL Coleman Street	120 Moorgate, London, EC2M 6UR	Shopfront alterations to include installation of an automatic door, two new external ATM machines, one external CCTV camera adjacent to the ATMs, and three shopfront window mullions to be removed and replaced with glazing.	20/09/2019	Barclays plc
19/00944/FULL Cordwainer	1 Bow Churchyard, London, EC4M 9DQ	Alterations and extension of the existing building including: (i) window refurbishment; (ii) infilling of the existing colonnade at ground floor level to provide additional office (Class B1) and flexible retail (Class A1/A3/A4) floorspace; (iii) internal alterations to facilitate the	17/09/2019	Aviva Life & Pensions UK Limited

		change of use of part ground floor from drinking establishment (Class A4) to office (Class B1) (iv) change of use of part ground and basement floor from drinking establishment (Class A4) to flexible retail (Use Class A1, A3 / A4); (iv) formation of new entrances at ground floor level; (v) creation of roof terraces at first, third, fourth and fifth floor level to serve the existing office accommodation; (vi) alterations to the existing car and cycle parking facilities (total increase in floorspace 92sq.m).		
19/00985/FULL Cordwainer	Watling House, 33 Cannon Street, London, EC4M 5SB	Installation of four condenser units at roof level.	19/09/2019	Blackrock
19/00986/FULL Cordwainer	Watling House, 33 Cannon Street, London, EC4M 5SB	Installation of a new canopy and alterations to the entrance door at the main entrance on the corner of Cannon Street and Bread Street.	19/09/2019	Blackrock
19/00880/FULL Dowgate	62-64 Cannon Street, London, EC4N 6AE	Replacement of the entrance door on the corner of Cannon Street and College Hill with a window; and replacement of a window on the	09/09/2019	Hutchinson 3G UK Ltd

		Cannon Street elevation with an entrance door.		
19/00967/FULL Dowgate	68 - 70 Cannon Street, London, EC4N 6A	Change of use of the basement and part of the ground floor from sui generis (betting shop) to D2 (circuits studio) (165sq.m).	24/09/2019	Starboard PM Ltd
19/01038/FULMAJ Farringdon Within	61-65 Holborn Viaduct, London, EC1A 2FD	Demolition of existing building structure and erection of a 55m high (AOD) mixed-use building comprising four basement levels, lower ground, ground and ten upper storeys for (i) hotel use (Class C1, 382 rooms) (19,179sq.m) at part basement levels one to four, part lower ground, part ground and part first to tenth floors levels; (ii) restaurant / bar use (Class A3/A4) (514sq.m) at part tenth floor level; (iii) office workspace use (Class B1) (3,741sq.m) at part basement levels one to three, part lower ground and part first floor levels; (iv) flexible hotel / cafe / workspace (Sui Generis) (1,014sq.m) at part ground floor level; (v) a publicly accessible terrace	30/09/2019	Dominvs Project Company 16 Ltd



		at roof level (540sq.m) and; (vi) ancillary plant and servicing, hard and soft landscaping and associated enabling works (total floorspace 24,988sq.m).		
19/01034/FULL Farringdon Without	South , Staple Inn Buildings, London, WC1V 7PZ	Change of use from B1 (office) to D1 (therapy clinic) (44sq.m).	27/09/2019	Health Dynamics Ltd
19/00992/FULL Lime Street	1 Great St Helen's, London, EC3A 6HX	Change of use of part of the ground floor to flexible Class B1/Class A1/ Class A3 and associated works.	26/09/2019	Hiscox Plc
19/00976/FULL Tower	78 - 86 Fenchurch Street, 1 - 7 Northumberland Alley & 1 & 1A Carlisle Avenue, London, EC3N 2ES	Installation of external lighting	19/09/2019	Partners Group Fenchurch IC Limited (Guernsey)
19/00943/FULL Tower	13-17 Byward Street, London, EC3R 5BA	Replacement of windows above ground floor level with double-glazed metal windows to match existing.	25/09/2019	Project Horizon

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<b>Committee(s)</b>	<b>Dated:</b>
Planning & Transportation Committee – For information	22 10 2019
<b>Subject:</b> Department of the Built Environment: ‘Brexit’ Update	<b>Public</b>
<b>Report of:</b> Carolyn Dwyer, Director of the Built Environment	<b>For Information</b>
<b>Report author:</b> 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. 829,000 square metres of new office stock have been completed since 2016, leading to a net increase in City office stock from 8.72 to 9.16 million square metres. Employment in the City has also increased from 484,000 to 513,000 during this period. There are another 0.88 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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