



Planning and Transportation Committee

Date: FRIDAY, 6 MARCH 2020

Time: 1.45 pm

Venue: LIVERY HALL - GUILDHALL

Members:

Deputy Alastair Moss (Chair)	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	

Enquiries: Gemma Stokley
tel. no.: 020 7332 3414
gemma.stokley@cityoflondon.gov.uk

Lunch will be served in Guildhall Club at 12.30PM
NB: Part of this meeting could be the subject of audio or visual recording

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**
(*1.50PM)
To agree the public minutes and summary of the meeting held on 18 February 2020.

For Decision
(Pages 1 - 14)
4. **PUBLIC MINUTES OF THE LOCAL PLANS SUB COMMITTEE**
(*1.55PM)
To receive the *draft* public minutes and summary of the Sub-Committee meeting held on 10 February 2020.

For Information
(Pages 15 - 18)
5. **OUTSTANDING ACTIONS**
(*2.00PM)
Report of the Town Clerk.

For Information
(Pages 19 - 20)
6. **8 PATERNOSTER ROW, LONDON, EC4M 7DX**
(*2.05PM)
Report of the Chief Planning Officer and Development Director.

For Decision
(Pages 21 - 36)
7. **120 FENCHURCH STREET ROOFTOP GARDEN - WEEKEND OPENING**
(*2.35PM)
Report of the Chief Planning Officer and Development Director.

For Decision
(Pages 37 - 66)

8. **BUILDING CONTROL CHARGES REPORT**
(*2.50PM)
Report of the Director of the Built Environment.

For Decision
(Pages 67 - 108)

9. **ELECTRIC VEHICLE CHARGING INFRASTRUCTURE - ACTION PLAN**
(*3.00PM)
Report of the Director of the Built Environment.

For Information
(Pages 109 - 126)

10. **NEW APPROACH TO ADDRESS VEHICLE IDLING**
(*3.10PM)
Report of the Director of the Built Environment.

**** N.B: This report has a non-public appendix at Item 24****

For Decision
(Pages 127 - 132)

11. **CITY LIGHTING PROGRAMME UPDATE**
(*3.20PM)
Report of the Director of the Built Environment.

For Information
(Pages 133 - 142)

12. **2019/20 BUSINESS PLAN UPDATE Q3**
(*3.30PM)
Report of the Director of the Built Environment.

For Information
(Pages 143 - 160)

13. **DEPARTMENT OF THE BUILT ENVIRONMENT RISK MANAGEMENT -
QUARTERLY REPORT**
(*3.40PM)
Report of the Director of the Built Environment.

For Information
(Pages 161 - 176)

14. **THAMES COURT FOOTBRIDGE - GATEWAY 6 - OUTCOME REPORT**
(*3.50PM)
Report of the Director of the Built Environment.

For Decision
(Pages 177 - 188)

15. **DEEP DIVE: CR21 AIR QUALITY**
(*3.55PM)
Report of the Director of Markets and Consumer Protection.

For Information
(Pages 189 - 210)

16. **PUBLIC LIFT REPORT**
(*4.10PM)
Report of the City Surveyor.

For Information
(Pages 211 - 212)

17. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND
DEVELOPMENT DIRECTOR**
(*4.20PM)
Report of the Chief Planning Officer and Development Director.

For Information
(Pages 213 - 228)

18. **VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT
ENVIRONMENT**
(*4.25PM)
Report of the Chief Planning Officer and Development Director.

For Information
(Pages 229 – 234)

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

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

21. **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

22. **NON-PUBLIC MINUTES**
(*4.40PM)

To agree the non-public minutes of the meeting held on 18 February 2020.

For Decision
(Pages 235 - 236)

23. **REPORT OF ACTION TAKEN**
(*4.45PM)

Report of the Town Clerk.

For Information
(Pages 237 - 238)

24. **NEW APPROACH TO ADDRESS VEHICLE IDLING - NON-PUBLIC APPENDIX**
(*4.50PM)

*****Non-Public appendix to public agenda Item 10*****

For Decision
(Pages 239 - 240)

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

26. **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 12:30 p.m.

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PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 18 February 2020

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

Present

Members:

Deputy Alastair Moss (Chairman)	Tracey Graham
Rehana Ameer	Graeme Harrower
Randall Anderson	Alderman Robert Hughes-Penney
Adrian Bastow	Deputy Jamie Ingham Clark
Peter Bennett	Deputy Brian Mooney
Mark Bostock	Graham Packham
Henry Colthurst	Susan Pearson
Peter Dunphy	Judith Pleasance
Alderman Emma Edhem	Deputy Henry Pollard
John Edwards	James de Sausmarez
Marianne Fredericks	Alderman Sir David Wootton
Alderman Prem Goyal	

Officers:

Gemma Stokley	- Town Clerk's Department
Jenny Pitcairn	- Chamberlain's Department
Dipti Patel	- Chamberlain's Department
Fleur Francis	- Comptroller and City Solicitor's Department
Alison Bunn	- City Surveyor's Department
Carolyn Dwyer	- Director of Built Environment
Gwyn Richards	- Interim Chief Planning Officer and Development Director
David Horkan	- Department of the Built Environment
Elisabeth Hannah	- Department of the Built Environment
Gordon Roy	- Department of the Built Environment
Zahur Khan	- Department of the Built Environment
Paul Beckett	- Department of the Built Environment
Paul Monaghan	- Department of the Built Environment
Bruce McVean	- Department of the Built Environment

1. APOLOGIES

Apologies for absence were received from Sheriff Christopher Hayward (Deputy Chairman), Munsur Ali, Deputy Keith Bottomley, Sophie Fernandes, Christopher Hill, Shravan Joshi, Oliver Lodge, Natasha Lloyd-Owen, Andrew Mayer, Sylvia Moys, Oliver Sells QC and William Upton QC.

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

There were no declarations.

3. **MINUTES**

The Committee considered the public minutes and summary of the meeting held on 28 January 2020.

MATTERS ARISING

Beech Street Transport and Public Realm Improvements (page 2) – The Member who had raised this issue at the meeting on 28 January asked the minute be expanded on to also include the points she had made about children at local schools being particularly at risk from cars doing U turns, the Sub-Committee having information about the displacement of road traffic and pollution but seeming to ignore it and what she believed to be a problem with democratic accountability in the City Corporation with the perceived undermining of the ward committee structure making this matter worse.

The Chair was content for these points to be added and the Town Clerk undertook to expand upon the minute of the previous meeting accordingly.

Another Member requested an update on local consultation on this project. Officers reported that the traffic order would in place in mid-March 2020. To date, 10,000 letters had been sent to local residents and businesses and that information available via GPS tracking showed that these had been successfully delivered to all addresses. Further to this, the first of seven scheduled drop-in sessions was scheduled to take place this afternoon with another set to take place later this evening and a further two next week.

Officers went on to report that they had also presented on the scheme at a public meeting of the Barbican Association which had been attended by approximately 120 people. The concerns raised at this meeting were noted and would form part of the review of the scheme with any necessary amendments made in line with these once the scheme was in place.

The Member commented that he had been one of those in attendance at the public meeting referred to and commended Officers for presenting here. He stressed that the monitoring of and ongoing consultation around this scheme would, however, be critical. The Member questioned whether there were any Key Performance Indicators attached to the scheme to provide clarity on what outcomes were desired and how success against these would be monitored.

Officers commented that they had produced a summary of all points made at the recent public meeting and that these would be added to as subsequent sessions took place. They undertook to share these comments with relevant Ward Members as well as with members of the Streets and Walkways Sub Committee so that they could understand the issues raised. A Member commented that it would be helpful to have a fuller update at the next meeting of the Streets and Walkways Sub Committee meeting.

Traffic & Parking Service Programme 2020-2022 (page 8) – A Member clarified that the trial referred to in New York City concerned incentivising the public to report engine idlers as opposed to parking offenders. The Town Clerk undertook to amend the minute accordingly.

Another Member commented that he had made the point at the last meeting that any increase in income attributable to fixed penalties was undesirable and that Officers should look to minimise these. With the Chair's permission, he asked that the Town Clerk add to the minute to underline this point.

RESOLVED – That, subject to making the amendments requested, the public minutes and summary of the meeting held on 28 January 2020 be approved as a correct record.

4. PUBLIC MINUTES OF THE LOCAL PLANS SUB COMMITTEE

4a. 14 JANUARY 2020

The Committee received the public minutes of the Local Plans Sub-Committee meeting held on 14 January 2020.

RECEIVED.

4b. 3 February 2020

The Committee received the public minutes of the Local Plans Sub-Committee meeting held on 3 February 2020.

MATTERS ARISING

Smithfield and Barbican (page 26) – A Member expressed concern at the reference to the amending Strategic Policy S23. to restrict future uses of the market building by saying that these should be 'appropriate to its status as a Grade II listed building'. The Chair stated that the Sub-Committee had been keen to make this addition and underlined that all members of this Committee would have an opportunity to review the Plan in full at their late March 2020 meeting.

Officers confirmed there was a policy presumption that any future use of the Market buildings ought to recognise their character and listed building status.

Another Member questioned whether the reference to the future, long-term viability of Citigen in the minutes was in relation to environmental viability as opposed to the viability of the company. The Chair clarified that it was the former and asked the Town Clerk to clarify this further in the published version.

RECEIVED.

5. OUTSTANDING ACTIONS

The Committee received a report of the Town Clerk detailing outstanding actions.

Members requested that actions be assigned target Committee dates as opposed to seasons and that Officer titles as opposed to named individuals also be used going forward. The Town Clerk undertook to make these changes for future reports.

RECEIVED.

6. TERMS OF REFERENCE AND FREQUENCY OF MEETINGS

The Committee considered a report of the Town Clerk relative to their terms of reference and frequency of meetings.

In response to questions, the Town Clerk reminded the Committee that appointments to and the terms of reference for their various Sub-Committees would be considered at their first meeting of the municipal year, after the April Court of Common Council meeting – on 14 May 2020. The Town Clerk went on to report that whilst the grand Committee's terms of reference were reported upwards to the Court of Common Council, the way in which its Sub-Committees operated and the matters delegated to those Sub-Committees was very much for the grand Committee to determine. Members were informed that, should the grand Committee be of the view that any one issue, project or scheme was sufficiently important or controversial for example, they were able to call that matter in from any Sub-Committee and request that only the grand Committee be able to take a final decision on it. Equally, Sub-Committees could refer matters of sufficient importance upwards to grand Committees. The Town Clerk provided the Committee with some examples of where this had already happened in the past.

A Member made a request for the start time of these meetings to remain consistent going forward. He also suggested that two meetings per annum might be held in the evening and dedicated to matters of residential interest, affording local residents a better opportunity of also being in attendance.

Another Member suggested that the meetings could be held in the afternoon going forward.

A third Member asked that consideration be given to live streaming future meetings in the way that some other local authorities already did.

The Chair commented that he had already met on a one to one basis with many members of the Committee regarding the format of these meetings but added that he now intended to consult on this in a more formal manner, consider feedback and request that the Committee then meet informally to discuss this in more detail in the coming months.

A Member stated that she felt that the status and accountability of this Committee as a Ward Committee was diminished by delegating powers to the Streets and Walkways Sub-Committee (where not all Wards were represented) to take decisions on major projects. With this in mind, she proposed a motion as follows:

MOTION: That paragraph (q) of the terms of reference be amended to read as follows:

“The appointment of such Sub-Committees as is considered necessary for the better performance of its duties including a Streets and Walkways Sub-

Committee, but in order to respect the status of the Planning and Transportation Committee as a Ward Committee, the Streets and Walkways Sub-Committee will not have delegated power to make decisions on delegated major projects”.

The motion was seconded.

Members debated the motion before them.

A Member spoke in favour of the motion underlining that any decision on a major project going forward ought to be referred to the grand Committee on which all Wards were represented.

A Member spoke to disagree with the narrative that the City Corporation was undemocratic. He added that other local authorities such as Islington did not operate a ward committee system for Planning matters. In this respect, the City Corporation was the anomaly. He went on to report that any elected member was able to attend and, with the permission of the Chairman, contribute to meetings of the Streets and Walkways Sub Committee. He added that stakeholders went beyond residents and that it was, as the Town Clerk had already articulated, for this Committee to take control of any major or contentious projects as necessary.

Another Member spoke to agree with the previous speaker and stated that she found the motion problematic, particularly the reference to ‘major projects’ and how these were to be practically defined.

An Alderman also spoke against the motion, agreeing that there were no democratic deficiencies in the way in which this grand Committee and its Sub-Committees operated. He added that the proper role of ward Committees was not to ensure that all Wards were represented – if that were the case, all Committees would be Ward Committees. He added that the purpose of ward Committees it was to ensure a spread of power amongst ward members.

Another Member spoke to disagree with the motion. He added that several Ward Committees successfully operated a Sub-Committee system and delegated certain decisions to them – the Community and Children’s Services Committee had similar arrangements with its Housing Sub-Committee for example. He concluded by stating that the proposed amendment made the operation of the Streets and Walkways Sub-Committee difficult in practice and he, too, underlined that the grand Committee had the ability to call in individual issues/projects as it saw fit.

A Member reminded the Committee that an overarching Governance Review was also forthcoming and individual Members could also submit any particular concerns they might have as to the way that grand/Sub-Committees operated to the Town Clerk as requested. He added that, in his view, the real problem was in the Planning and Transportation Committee operating as a Ward Committee. He suggested that it should, instead, be constituted in a similar way to the Licensing Committee going forward. He concluded by stating that ward

Members were required to take decisions on planning applications without prejudice and that there was a strong case for appeal if that were not the case and members were predetermining matters based on their Ward representations.

Several other Members spoke to raise concerns over how major projects would be defined under the proposed amendment.

A Member stated that he was unaware of any other local authority that had such a large Planning Committee membership. He added that he felt that the Sub-Committee model as it currently stood operated successfully.

A Member spoke to state that, in the past, there had been no issue with the management of major projects, with the grand Committee presented with an overview of them and then delegating the detail of these to relevant Sub-Committees. Relevant Ward Members would also be engaged and kept informed by Officers, regardless of whether or not they served on the Planning and Transportation Committee. She suggested that this approach needed to be reinstated. She added that this Committee received the minutes of the Streets and Walkways Sub-Committee as a matter of course and could interject on any matters if necessary. She questioned whether the ability to call in matters as the grand Committee saw fit could be explicitly referenced within the Sub-Committee terms of reference going forward.

A Member spoke to note that other authorities, such as Islington, that did not operate Ward Committees, had 100% of Councillors voted for by residents. In the City of London, that figure was just 20%. He referred to the motion proposed and suggested that definition of the term 'major' would require a common-sense approach. This proposal was too late to address concerns around the Beech Street project where a decision had already been taken by the Streets and Walkways Sub-Committee, but it was hoped that it would be a means of preventing other major decisions from being made without relevant Ward input. With reference to the Governance Review, the Member stated that he believed that this was likely to be delayed and that the simplicity of this proposal would mean that only the grand, Ward Committee were able to take decisions on major projects. He concluded by stating that prejudice and predetermination was not a preserve of resident councillors and could equally, or more so, be said of councillors representing business wards.

Another Member spoke to suggest that approving this motion could set a horrendous precedent. He added that any alteration to a grand Committee's terms of reference ultimately required the approval of the Policy and Resources Committee and the Court of Common Council. He stated that, although he represented a 'business ward', his recent ward list showed a 25% increase in electors, the majority of whom were residents. The Member went on to express concern around the fact that the term Ward Committee seemed to be being conflated here and underlined that it was not intended as a means for members to solely represent their own ward issues.

Another Member stated that, whilst he represented what was classed as a 'business Ward' he had approximately 400 residents on the electoral roll for his Ward and added that they accounted for 95% of his casework. He reiterated that the Beech Street project was an experimental scheme that had yet to be implemented. It could therefore be 'called in' by this Committee at any point going forward.

A Member spoke to suggest that this motion was not now proposed in relation to Beech Street given that the decision on this matter had already been taken. Rather, it was intended as a safeguard against similar decisions on major projects being taken out of the hands of the grand Committee. He added that residents on his Ward accounted for 100% of his casework and that this, alongside the comments made by previous speakers, would seem to underline the disengagement of business voters.

An Alderman spoke to say that he did not support the motion for the same reasons already outlined by others. He went on to question why paragraph (q) as currently drafted made specific reference to the Streets and Walkways Sub-Committee which seemed unnecessary.

The Chair spoke to underline that the Beech Street project was very far from a closed book and would remain open for consultation – any impression otherwise was false. He reiterated that, as well as relevant Officers, he and the Deputy Chairman would be happy to receive feedback on the scheme and were approaching this with genuinely open minds. He recognised that it was important for Ward members to remain on top of relevant Ward issues and to address/appear in front of Committees on these however, whilst Planning and Transportation was a Ward Committee, its role was to have full oversight of relevant matters and to consider these strategically.

The Committee proceeded to vote on the Motion before them. Votes were cast as follows:

IN FAVOUR – 4
OPPOSED – 18
ABSTENTIONS – 1

The Motion was therefore not carried.

7. LONDON COUNCILS TRANSPORT AND ENVIRONMENT COMMITTEE - DELEGATION FOR CO-ORDINATION FUNCTIONS RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

The Committee considered a report of the Director of the Built Environment seeking approval for a proposed amendment to the London Councils Transport and Environment Committee agreement which would have the effect of delegating to them certain regulatory functions relating to the coordination and installation of Electric Vehicle charging points and associated infrastructure.

RESOLVED – That, Members:

- Agree the proposed amendment to Agreement as set out in full in Appendix 1; and
- Authorise the Town Clerk to sign and return the letter as set out in Appendix 1.

8. **TRANSPORT STRATEGY UPDATE: QUARTER 3 2019/20**

The Committee received a report of the Director of the Built Environment updating Members on Quarter 3 of 2019/20 (October – December 2019) of delivering the City of London Transport Strategy.

A Member referred to a matter sent directly to all Members of this Committee regarding a proposal to expand Liverpool Street Station to incorporate an additional five new platforms. He asked that Officers provide the Committee with further information on the proposals. Officers stated that they were currently looking into the details of this matter further and understood that Network Rail had deferred to the Department of Transport for a decision on this. The Member added that he felt that this was something that the City Corporation should take a view on. Other Members agreed that Officers should report back to the Committee with further information on this and how feasible the proposals were.

A Member commented on the cycle route Quietway 11 upgrade – a project that was currently reporting a red RAG status. She thanked Officers for the information provided to date on the Queen Street cycle track proposals but requested further information as soon as this was available to feedback to voters. Officers clarified that this had been put on hold as a result of TfL asking the City to revise their designs. It would, however, be revisited next year.

Another Member referred to the All Change at Bank project which indicated that a Capital bid decision was expected in January. He therefore requested an update on this matter. Officers confirmed that the project had been through the Capital Bid process and had been allocated approximately £4million to progress through to the next Gateway.

The same Member referred to the Last mile delivery hubs project, specifically the noise assessments for the Barbican and Middlesex Street sites. He questioned whether the Barbican site was the service area for the health centre/gym as he felt that there were real practical difficulties with this site. The Officers confirmed that the site in question was adjacent to the Virgin Active Gym.

A Member questioned why the City Cluster Vision – Phase 2 project was currently on hold given that there was lots of local support for this. Officers reported that the project had been deferred by the Resources Allocation Sub Committee but that a report would be submitted to the Streets and Walkways Sub Committee later this month seeking to introduce peak time closures at St Mary Axe on an experimental basis. Officers added that they were confident that they could keep the project moving and progress with feasibility studies.

A Member requested that an explanation of RAG status be included in future update reports. Officers explained that the RAG status used here differed from the RAG status assigned to corporate risks and that they would ensure greater clarity around this in future reports.

A Member referred to the appointment of a team of consultants to develop design proposals for streets and public spaces around Smithfield and stated that he had hoped that this had been done in co-operation with the architects appointed to look at development opportunities for East and West Smithfield.

A Member questioned whether it would be possible to provide an overview of milestones achieved in any given quarter as opposed to on an annual basis. Officers stated that, whilst they would be happy to provide this, progress made on a quarterly basis was sometimes not particularly significant. The Member also requested a general update on progress against the Transport Management Plan that Members could report to their Wardmotes which were scheduled to take place next month. Officers undertook to provide Committee members with this information and also stated that they would be happy to attend Wardmotes where possible to speak on transport issues.

A Member questioned why some of the seemingly low-cost projects such as the Streets Accessibility Programme and Disabled parking bays could not be progressed with greater speed.

RESOLVED – That, Members note the report.

9. **BRIDGE HOUSE ESTATES RIVER CROSSINGS ANNUAL UPDATE REPORT ON STRUCTURAL INSPECTION AND MAINTENANCE**

The Committee considered a report of the Director of the Built Environment providing Members with a general overview of the structural inspection and maintenance regime for the Bridge House Estates river crossings and associated structures during the 2019/20 financial year.

A Member questioned the somewhat vague four-year timescale referred to in terms of 'starting date' for parapet repairs and painting works to Blackfriars Bridge. Officers stated that the tender for these works was currently in the process of being finalised and would be put out next month. He added that but the starting date for the works was, at this stage, deliberately vague although it was hoped that works could commence by October 2020.

Another Member picked up on the reference to Blackfriars Bridge referring to what were, in some spots, gaps of up to 20mm in the paving which were a trip hazard. Officers reported that TfL were the highways authority for the Bridge and, as such, were responsible for any surface issues/repairs.

In response to a question regarding the Illuminated River project, Officers reported that this had neither helped nor hindered any inspections or maintenance to date.

A Member questioned progress on the River camera project. Officers reported that this was being led by the City of London Police.

RESOLVED – That Members note the report and that 2019/20 was the sixth and final year of the inspection contract carried out by AECOM. A new six-year programme of inspections will commence in 2020/21 under a new contract following a competitive tender process.

10. DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR

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

RECEIVED.

11. VALID PLANNING APPLICATIONS RECEIVED BY 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.

12. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE

The Tulip – Appeal

A Member referred to an update circulated to all Members of the Committee in advance of today's meeting and questioned the reference within the update to the applicant being willing to contribute the necessary funding for the City Corporation's participation at the Inquiry. The update suggested that this was appropriate in the circumstances provided the City Corporation is transparent about this, but the Member went on to question this statement.

The Chair highlighted that he had received an email setting out similar concerns from a Member who had been unable to attend today.

The Comptroller and City Solicitor reported that Counsel's advice had been sought on this point and that the advice received had been as set out within the update to Members. She undertook to take the views of Members onboard but highlighted that the cost of participating in the Inquiry could equate to hundreds of thousands of pounds.

Members stressed that, despite the reassurances of Counsel, this was not a legal point but a political and reputational one. Members recognised that the City Corporation had a statutory duty to engage with the appeal and defend the position they had taken on the application but were of the view that they should do so independently in terms of costs.

In response to further questions, the Comptroller and City Solicitor confirmed that costs were already being incurred after engaging Counsel. She undertook to discuss with the Town Clerk how best to take forward a report to the Policy and Resources and/or Finance Committee to secure a budget for the City Corporation's participation in the Inquiry and report back to this Committee in terms of next steps. She added that the costs set aside by the Mayor of London for this purpose were £350,000 and it was anticipated that the City Corporation's costs would equate to between £100,000-£200,000.

Members were informed that this was the first case that had been refused in the City as a result of a Mayor's direction and the first to be appealed – there was therefore no precedent as to how the matter should be dealt with.

The Chair received assurances from Officers that no funding had yet been received from the applicant and asked that they be notified of the Committee's desire to fund the City Corporation's participation in the Inquiry independently.

The Director of the Built Environment thanked the Committee for a helpful steer but confirmed that any funds would need to be sought from elsewhere as there was no available local risk or contingency budget. She suggested that the Chair and Deputy Chairman of this Committee would therefore need to be sighted on the potential costs associated with this before a formal request was put before the Policy and Resources and/or Finance Committee.

Barbican/Golden Lane Conservation Area

A Member questioned progress on the production of the Barbican and Golden Lane Conservation Area summary and Management Plan documents. The interim Chief Planning Officer and Development Director reported that it was hoped that a draft of both documents would be brought to the Planning and Transportation Committee in late 2020.

13. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT PUBLIC LIFT REPORT

The Committee received a report of the City Surveyor containing details of the five public escalator/lifts that were working for less than 95% of the time. The report, with the Chair's permission, had been separately circulated as a late item.

A Member questioned whether the sensors for the London Wall West lifts were now stored as parts. The City Surveyor reported that the fault with this lift had now been identified and corrected. She added that sensors were kept in stock as critical spares.

The same Member also questioned why the London Fire Brigade had forced the release of the lift door at Blackfriars Bridge. The City Surveyor reported that those stuck inside the lift had called 999 to be released as opposed to using the emergency button within the lift. Signage was now in place informing those using the lift of the correct procedure in the event of any lift failure.

RECEIVED.

Housing Delivery Test

Officers reported that the Government's national figures against the Housing Delivery Test had been published last week. The City Corporation had scored particularly poorly at just 32% of the housing requirement, however, this figure was being challenged by Officers on the basis that it did not take in to account the development at Sugar Quay – its inclusion would have resulted in the City Corporation achieving approximately 90% of the housing requirement. Representations had now been made to the Ministry of Housing who were currently considering their response.

The Chair highlighted that the City Corporation's score had already attracted some negative press and hoped that the figures could be corrected in line with the representations made.

Interim Chief Planning Officer and Development Director

The Chair formally reported that Gwyn Richards had been appointed as interim Chief Planning Officer and Development Director and would therefore be undertaking the role of Annie Hampson for a period of 6 months following her retirement at the end of March 2020. The Chair, on behalf of the Committee, congratulated Mr Richards on his appointment and stated that he looked forward to working with him in his new capacity. Members were informed that there would be a future opportunity to suitably thank Annie Hampson for her work ahead of her departure.

14. 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.

<u>Item No(s).</u>	<u>Paragraph No(s).</u>
15	3
16	1 & 3
17-18	-

15. NON-PUBLIC MINUTES

The Committee considered and approved the non-public minutes of their meeting held on 28 January 2020.

16. WRITE-OFF OF OUTSTANDING DEBT - TFL SURFACE TRANSPORT

The Town Clerk informed the Committee that consideration of the report of the Director of the Built Environment relative to the write-off of outstanding debt was to be deferred on the basis that it required additional legal input.

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

There were no questions in the non-public session.

18. **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 12.50 pm

Chairman

Contact Officer: Gemma Stokley
tel. no.: 020 7332 3414
gemma.stokley@cityoflondon.gov.uk

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LOCAL PLANS SUB (PLANNING AND TRANSPORTATION) COMMITTEE Monday, 10 February 2020

Minutes of the meeting of the Local Plans Sub (Planning and Transportation)
Committee held at on Monday, 10 February 2020 at 11.00 am

Present

Members:

Sheriff Christopher Hayward (Deputy Chairman) (In the Chair)
Randall Anderson
Deputy Keith Bottomley
Christopher Hill
Shravan Joshi
Graham Packham
William Upton QC

Officers:

Alistair MacLellan
Paul Beckett
Adrian Roche
Peter Shadbolt
John Harte
Lisa Russell
Michelle Price

- Town Clerk's Department
- Department of the Built Environment
- Department of the Built Environment
- Department of the Built Environment
- Department of the Built Environment
- Department of the Built Environment
- Department of the Built Environment

1. APOLOGIES

Apologies were received from Deputy Alastair Moss and Deputy Jamie Ingham-Clark.

Sheriff Chris Hayward was in the Chair.

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

There were no declarations.

3. MINUTES

RESOLVED, that the minutes of the meeting held on 3 February 2020 be approved as a correct record subject to the following amendments.

- The reference to Whitefriars (p.4 of the agenda pack) be amended to note the area contained a number of *characterful* buildings and reference be made instead to the lack of trees and greenery.
- The reference to ensuring new developments could be connected to Citigen (p.5 of the agenda pack) be amended to reflect the Member's point that this imposed an additional cost on developers.

Matters Arising Liverpool Street

In response to a comment from a Member, officers agreed to include reference in the Local Plan noting that the City would need Liverpool Street to have appropriate additional capacity in future years.

4. CITY OF LONDON LOCAL PLAN REVIEW: PROPOSED SUBMISSION VERSION OF CITY PLAN 2036.

Members discussed a report of the Director of the Built Environment regarding the City of London Local Plan Review: Proposed Submission Version of City Plan 2036 and the following points were made.

- An officer noted that Members had discussed the issue of housing at the last meeting and the current report had been prepared in response to those discussions. Officers noted that short term government housing targets were difficult to align with a 15-year forward plan, and Members were asked to bear this in mind. The officer continued, noting that options were set out within the report at paragraphs 14-19.
- The Deputy Chairman (in the Chair) noted the comments made by the Chairman by email to those present that he supported the approach set out in paragraphs 15-16 (amend supporting text and amend policy) but did not feel that there was sufficient evidence at present to justify the identification of additional residential areas set out at paragraph 17 .
- A Member noted an issue with national policy approaches being pushed down to individual local authorities with no consideration of local circumstances. In his view, this meant the Local Plan needed to address annual housing targets and mitigate the potential impacts for the City.
- Officers noted that the City's own monitoring showed it had met long-term housing delivery targets but was less successful in meeting short-term targets due to private housing market volatility. The Government's Housing Delivery Test was reported retrospectively over three-year periods and the City did not meet this Test in relation to the three years to March 2018. They acknowledged that this was a problematic metric for the Plan's forward-looking 15-year period.
- A Member commented that the City should publish metrics of the number of residential units delivered against those permissions granted by the City. Moreover the issue regarding housing was not one of numbers of units, but rather their affordability. This could only be addressed by a pan-London approach to central government. With that in mind, the Member was supportive of paragraphs 15-16 in the report (amending City Plan 2036 supporting text and amending City Plan 2036) accordingly.
- A Member was wary regarding the enforceability of site allocations and cautioned against committing to an early review, and instead advised that the Plan should simply commit to a review in five years' time.

- A Member noted that he would be supportive of using Built to Rent to encourage delivery of residential units, without losing office space in the longer term. He felt that residential zones within the City would encourage a greater mix.
- A Member, in contrast, noted that he would not support the adoption of zones, and rather if the City could demonstrate that a Build to Rent approach would satisfy government policy, then it should do so.
- In response to the comments regarding residential zones, officers noted that the City Property Association had commented in its submission to the draft Plan that, in appropriate circumstances, a more flexible approach to the protection of existing office space could be taken in residential areas. The City's ambition regarding office space was outlined at paragraph 16.
- In response to a comment from a Member, officers advised that a Planning White Paper was forthcoming this Spring which might further change the national context. Therefore a reasonable interim approach could be to submit the draft Plan this year and await an assessment of any required changes by the inspector. It was possible to draft a case which could lead to more delivery of housing without site allocations. Officers concluded by noting that the adoption of site allocation at this stage could result in a delay to the Local Plan which was not in the City's interest.
- In response to Members concerns regarding a live/work approach, including the negative experience of other London boroughs, officers noted that co-living was a different concept to live/work units which seeks to provide higher quality, student-like accommodation for young professionals across London.
- The Chairman summarised the discussion, noting that Members were broadly content with the approach set out at paragraphs 15-16 (amend supporting text and amend policy) but did not feel that there was sufficient evidence at present to justify the identification of additional residential areas set out at paragraph 17 . The Chairman concluded by requesting that officers incorporate those comments made by Members at the meeting in the final iteration of the Plan.
- Officers noted that the revised Plan would be submitted to the Planning and Transportation Committee for approval.
- In response to a question, officers noted that they were confident the Plan was well aligned with strategic aims of the forthcoming London Plan, though uncertainty over the housing delivery performance would need further discussions.

RESOLVED, that the report be received.

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

There were no questions.

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

There was no other business.

The meeting ended at 11.38 am

Chairman

Contact Officer: Alistair MacLellan / alistair.maclellan@cityoflondon.gov.uk

PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

Item	Date	Action/ Responsible Officer	Progress Update and Date to be progressed/completed
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 22 Oct 2019 5 Nov 2019 12 Dec 2019 28 Jan 2020 18 Feb 2020	<p><u>Daylight/Sunlight – Alternative Guidelines</u></p> <p>Chief Planning Officer and Development Director</p> <p>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 might go about creating alternative guidelines, including timescales, if Members were so minded and the legal implications of this.</p>	<p>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.</p> <p>To be completed: Target of 31 March 2020</p>
2	18 June 2019 9 July 2019 30 July 2019 10 Sept 2019 1 Oct 2019 22 Oct 2019 5 Nov 2019 12 Dec 2019 28 Jan 2020 18 Feb 2020	<p><u>Construction Works</u></p> <p>Chief Planning Officer and Development Director</p> <p>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 restrictions could be placed on construction when applications were first approved/granted consent.</p>	<p>To be completed: Target of 31 March 2020</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'.	
3	5 Nov 2019 12 Dec 2019 28 Jan 2020 18 Feb 2020	<p><u>Supplementary Planning Document (SPD) re: Housing</u></p> <p>Paul Beckett</p> <p>A Member requested that the need for a Supplementary Planning Document on Housing be added to the list going forward so that this was not lost sight of.</p>	To be completed: SPD to Committee 14 May 2020.

Committee:	Date:
Planning and Transportation	6 March 2020
Subject: 8 Paternoster Row London EC4M 7DX Change of use at ground and basement levels from retail (Class A1) to a restaurant and hot food takeaway (Sui Generis) (147sq.m GIA) and external alterations comprising the installation of air-intake and extract louvres to the existing shopfront fascia.	Public
Ward: Bread Street	For Decision
Registered No: 19/00939/FULL	Registered on: 9 September 2019
Conservation Area:	Listed Building: NO

Summary

The application site comprises a basement and ground floor retail unit (Use Class A1) within a five-storey mixed use building known as St Martin's Court. St Martin's Court consists of a mix of A1, A3 and A5 commercial units on the ground floor (some with basements) and offices above. The site is bound by pedestrianised streets, Paternoster Row to the south, Queens Head Passage to the west, Payner Alley to the east and King Edward Street to the north.

Planning permission is sought for the change of use of the basement and ground floor from shop (Class A1) to sui generis restaurant and hot food take away (Class A3 and Class A5) (147sq.m).

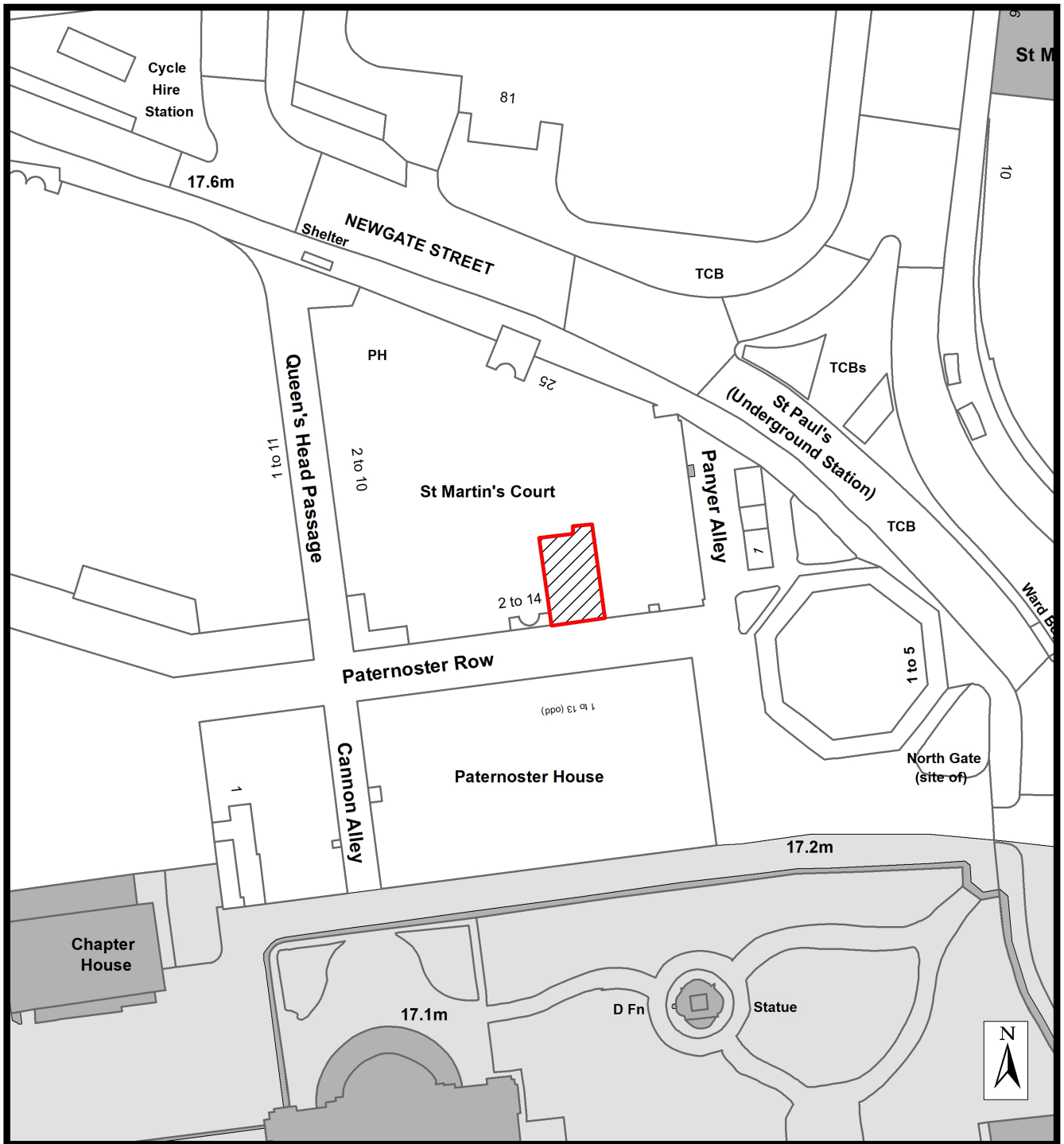
The proposed change of use would contribute to the vitality of the site, which is located in a retail link and suitable for A3 and A5 uses.

The applicant has adequately demonstrated that it would not be possible to locate extract at roof level. It is therefore proposed to extract at street level, with the insertion of louvres in the shopfront. Details have been provided in relation to the proposed extract equipment and officers are satisfied that it would be sufficient to ensure no malodours to the street and ongoing maintenance would be secured by condition. The insertion of the louvres into the would be appropriate to its setting.

Recommendation

That planning permission be granted for the above proposal in accordance with the details set out in the attached schedule.

Site Location Plan



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ADDRESS:

8 Paternoster Row

CASE No.

19/00939/FULL

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



DEPARTMENT OF THE BUILT ENVIRONMENT



Main Report

Site

1. The application site comprises a basement and ground floor retail unit (Use Class A1) within a five-storey mixed use building known as St Martin's Court. St Martin's Court consists of a mix of A1, A3 and A5 commercial units on the ground floor (some with basements) and offices above. The site is bound by pedestrianised streets, Paternoster Row to the south, Queens Head Passage to the west, Payner Alley to the east and King Edward Street to the north.

Relevant Planning History

2. There is no relevant planning history relating to the proposal.

Proposals

3. Planning permission is sought for the change of use of the basement and ground floor from shop (Class A1) to sui generis restaurant and hot food take away (Class A3 and Class A5) (147sq.m).

Consultations

4. The application has been advertised on site and in the local press. No comments have been received.

Policy Context

5. The development plan consists of the London Plan, the draft London Plan, the City of London Local Plan and the Draft City of London Local Plan.
6. The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
7. Government Guidance is contained in the National Planning Policy Framework (NPPF).

Considerations

The Corporation, in determining the planning application has the following main statutory duties to perform:-

8. 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).

9. 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.

Use

10. The application site is not within a Principal Shopping Centre (PSC) but does fall within a retail link, which encourages the provision of a mix of retail uses including A3, A4 and A5. There would be no loss of active retail frontage and the scheme would comply with Local Plan Policy DM20.2 relating to isolated and small groups of retail units. This unit would provide sui generis retail space which is complementary to the City's business function and would provide facilities which would enhance the environment of this area of the City.
11. Local Plan Policy DM3.5 (Night-time entertainment) paragraph 3.3.20 states that all planning applications for A3, A4, A5, and related, uses should include information stating the proposed hours of operation. The site sits within a commercial location, with no residential properties nearby. The proposed opening hours of 0600-2200 Monday to Sunday, including bank holidays is considered to be acceptable.

Design

12. The proposal includes the installation of two louvre panels measuring 0.95 x 0.85m on either side of the top of the shopfront to accommodate ventilation and extraction requirements. Paragraph 3.10.16 of the Local Plan, in relation to Policy DM 10.1 'New Development' says that ventilation of extraction systems should be routed internally and extensive or unsightly external ducting will be resisted. The proposed louvres would be in-keeping with the overall character and appearance of the building and in accordance with policy.

Amenity

13. Local Plan policy DM15.6 relates to Air Quality and requires developers to consider the impact of their proposals on air quality, supporting paragraph 3.15.10 indicates that this can include smoke, fumes, gases, dust, steam and odour and says that consideration should be given to the individual and cumulative impact of development on local air quality and the wider impacts.

14. The applicant has submitted the following statement from the building's landlord to explain why it is not possible to provide an extract to roof level or into the existing riser: *"There is no possible extraction route to the roof level from Unit 8 St Martins Court. There is no riser on the east side of the building. This is because an east riser would not lead directly to the plant compound which is on the west side of the building. Previously, itsu, Coco and Youngs Pub have run refrigeration pipework to the roof via a riser in the west core...There is no longer any space in the roof compound to locate any condensers or other plant space. Therefore, any retailer has to extract from high shop level."* Owing to the restrictions of the layout of the building and the capacity issues within the west riser and roof top plant compound, it is not possible to provide extraction at roof level. The applicants have given full consideration to providing high level extract but in this instance it has been necessary to seek an alternative solution at street level. It is proposed that louvres would be installed to allow extraction at street level. The applicant has provided details of the proposed extraction equipment which indicates that odour would be controlled through the installation of in duct Ultraviolet followed by Electrostatic filters and a full media filtration system. Within the ducts, air flow sensors are also to be installed which would pick up any reduction in air flow. Should a reduction in the air flow occur, the sensors would shut down the system ensuring that the plant is maintained properly and that there is no release of odour or pollutants into the public realm.
15. Environmental Health Officers have reviewed the supporting information and indicated that the proposed ventilation would deliver a very high level of odour control, in accordance with EMAQ+ guidance and that subject to a condition pertaining to ongoing maintenance, the proposed ventilation system would be in accordance with Local Plan policy DM 15.6. Whilst always preferable to extract at high level, where not possible, the highest level of odour control is required. Appropriate conditions are recommended to ensure that the proposed measures for control of odours are installed and maintained for the life of the development.

Access

16. Internally, the unit would have some minor alterations. The basement of the unit would become the back of house, with patrons using the ground floor level only. The unit would have a level access from the street and an accessible toilet would be provided at ground floor level, in accordance with policy DM10.8.

Waste – refuse/recycling

17. Refuse would be stored in a large store-room in the basement. This would provide appropriate refuse storage in accordance with policies CS17 and DM 17.1.

Conclusions

18. The proposed change of use would contribute to the vitality of Paternoster Row. The proposed external alterations are considered to be in-keeping with the character of the street and surrounding area.

Conditions relating to on-going maintenance would ensure that the proposed extraction system would not cause unacceptable noise and odours to the street and would be in accordance with policy DM 15.6.

It is recommended that the scheme is granted planning permission subject to the conditions proposed.

Background Papers:

Memo Department of Markets and Consumer Protection 15.10.2019

Email Department of Markets and Consumer Protection 24.02.2020

Planning Statement prepared by Pegasus Group dated September 2019

Covering letter from Pegasus Group dated 6th September 2019

Letter from Pegasus Group dated 06.12.2019

Appendix A

London Plan Policies

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

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.

Policy 4.7 Support a strong, partnership approach to assessing need and bringing forward capacity for retail, commercial, culture and leisure development in town centres.

Policy 4.8 Support a successful, competitive and diverse retail sector which promotes sustainable access to the goods and services that Londoners need and the broader objectives of the spatial structure of this Plan, especially town centres.

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

Relevant Local Plan Policies

CS10 Promote high quality environment

To promote a high standard and sustainable design of buildings, streets and spaces, having regard to their surroundings and the character of the City and creating an inclusive and attractive environment.

DM10.5 Shopfronts

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

- a) respect the quality and architectural contribution of any existing shopfront;
- b) respect the relationship between the shopfront, the building and its context;
- c) use high quality and sympathetic materials;
- d) include signage only in appropriate locations and in proportion to the shopfront;
- e) consider the impact of the installation of louvres, plant and access to refuse storage;
- f) incorporate awnings and canopies only in locations where they would not harm the appearance of the shopfront or obstruct architectural features;
- g) not include openable shopfronts or large serving openings where they would have a harmful impact on the appearance of the building and/or amenity;

- h) resist external shutters and consider other measures required for security;
- i) consider the internal treatment of shop windows (displays and opaque windows) and the contribution to passive surveillance;
- j) be designed to allow access by users, for example, incorporating level entrances and adequate door widths.

DM15.6 Air quality

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

DM15.7 Noise and light pollution

1. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.
2. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.

3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.
4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.
5. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

CS17 Minimising and managing waste

To support City businesses, residents and visitors in making sustainable choices regarding the minimisation, transport and management of their waste, capitalising on the City's riverside location for sustainable waste transfer and eliminating reliance on landfill for municipal solid waste (MSW).

DM17.1 Provision for waste

1. Waste facilities must be integrated into the design of buildings, wherever feasible, and allow for the separate storage and collection of recyclable materials, including compostable material.
2. On-site waste management, through techniques such as recycle sorting or energy recovery, which minimises the need for waste transfer, should be incorporated wherever possible.

CS20 Improve retail facilities

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

DM20.2 Retail links

To encourage the provision and resist the loss of retail frontage and floorspace within the Retail Links. A mix of shops and other retail uses will be encouraged in the Links, ensuring that the location and balance of uses does not adversely affect the function of the Link, any nearby PSC or their surrounding areas.

SCHEDULE

APPLICATION: 19/00939/FULL

8 Paternoster Row London EC4M 7DX

Change of use at ground and basement levels from retail (Class A1) to a restaurant and hot food takeaway (Sui Generis) (147sq.m GIA) and external alterations comprising the installation of air-intake and extract louvres to the existing shopfront fascia.

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.

- 2 The proposed restaurant sharing a party element with office premises shall be designed and constructed to provide resistance to the transmission of sound. The sound insulation shall be sufficient to ensure that NR40 is not exceeded in the office premises due to noise from the neighbouring non-office premises and shall be permanently maintained thereafter.
A test shall be carried out after completion but prior to occupation to show the criterion above have been met and the results shall submitted to and approved in writing by the Local Planning Authority.

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

- 3 All parts of the ventilation and extraction equipment including the odour control systems installed shall be cleaned, serviced and maintained in accordance with Section 5 of 'Control of Odour & Noise from Commercial Kitchen Extract Systems' dated September 2018 by EMAQ+ (or any subsequent updated version). A record of all such cleaning, servicing and maintenance shall be maintained and kept on site and upon request provided to the Local Planning Authority to demonstrate compliance.

REASON: Reason: To protect the occupiers of existing and adjoining premises and public amenity in accordance with Policies DM 10.1, DM 15.7 and DM 21.3

- 4 Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

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

- 5 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.
- (b) Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.
- (c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.

REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

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

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

- 7 The extract and air conditioning system shall be operated in accordance with Chapman Ventilation Performance Specification for the Heating Ventilation and Air Conditioning report hereby approved for the unit. At all times the extract shall be operated to minimise noise impacts and emissions and a log of its use shall be maintained and be available for inspection by the Local Planning Authority.

REASON: Reason: To protect the occupiers of existing and adjoining premises and public amenity in accordance with Policies DM 10.1, DM 15.7 and DM 21.3.

- 8 The restaurant (Class A3) use hereby permitted shall not be open to customers between the hours of (22:00) and (06:00).

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

- 9 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: 19057_0000 Rev 00, 19057_1100 Rev 02, 19057_1101 Rev 02, 001-688-01 Rev D, Chapman Ventilation Performance Specification for the Heating Ventilation and Air Conditioning.

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

INFORMATIVES

- 1 In dealing with this application the City has implemented the requirements of the National Planning Policy Framework to work with the applicant in a positive and proactive manner based on seeking solutions to problems arising in dealing with planning applications in the following ways:
- detailed advice in the form of statutory policies in the Local Plan, Supplementary Planning documents, and other written guidance has been made available;
 - a full pre application advice service has been offered;
 - where appropriate the City has been available to provide guidance on how outstanding planning concerns may be addressed.
- 2 The Director of Markets and Consumer Protection states that any building proposal that will include catering facilities will be required to be constructed with adequate grease traps to the satisfaction of the Sewerage Undertaker, Thames Water Utilities Ltd, or their contractors.
- 3 This permission must in no way be deemed to be an approval for the display of advertisement matter indicated on the drawing(s) which must form the subject of a separate application under the Advertisement Regulations.

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Committee(s)	Dated:
Planning and Transportation Committee	6 March 2020
Subject: 120 Fenchurch Street Rooftop Garden – Weekend Opening	Public
Report of: Chief Planning Officer and Development Director	For Decision
Report Author: Annie Hampson	

Summary

A Rooftop Garden was created as part of the redevelopment of 120 Fenchurch Street. The Section 106 Agreement (S106) provided that this should be open to the public at no charge, Monday-Friday and that a trial should be run to determine whether free public weekend opening would be successful against an agreed set of criteria. This report reviews the trial weekend opening periods pursuant to the S106 dated 14 February 2019.

Recommendation(s)

The report recommends that the Committee determine that the Roof Garden should open at weekends during both the Summer and Winter seasons (10am-5pm) and consider whether it would be acceptable for the closing time to be reduced from 9pm to 8pm on Monday-Friday during the summer period.

Main Report

Background

1. Planning Permission for the 120 Fenchurch Street office redevelopment was granted on 30 March 2012 (**ref no: 11/00854/FULEIA**). This was varied by a permission amending planning conditions under Section 73 of the Town and Country Planning Act 1990 on 8 February 2016 (ref no: **14/00237/FULMAJ**). The 2012 and 2016 permissions were subject to S106 covenants requiring free public access be provided to the Roof Garden during the week, and at weekends, subject to there being sufficient demand to justify weekend opening. Details of the weekend access trial arrangements were to be submitted by the owners in a Rooftop Garden Management Plan before occupation of the office building and approved by the City of London Corporation (CoLC). However, before that occurred a further application to amend conditions was submitted under Section 73 which included increased capacity for the Rooftop Garden and restaurant (ref no: **18/00031/FULMAJ**)
2. In evaluating the amendments proposed in 2018, officers took the view that more detailed arrangements for the Rooftop Garden operation should be secured through more detailed S106 covenants. It was considered that this would enable

the likely impacts of the increased capacity (especially at the ground level access point) to be robustly assessed. It was considered that the weekend trials should be set out in a Rooftop Garden Management Plan which formed part of the S106 Agreement to provide greater certainty regarding weekend opening. The S106 was completed on 14 February 2019 and planning permission **ref: 18/00031FULMAJ** was issued.

Current Position

3. The S106 weekend trial covenants are set out at **Appendix 1**. They require a six-week Winter Trial period and a six-week Summer Trial period. At the end of each trial period the Developer is required to provide visitor take-up information using data collected by digital counters at the entry and exit points. It is for the CoLC to decide whether or not the Rooftop Garden is to be open, free of charge, to the public at weekends during the Summer and/or Winter Seasons during the agreed Weekend Opening Hours (10am-5pm).
4. In making its decisions the City must:
 - a) consult the Developer;
 - b) have regard to whether there is sufficient demand;
 - c) have regard to the criteria in Appendix 1 to assess whether the cost of opening and maintaining free public access is reasonably proportionate to the use by the public and the public benefit achieved, having regard to:
 - (i) the extent of publicity in respect of weekend opening;
 - (ii) the principle that the Roof Garden is provided as a public benefit, to ensure the development as a whole is compliant with planning policies
5. The S106, as an overarching principle, stated that weekend opening and any review *“will be conducted with regard to the principle of prudent estate management applicable to the operation of a publicly accessible open space provided as a planning benefit as would be exercised by a reasonable estate manager in the circumstances applicable to the Roof Garden and Fen Court.”*
6. The Winter Season is 1 October to 31 March. The Winter Trial Period took place between Saturday 16 February 2019 and Sunday 31 March 2019. The Summer Season is 1 April to 30 September. The Summer Trial period took place between Saturday 10 August and Sunday 15 September 2019. The visitor take-up information and related information provided by the Developer for both periods is at **Appendix 2**.
7. During the Winter Trial period, which was carried out first, visitor numbers ranged from 548 to 1,735 per day. Total visitors during the 12 trial days were 15,086. During the Summer Trial period visitor numbers ranged from 472 to 851 per day. Total visitors during the 12 trial days were 8,209.
8. The developer did not provide a cost figure for operating the Winter Trial period but the reported cost of the Summer Trial period (12 days) was £28,370. The budget cost for the 10.5 months the roof garden was open in 2019 was £574,496 and the daily cost is reported as £2,364.

9. There was widespread and positive reporting, including in the national press, when the roof garden was opened. In the Winter and Summer trials the visitor figures increased towards the end of both trials which suggests that attendance increases as the weekend facility becomes better known.

Consultation

10. The Developer made a number of comments which have been incorporated into the report. In addition, the Developer states:

We would ask that the City need to consider more than just the weekend opening costs. Specifically, the City should take into consideration the below table which shows the average visitor cost over the summer (1 April to 30 September) evenings after 6pm. As is evident, the number of visitors drops over the evening and the cost per visit rises significantly.

Summer period evening costs are

Average cost per hour	6pm-7pm	7pm-8pm	8pm-9pm
Average visits	61	49	23
Cost per visit	£3.52	£4.39	£9.34

Based on the above data and the clear trend of falling visitor numbers in the evening and rising costs, we would propose that if the City wants the roof garden open on all weekends which adds a total increase of £71,535 per annum, then the city agrees that public hours go to 5pm across the whole year. The public then get the benefit of the space on weekends and at times when it is shown to be popular and the costs can be managed prudently.

Evaluation

11. The Developer has provided total visitor numbers and the evening visitor numbers for the hours 6pm-9pm for each day, including the percentage during the hours 6pm-9pm. To that has been added the daily percentage for the hour 8pm-9pm and the average percentage during the recorded days. See appendix 2. The developer has not provided figures for visitors arriving between 5pm-6pm and therefore the Developer's Maximum Occupancy figures have been used to consider the number of visitors in the Roof Garden during that period.
12. The visitor numbers during the winter and summer trials demonstrate significant demand for and public benefit from weekend opening which should be continued. Weekend opening ensures that the Rooftop Garden which is a unique and important amenity in this dense urban environment is available to a wider public which increases the diversity of facilities available, supporting the City Corporation's objective of providing an inclusive City that is attractive and available to residents, visitors and workers and which supports a 7-day-week visitor and cultural offer.

13. The criteria to be used in deciding whether or not there should be weekend opening require the City Corporation to consider whether the visitor numbers and public benefit are proportionate to the cost of providing and maintaining the space, having regard to the principles of prudent estate management as set out above.
14. Applying the relevant criteria and principles, it is considered that the costs are proportionate and weekend opening is consistent with the principles of good estate management. Based upon the costs provided by the developer, the daily weekend cost is approximately £688. Given that public access at no cost was an acknowledged public benefit to be provided by this large and iconic office development, the average costs per visitor are considered reasonable. It is difficult to make meaningful comparisons with other public spaces due to its unique characteristics.
15. The Developer's request that the cost of weekend opening should be offset by allowing the weekday closure to be brought forward to 5pm. This is not recommended to the Committee as the Developer's maximum occupancy figures show that the 5pm-6pm slot is a popular hour, enabling workers and visitors to access the roof garden after work hours. The Developer's total figures in Appendix 2 show that the slots between 6pm-7pm and 7pm and 8pm are also popular. However, the last slot 8pm-9pm is almost always quiet. If an average is taken of all visitors, only 2.2% of the total number of visitors visit the roof garden between 8pm-9pm, Monday-Friday.

Conclusion

16. Having regard to visitor numbers, public benefits, costs, the principles of prudent estate management and all other relevant matters it is considered that weekend opening is justified and it is recommended that there should be weekend opening during the Weekend Opening Hours. It is not considered that the Developer's request to close at 5pm on weekdays should be accepted. However, closing during the summer at 8pm and retain the winter closure at 6.30pm is not considered seriously detrimental to the public interest and Members may be minded to agree this alteration to the S106 Agreement which would require the Agreement to be varied.

Appendices

Appendix 1 – S106 Covenants

Appendix 2 – Total visitor and evening visitor numbers

Appendix 3 – Maximum occupancy for the winter trial period

Appendix 3 – Maximum occupancy for the summer trial periods

Appendix 4 – cost per hour Summer 6pm-9pm

Annie Hampson
Chief Planning Officer and Development Director
Department of the Built Environment
E: annie.hampson@cityoflondon.gov.uk

Appendix 1: Section 106 Covenants regarding Rooftop Garden Weekend Opening (Section 106 Agreement dated 14 February 2019)

Definitions

“Rooftop Garden Management Plan” means the Rooftop Garden Management Plan annexed to this Deed as Schedule 5 or as may be revised in accordance with the review mechanism in the Rooftop Garden Management Plan

“Opening Hours” means:

- (a) From 1st April to 30th September 10 a.m. to 9 p.m. on Working Days
 - (b) From 1st October to 31st March 10 a.m. to 6.30 p.m. on Working Days
 - (c) Weekend opening from 10 a.m. to 5 p.m. on Saturdays and Sundays subject to the trial period arrangements in the Rooftop Garden Management Plan
- or such other hours as may be approved by the City from time to time;

Clause 10 (extract)

10 ROOFTOP GARDEN

- 10.1 The Developer shall complete the Rooftop Garden no later than occupation of the Restaurant or within two months of the date of this Deed, whichever shall be the sooner, and shall retain the Rooftop Garden at all times when the Building remains in place.
- 10.2 The Developer shall comply with the Rooftop Garden Management Plan (provided that in the event of conflict between this paragraph 10 and the Rooftop Garden Management Plan, this paragraph 10 shall take precedence).
- 10.3 The Developer shall at its own expense and in accordance with the Rooftop Garden Management Plan cleanse maintain and keep in good repair and good working order the surface of and the lighting and drainage to the Rooftop Garden together with any furniture and hard and soft landscaping and the Rooftop Garden Lift.
- 10.4 Unless otherwise agreed in writing by the City the Developer shall no later than two months from the date of the Deed open and thereafter keep open the Rooftop Garden and the Rooftop Garden Lift open and available to the public for access on foot and in wheelchairs free of charge at all times save as provided for in this deed or as may be approved by the City or in the following circumstances:
- 10.4.1 closure outside the Opening Hours;
 - 10.4.2 in the case of Force Majeure;
 - 10.4.3 where there is a need to carry out maintenance, cleaning, renewal and necessary required works during the Opening Hours including works associated with the landscaping to be provided within the Rooftop Garden and works of restaurant and café fitting out or structural or non-structural alteration, PROVIDED THAT any works under this sub-paragraph which exceed 24 hours' duration shall only be undertaken with the prior written approval of the City and in such a way as to cause minimum disruption to the public;

10.4.4 closure for the holding of private events, exhibitions or similar functions (to which the public at large are not admitted or are admitted on payment of a fee) during the Opening Hours provided that the total duration of such private events, exhibitions or other similar functions shall not exceed 14 days in any calendar year and for the avoidance of doubt the closure of the Rooftop Garden for private events, exhibitions or similar functions during the Opening Hours shall not be permitted without the City's prior approval; and

10.4.5 closure where there is imminent danger to life or damage to property PROVIDED THAT such closure shall not exceed 24 hours duration without the prior approval of the City Corporation.

10.5 the Developer shall not erect any temporary structure on or in the Rooftop Garden without the prior written consent of the City such consent not to be unreasonably withheld or delayed.

10.6 the Developer may restrict the maximum number of visitors to the Rooftop Garden in accordance with the Rooftop Garden Management Plan. The Developer shall use reasonable endeavours to maximise the public access available to the Rooftop Garden and inter alia, unless otherwise agreed by the City:

10.6.1 the Developer shall not restrict the number of visitors to the Rooftop Garden (and who are not visiting the restaurant or bar) at any time to below 207 and shall not restrict the number of visitors to the Rooftop Garden and restaurant to below 622 at any time.

10.6.2 no access during the Opening Hours to the Rooftop Garden shall be permitted to occupants of the Development, other than those occupying solely as short-term visitors to the development for the sole purpose of visiting the Rooftop Garden

10.6.3 there shall be no restaurant use (including use ancillary to the restaurant use) at the Rooftop Garden outside the area marked Publicly Accessible Restaurant Area on the Plans annexed as Plan 2A and 2B (save in respect of any temporary structures for food kiosk purposes approved pursuant to paragraph 10.5)

10.7 Save insofar as the same is insured by the landlord of the Building, the Developer shall keep the Rooftop Garden properly insured and in the event of damage to pay out any insurance payments on making good such damage.

10.8 The Developer will adopt such changes to the Rooftop Garden Management Plan as may be approved or required by the City as a result of the review mechanism pursuant to the Rooftop Garden Management Plan and the provisions of paragraph 10.2 shall apply to the Rooftop Garden Management Plan as amended.

Schedule 5 – Roof Garden Management Plan (extract)

GARDEN OPENING HOURS

The Garden will be maintained as an open space accessible by the public free of charge during the opening hours of the garden as required by the S106 Agreement.

In respect of Weekend opening from 10 am to 5pm on Saturdays and Sundays subject to the trial period arrangements provided for as follows:

- Within 28 days (or such longer period as the City Corporation may agree) of the Garden opening as an open space accessible to the public during the weekday, a six week trial period of the Weekend Opening shall be commenced to monitor public use of the Garden during the said trial period. The review of this first trial period shall then be carried out by the City Corporation so as to coincide with

the review of queuing arrangements occurring three months after opening of the Garden. If the first trial period is held within 1 October to 31 March (the "Winter Season"), the City Corporation's determination ("the Winter Season Trial Decision") shall determine whether weekend opening will take place during the Winter Season. If the first six-week trial period is held within 1 April to 30 September (the "Summer Season") then the City Corporation's determination ("the Summer Season Trial Decision") shall determine whether weekend opening will take place during the Summer Season.

- Within 6 months of the first trial period commencing (or such later date as the City Corporation may agree), a second six-week trial period shall be commenced to monitor public use of the Garden during the said second trial period. The review of this second trial period shall then be carried out by the City Corporation at the conclusion of the second trial period. If the second trial period is held within 1 October to 31 March (the "Summer Season"), the City Corporation's determination ("the Summer Season Trial Decision") shall determine whether weekend opening will take place during the Summer Season. If the second trial six-week trial period is held within 1 April to 30 September (the "Winter Season") then the City Corporation's determination ("the Winter Season Trial Decision") shall determine whether weekend opening will take place during the Winter Season.
- At the end of each trial period, the Developer shall provide to the City Corporation visitor take up information using data collected by the digital counters at the entry and exit points.
- At the end of the first six-week trial period the City Corporation shall determine whether or not the weekend opening should be recommenced (for the Winter or Summer Season, as appropriate) during the weekend opening hours. If the first trial period is held within 1 October to 31 March (the "Winter Season"), the City Corporation's determination ("the Winter Season Trial Decision") shall determine whether weekend opening will take place during the Winter Season. If the first six week trial period is held within 1 April to 30 September (the "Summer Season") then the City Corporation's determination ("the Summer Season Trial Decision") shall determine whether weekend opening will take place during the Summer Season. At the end of the second six week trial period the City Corporation shall determine whether or not the weekend opening (for the Winter or Summer Season, as appropriate) should be recommenced during the weekend opening hours. If the second trial period is held within 1 October to 31 March (the "Winter Season"), the City Corporation's determination ("the Winter Season Trial Decision") shall determine whether weekend opening will take place during the Winter Season. If the second six week trial period is held within 1 April to 30 September (the "Summer Season") then the City Corporation's determination ("the Summer Season Trial Decision") shall determine whether weekend opening will take place during the Summer Season. In making its determinations the City Corporation shall have regard to whether there is sufficient demand. The City shall not make its determinations until it has consulted the Developer and taken into consideration all representations made by the Developer within a reasonable time.
- The criteria used to assess if there is sufficient demand for weekend opening and to make the Winter Season Trial Decision and the Summer Season Trial Decision shall be whether the cost of opening and maintaining public access is reasonably proportionate to the use by the public and the public benefit achieved, having regard to:
 - the extent of publicity provided in respect of the weekend opening;
 - the principle that the Garden is provided as a public benefit in connection with the development of Fen Court to ensure the development as a whole is compliant with planning policies.
- As an overarching principle, weekend opening and any review thereof will be conducted with regard to the principle of prudent estate management applicable to the operation of publicly accessible open space provided as a planning benefit as would be exercised by a reasonable estate manager in all of the circumstances applicable to the Garden and Fen Court.

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Appendix 2: Evening visitor numbers 1 April - 30 September 2019 (6pm-9pm)

Date	Total visitors 10am-9pm	Total visitors 6pm-9pm	6pm-7pm	7pm-8pm	8pm-9pm	Evening visitors as % of total	8pm-9pm as % of total	Average % 8pm-9pm
01-Apr	1012	90	29	36	25	8.9	2.47%	
02-Apr	264	47	30	12	5	17.8	1.89%	
03-Apr	305	36	11	16	9	11.8	2.95%	
04-Apr	514	34	12	18	4	6.6	0.78%	
05-Apr	1157	91	54	29	8	7.9	0.69%	1.76%
06-Apr	Closed	Weekend						
07-Apr	Closed	Weekend						
08-Apr	730	92	42	48	2	12.6	0.27%	
09-Apr	462	78	38	29	11	16.9	2.38%	
10-Apr	1280	136	80	46	10	10.6	0.78%	
11-Apr	1216	122	46	65	11	10.0	0.90%	
12-Apr	1128	109	32	52	25	9.7	2.22%	1.31%
13-Apr	Closed	Weekend						
14-Apr	Closed	Weekend						
15-Apr	1455	157	89	52	16	10.8	1.10%	
16-Apr	916	73	37	30	6	8.0	0.66%	
17-Apr	1497	148	80	35	33	9.9	2.20%	
18-Apr	1775	218	139	66	13	12.3	0.73%	1.17%
19-Apr	Closed	Closed BH						
20-Apr	Closed	Weekend						
21-Apr	Closed	Weekend						
22-Apr	Closed	Closed BH						
23-Apr	1063	87	45	23	19	8.2	1.79%	
24-Apr	556	98	71	10	17	17.6	3.06%	
25-Apr	653	102	31	52	19	15.6	2.91%	
26-Apr	767	63	37	26	0	8.2	0.00%	1.94%
27-Apr	closed	Weekend						

28-Apr	closed	Weekend						
29-Apr	690	85	39	32	14	12.3	2.03%	
30-Apr	828	92	49	30	13	11.1	1.57%	
01-May	907	62	21	27	14	6.8	1.54%	
02-May	675	69	13	6	50	10.2	7.41%	
03-May	892	38	24	9	5	4.3	0.56%	2.62%
04-May	closed	Weekend						
05-May	closed	Weekend						
06-May	closed	Closed BH						
07-May	678	76	48	24	4	11.2	0.59%	
08-May	246	45	26	10	9	18.3	3.66%	
09-May	402	55	26	18	11	13.7	2.74%	
10-May	1172	277	104	120	53	23.6	4.52%	2.88%
11-May	closed	Weekend						
12-May	closed	Weekend						
13-May	1069	156	56	79	21	14.6	1.96%	
14-May	1234	186	82	83	21	15.1	1.70%	
15-May	1414	203	97	60	46	14.4	3.25%	
16-May	1079	159	85	45	29	14.7	2.69%	
17-May	587	81	39	26	16	13.8	2.73%	2.47%
18-May	closed	Weekend						
19-May	closed	Weekend						
20-May	741	62	27	27	8	8.4	1.08%	
21-May	1441	177	70	98	9	12.3	0.62%	
22-May	1100	116	70	31	15	10.5	1.36%	
23-May	1442	150	69	41	40	10.4	2.77%	
24-May	1358	132	38	51	43	9.7	3.17%	1.80%
25-May	closed	Weekend						
26-May	closed	Weekend						
27-May	closed	Closed BH						
28-May	826	118	68	26	24	14.3	2.91%	
29-May	728	34	26	8	0	4.7	0.00%	
30-May	1453	115	53	37	25	7.9	1.72%	

31-May	1379	215	52	84	79	15.6	5.73%	2.59%
01-Jun	closed	Weekend						
02-Jun	closed	Weekend						
03-Jun	771	60	30	20	10	7.8	1.30%	
04-Jun	448	48	34	9	5	10.7	1.12%	
05-Jun	1019	99	26	43	30	9.7	2.94%	
06-Jun	1039	160	62	63	35	15.4	3.37%	
07-Jun	580	101	65	13	23	17.4	3.97%	2.54%
08-Jun	closed	Weekend						
09-Jun	closed	Weekend						
10-Jun	274	30	17	8	5	10.9	1.82%	
11-Jun	948	100	54	33	13	10.5	1.37%	
12-Jun	367	45	22	18	5	12.3	1.36%	
13-Jun	393	65	37	17	11	16.5	2.80%	
14-Jun	1065	198	107	49	42	18.6	3.94%	2.26%
15-Jun	closed	Weekend						
16-Jun	closed	Weekend						
17-Jun	1322	105	62	35	8	7.9	0.61%	
18-Jun	496	63	27	32	4	12.7	0.81%	
19-Jun	863	85	42	26	17	9.8	1.97%	
20-Jun	1047	135	92	35	8	12.9	0.76%	
21-Jun	1663	138	76	62	0	8.3	0.00%	0.83%
22-Jun	closed	Weekend						
23-Jun	closed	Weekend						
24-Jun	1163	95	24	39	32	8.2	2.75%	
25-Jun	901	65	32	21	12	7.2	1.33%	
26-Jun	1043	60	0	29	31	5.8	2.97%	
27-Jun	1630	83	23	60	0	5.1	0.00%	
28-Jun	1548	216	0	144	72	14.0	4.65%	2.34%
29-Jun	closed	Weekend						
30-Jun	closed	Weekend						
01-Jul	1310	115	58	35	22	8.8	1.68%	
02-Jul	1253	75	36	24	15	6.0	1.20%	

03-Jul	1298	152	85	67		11.7	0.00%	0.96%
04-Jul	closed	Private event						
05-Jul	1653	153	76	53	24	9.3	1.45%	1.45%
06-Jul	Closed	Weekend						
07-Jul	Closed	Weekend						
08-Jul	1248	106	60	32	14	8.5	1.12%	
09-Jul	1294	188	100	59	29	14.5	2.24%	
10-Jul	1292	113	55	35	23	8.7	1.78%	
11-Jul	1443	144	62	65	17	10.0	1.18%	
12-Jul	1562	160	51	64	45	10.2	2.88%	1.84%
13-Jul	Closed	Weekend						
14-Jul	Closed	Weekend						
15-Jul	1081	142	41	68	33	13.1	3.05%	
16-Jul	1503	186	63	60	63	12.4	4.19%	
17-Jul	1335	172	75	62	35	12.9	2.62%	
18-Jul	951	163	65	77	21	17.1	2.21%	
19-Jul	632	160	92	50	18	25.3	2.85%	2.98%
20-Jul	Closed	Weekend						
21-Jul	Closed	Weekend						
22-Jul	1411	163	34	73	56	11.6	3.97%	
23-Jul	1545	230	94	100	36	14.9	2.33%	
24-Jul	1484	227	82	99	46	15.3	3.10%	3.13%
25-Jul	1478	Private event						
26-Jul	926	158	116	31	11	17.1	1.19%	1.19%
27-Jul	Closed	Weekend						
28-Jul	Closed	Weekend						
29-Jul	1617	194	73	74	47	12.0	2.91%	
30-Jul	407	43	12	17	14	10.6	3.44%	
31-Jul	989	65	21	37	7	6.6	0.71%	
01-Aug	1504	198	76	86	36	13.2	2.39%	
02-Aug	1878	264	94	106	64	14.1	3.41%	2.57%
03-Aug	Closed	Weekend						
04-Aug	Closed	Weekend						

05-Aug	1314	128	63	55	10	9.7	0.76%	
06-Aug	1339	202	83	83	36	15.1	2.69%	
07-Aug	1327	294	137	112	45	22.2	3.39%	
08-Aug	2039	285	136	105	44	14.0	2.16%	
09-Aug	1526	224	114	82	28	14.7	1.83%	2.17%
10-Aug	534	Weekend						
11-Aug	519	Weekend						
12-Aug	722	122	21	65	36	16.9	4.99%	
13-Aug	1538	245	116	106	23	15.9	1.50%	
14-Aug	244	40	11	18	11	16.4	4.51%	
15-Aug	1467	251	133	60	58	17.1	3.95%	
16-Aug	728	133	55	67	11	18.3	1.51%	3.29%
17-Aug	858	Weekend						
18-Aug	472	Weekend						
19-Aug	1062	187	116	44	27	17.6	2.54%	
20-Aug	1492	221	119	87	15	14.8	1.01%	
21-Aug	1464	156	64	69	23	10.7	1.57%	
22-Aug	1829	272	124	92	56	14.9	3.06%	
23-Aug	1933	364	184	119	61	18.8	3.16%	2.27%
24-Aug	744	Weekend						
25-Aug	652	Weekend						
26-Aug	closed	Closed BH						
27-Aug	1349	198	76	87	35	14.7	2.59%	
28-Aug	1354	171	88	53	30	12.6	2.22%	
29-Aug	1614	198	70	87	41	12.3	2.54%	
30-Aug	1521	234	60	109	65	15.4	4.27%	2.91%
31-Aug	780	Weekend						
01-Sep	651	Weekend						
02-Sep	1182	104	52	23	29	8.8	2.45%	
03-Sep	979	115	54	35	26	11.7	2.66%	2.55%
04-Sep	EVENT	Private event						
05-Sep	860	165	98	39	28	19.2	3.26%	
06-Sep	804	139	52	49	38	17.3	4.73%	3.99%

07-Sep	664	Weekend						
08-Sep	659	Weekend						
09-Sep	317	41	17	17	7	12.9	2.21%	
10-Sep	789	110	65	28	17	13.9	2.15%	
11-Sep	689	134	84	32	18	19.4	2.61%	
12-Sep	1063	132	78	29	25	12.4	2.35%	
13-Sep	1659	354	174	114	66	21.3	3.98%	2.66%
14-Sep	851	Weekend						
15-Sep	825	Weekend						
16-Sep	436	38	12	19	7	8.7	1.61%	
17-Sep	1152	156	84	53	19	13.5	1.65%	
18-Sep	1180	86	53	31	2	7.3	0.17%	1.14%
19-Sep	EVENT	Private event						
20-Sep	1682	286	144	84	58	17.0	3.45%	3.45%
21-Sep	Closed	Weekend						
22-Sep	Closed	Weekend						
23-Sep	980	89	53	12	24	9.1	2.45%	
24-Sep	312	85	60	25	0	27.2	0.00%	
25-Sep	539	96	58	19	19	17.8	3.53%	
26-Sep	468	114	60	24	30	24.4	6.41%	
27-Sep	653	128	50	73	5	19.6	0.77%	2.63%
28-Sep	closed	Weekend						
29-Sep	closed	Weekend						
30-Sep	506	45	16	26	3	8.9	0.59%	0.59%
	139,086.00	16,348.00	7,472.00	5,979.00	2,897.00	11.75%		2.20%



Appendix 3

he Garden at 120 – Winter Weekend Trial Report for the City of London

In accordance with the Section 106 dated 14th February 2019 between the Mayor and Commonality and Citizens of the City of London and Saxon Land BV and the Master Wardens and Commonality of Freemen of the Art of Mystery of Clothworkers of the City of London, The Department of the Built Environment have requested a review of the Winter Weekend Trial Period at The Garden at 120.

Numbers per day:

Weekend Dates	Opening Times	Total Numbers
Sat 16 th February	10:00 – 17:00hrs	548
Sun 17 th February	10:00 – 17:00hrs	1145
Sat 23 rd February	10:00 – 17:00hrs	1735
Sun 24 th February	10:00 – 17:00hrs	1439
Sat 2 nd March	10:00 – 17:00hrs	1424
Sun 3 rd March	10:00 – 17:00hrs	613
Sat 16 th March	10:00 – 17:00hrs	860
Sun 17 th March	10:00 – 17:00hrs	1068
Sat 23 rd March	10:00 – 17:00hrs	1672
Sun 24 th March	10:00 – 17:00hrs	1699
Sat 30 th March	10:00 – 17:00hrs	1665
Sun 31 st March	10:00 – 17:00hrs	1218

Dwell times:

Dwell time can only be calculated using the knowledge of the members of the Roof Safety Team who work within and monitor activity at The Garden at 120 throughout the day.

A walk around the edge of the garden takes around 2mins30secs.

Members of the public tend to stay for approximately 15-20 minutes (Timings vary in good/bad weather).

Managing and maintaining the space:

Detail of what the garden costs cover: Management fees, Staff costs and associated office costs; Risk Assessments and Audits; Utilities including consultancy; Roof Safety Team and cleaning including windows; Security systems; Landscaping; Mechanical and electrical equipment relating to garden including water feature; Life safety systems maintenance and repairs; Lift maintenance and repairs and consultancy.

Publicity regarding weekend opening:

GRE and EPA issued a press release and press pack during a joint PR launch on the 14th February 2019.

Various journalists went on to issue some press articles e.g: the Telegraph, the Guardian... which also widely publicized the roof garden opening and Winter Weekend Trial hours.

Saxon Land BV provided physical signage on the window of the Roof Garden ground floor security room which advertised the opening of the Roof Garden at weekends.

Notifications were sent out to all users of BNP Paribas Real Estate portals in the city which amounted to 19,000 users notifying them of the Winter Weekend Trail.



It was noted that within a few days the social media reach was significant as well known and popular you tubers and instagrammers began advertising the space to their thousands of followers.

Other articles and press

<https://www.theguardian.com/artanddesign/2019/feb/21/fen-court-review-london>

<https://londonist.com/london/great-outdoors/the-garden-at-120>

<https://www.telegraph.co.uk/gardening/gardens-to-visit/best-skyline-gardens-escape-across-uk/>

<https://www.dailymail.co.uk/news/article-6733671/Blue-sky-thinking-Londons-newest-green-space-ncredible-public-rooftop-garden.html>

Visitor feedback:

We do not receive much direct feedback on The Garden at 120 via the portal _ [ww.TheGardenat120](http://www.TheGardenat120).

It appears that members of the public like to comment on social media or to the Roof Safety Team directly rather than via websites.

The Roof Safety Team have regular comments regarding provision of refreshments, when the restaurant is due to open and are constantly told how the atmosphere is welcoming and calming. The security process doesn't seem to put anyone off and in fact people respond positively to the polite manner in which the process is executed.

Queuing arrangements:

The digital counting system (IPSOS) recorded dates and times where the numbers reached their highest spike during that hour. This is to identify when we reached the 200 capacity.

This happened on two occasions on 21st February at 13:00hrs and 16:00hrs. This is shown in red on the following page.

The report shows the maximum occupancy during each hour.

Whilst a level of queuing is required to process visitors when many arrive at the same time, queueing doesn't extend outside of the delineated zone.

To add to this, queuing occurs when there is a critical mass of people arriving at a certain time rather than visitors having to queue because The Garden at 120 has reached capacity.

We continue to monitor and the Summer Weekend Trial will be key to further understanding trends.

NB: The IPSOS system looks like it was experiencing issues on the 15th, 18th, 19th and 20th February as numbers are not in line with what we would expect.

History

for 10 Fenchurch Avenue, Rooftop

Date	15/02/2019 Friday			16/02/2019 Saturday		17/02/2019 Sunday	
Time	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.
10:00	4	20	44				
11:00	8	44	81				
12:00	28	55	89				
13:00	4	57	109				
14:00	0	55	128				
15:00	0	75	80				
16:00	0	68	44				
17:00	0	23	0				
18:00	0						
Date	18/02/2019 Monday	19/02/2019 Tuesday	20/02/2019 Wednesday	21/02/2019 Thursday	22/02/2019 Friday	23/02/2019 Saturday	24/02/2019 Sunday
Time	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.
10:00	24	16	19	69	41	63	51
11:00	27	21	9	100	98	63	74
12:00	4	0	0	178	166	151	100
13:00	3	0	0	208	176	153	109
14:00	6	0	0	164	160	187	132
15:00	0	0	0	173	180	194	149
16:00	0	0	0	200	173	175	164



17:00	0	0	38	194	189	41	29
18:00	0	0	24	192	166		

Date	25/02/2019	26/02/2019	27/02/2019	28/02/2019	01/03/2019	02/03/2019	03/03/2019
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Time	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.
10:00	28	29	37	27	24	37	17
11:00	45	48	44	17	44	88	24
12:00	182	190	147	38	53	129	22
13:00	171	184	139	45	91	140	36
14:00	114	111	90	17	49	160	46
15:00	76	90	116	22	81	182	37
16:00	88	95	80	30	73	157	49
17:00	107	120	105	50	59	60	10
18:00	57	89	94	35	54		



Date	04/03/2019	05/03/2019	06/03/2019	07/03/2019	08/03/2019	09/03/2019	10/03/2019
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Time	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.	CLOSED SITE WORKS	CLOSED SITE WORKS
10:00	18	21	27	55	35	0	4
11:00	22	56	22	18	42	4	4
12:00	45	88	28	33	66	4	5
13:00	40	92	38	36	63	0	4
14:00	10	61	27	21	38	1	4
15:00	25	61	19	4	42	0	6
16:00	22	53	16	12	39	0	1
17:00	35	54	26	0	43	0	0
18:00	28	50	27	0	20		

Date	11/03/2019	12/03/2019	13/03/2019	14/03/2019	15/03/2019	16/03/2019	17/03/2019
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Time	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.
10:00	27	11	27	13	30	23	33
11:00	36	28	25	13	26	45	70
12:00	62	41	30	28	44	51	58
13:00	77	5	23	39	43	69	52
14:00	47	25	36	29	41	78	71
15:00	52	9	46	27	42	80	31
16:00	47	12	34	32	55	81	57
17:00	72	9	24	40	43	29	14
18:00	72	6	23	40	39		

Date	18/03/2019	19/03/2019	20/03/2019	21/03/2019	22/03/2019	23/03/2019	24/03/2019
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Time	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.
10:00	38	17	17	24	28	47	40
11:00	45	29	18	29	38	87	82
12:00	62	79	50	51	63	118	137
13:00	64	86	49	74	70	134	141
14:00	62	50	37	58	48	166	162
15:00	46	30	40	38	55	184	177
16:00	46	28	34	40	49	167	150
17:00	63	29	67	37	63	90	55
18:00	66	27	27	36	76		



Date	25/03/2019	26/03/2019	27/03/2019	28/03/2019	29/03/2019	30/03/2019	31/03/2019
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Time	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.
10:00	29	34	22	19	36	58	34
11:00	40	57	42	55	68	117	75
12:00	142	123	69	84	177	136	68
13:00	165	132	71	104	182	192	80
14:00	109	73	54	79	136	189	102
15:00	100	79	62	75	151	199	142
16:00	95	84	73	85	172	194	184
17:00	88	80	98	81	181	102	80
18:00	94	86	98	79	167		



Appendix 3

The Garden at 120 – Summer Weekend Trial Report for the City of London

In accordance with the Section 106 dated 14th February 2019 between the Mayor and Commonality and Citizens of the City of London and Saxon Land BV and the Master Wardens and Commonality of Freemen of the Art of Mystery of Clothworkers of the City of London, The Department of the Built Environment have requested a review of the Summer Weekend Trial Period at The Garden at 120.

Numbers per day:

Weekend Dates	Opening Times	Total Numbers
Saturday 10/08/2019	1000hrs - 1700hrs	534
Sunday 11/08/2019	1000hrs - 1700hrs	519
Saturday 17/08/2019	1000hrs - 1700hrs	858
Sunday 18/08/2019	1000hrs - 1700hrs	472
Saturday 24/08/2019	1000hrs - 1700hrs	744
Sunday 25/08/2019	1000hrs - 1700hrs	652
Saturday 31/08/2019	1000hrs - 1700hrs	780
Sunday 01/09/2019	1000hrs - 1700hrs	651
Saturday 07/09/2019	1000hrs - 1700hrs	664
Sunday 08/09/2019	1000hrs - 1700hrs	659
Saturday 14/09/2019	1000hrs - 1700hrs	851
Sunday 15/09/2019	1000hrs - 1700hrs	825

To recap on both trial total visitors: -

The Winter Weekend Trial = 15,086 visitors

The Summer Weekend Trial = 8,209 visitors

Dwell times:

Dwell time can only be calculated using the knowledge of the members of the Roof Safety Team who work within and monitor activity at The Garden at 120 throughout the day.

A walk around the edge of the garden takes around 2 mins 30 secs.

Members of the public stay for approximately 15-20 minutes (Timings vary in good/bad weather).



Managing and maintaining The Garden at 120 in 2019

We will be able to submit the actual cost of running the garden when the 2019 service charge reconciliation is completed in March 2020.

However, for the purposes of this report we have worked upon 10.5 months of open time and the budget figures agreed in advance in late 2018.

The garden opened on 15 February 2019. By 31 December 2019 the garden will have been open for 243 days (including the trial days)

The annual cost for managing and maintaining the garden for 10.5 months: £574,496.52

Daily cost for managing and maintaining the garden for the days it was open (243): £2,364.18.

The cost for the Summer Weekend Trial (12 days): £28,370.19.

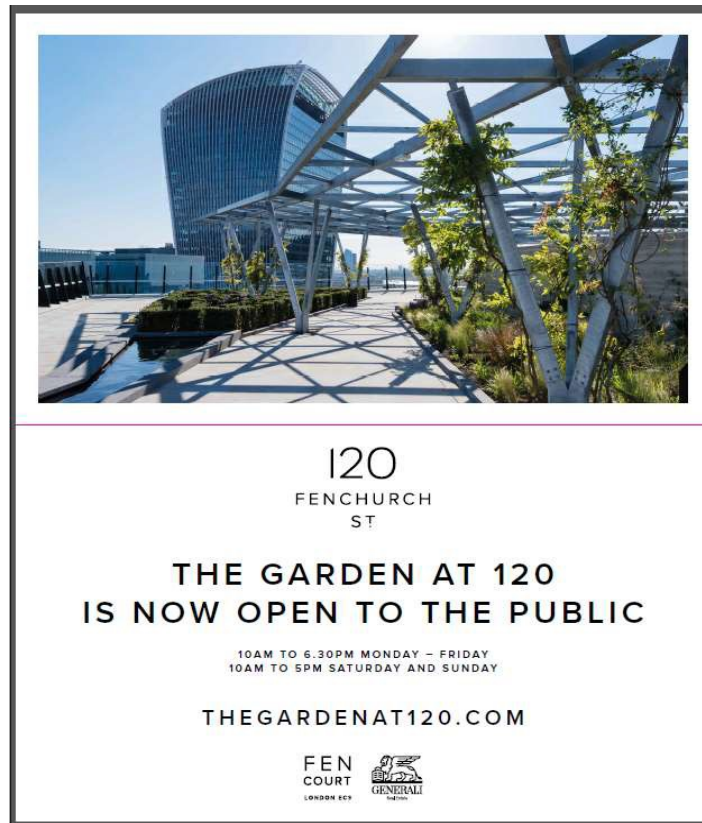
The total costs cover:

- Management fees,
- Staff costs and associated office costs,
- Risk assessments and audits,
- Utilities including usage and consultancy fees,
- Roof Safety Team, (Security),
- Cleaning including windows and refuse removal,
- Security systems cameras and access control,
- Landscaping,
- Mechanical and electrical equipment relating to garden including water feature,
- Life safety systems maintenance and repairs,
- Lift maintenance and repairs and consultancy.

Publicity and Marketing regarding weekend opening:

Signage installation

Generali Real Estate provided physical signage on the window of the Roof Garden ground floor security room which advertised the opening of the Roof Garden at weekends.



Fen Court Portal

The Fen Court portal is designed to provide information and invite people to sign up to an account using their email addresses to be given access to building information as well as allowing us to provide information for them to engage with the wider community, providing offers and local information.

BNPPRE have these portals set up for many buildings in the city and when interesting events happen within our portfolios we send notifications to other sites so their occupants get the benefit. The opening of the Summer Weekend Trail was such an instance. We estimate that up to 19,000 people would have seen this information.

In these cases push notifications are used to send a text to members. One was sent out to all users of BNP Paribas Real Estate portals on August 6th notifying them of the Summer Weekend Trail start and end dates. We also sent out another message to remind people that it was still open and when it ended.

Hits to our landing page to date are 64,300.

Google Information Page

Based on the number of reviews Google appears to be a popular go to for information on The Garden at 120. The dates and times were updated by BNPPRE for the Summer Weekend Trail so anyone searching for details on the Roof Garden would find information there. We continue to update opening times.

Agreed strategy with City of London

Generali Real Estate met with City of London marketing and comms team to agree how the City were going to market the Weekend Trials in addition to signage, the Portal and the Google information page.

<https://www.timeout.com/london/attractions/garden-at-120>

<https://londonist.com/london/great-outdoors/the-garden-at-120>

Visitor feedback:

Members of the public like to comment and review via the Google information page.

The Google rating is currently 4.8 out of 5 and there are 494 reviews to date. Google is an excellent source for comments and reviews.

TripAdvisor has 97 reviews and a visit to us is ranked #54 out of 2204 things to do in London.

Both formats score highly and the resulting data useful to us.

Queuing arrangements:

The digital counting system (IPSOS) recorded dates and times where the numbers reached their highest spike during that hour. This is to identify when we reached the 200 capacity.

As you will see from the following data we did not reach 200 during the period from Saturday 10th August to Sunday 15th September (including weekdays).

The report on pages 6 and 7 shows the maximum occupancy during each hour.

Whilst a level of queuing is required to process visitors when many arrive at the same time, queueing still doesn't extend outside of the delineated zone.

Queuing occurs when there are many people arriving at a certain time rather than visitors having to queue because The Garden at 120 has reached capacity.

We should draw your attention to 14th August where we had an issue with the IPSOS people counting system. The data clearly drops off.

Please also note the low figures on the Bank Holiday as we were closed and the figures relate to site staff/security patrolling.

History - by Maximum occupancy for 10 Fenchurch Avenue, Rooftop

Date	10/08/2019 Saturday	11/08/2019 Sunday
Time	Max Occ.	Max Occ.
10:00	30	33
11:00	32	35
12:00	34	41
13:00	30	40
14:00	51	51
15:00	59	56
16:00	82	74
17:00	16	37
18:00		
19:00		
20:00		



Date	12/08/2019 Monday	13/08/2019 Tuesday	14/08/2019 Wednesday	15/08/2019 Thursday	16/08/2019 Friday	17/08/2019 Saturday	18/08/2019 Sunday
Time	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.
10:00	50	36	19	33	38	33	7
11:00	45	64	18	57	58	57	35
12:00	96	147	11	158	49	70	52
13:00	38	140	5	181	45	83	28
14:00	44	120	22	133	26	93	48
15:00	50	98	9	145	24	115	67
16:00	38	87	0	142	25	124	68
17:00	42	81	0	126	15	44	20
18:00	34	97	0	145	18		
19:00	53	88	0	111	2		
20:00	70	62	0	101	1		

Date	19/08/2019 Monday	20/08/2019 Tuesday	21/08/2019 Wednesday	22/08/2019 Thursday	23/08/2019 Friday	24/08/2019 Saturday	25/08/2019 Sunday
Time	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.
10:00	37	23	41	28	38	15	33
11:00	52	69	75	70	71	35	49
12:00	74	144	169	175	153	89	33
13:00	44	155	180	164	176	67	28
14:00	93	113	100	121	91	68	32
15:00	115	99	104	122	91	67	47
16:00	139	90	105	132	110	74	60
17:00	115	92	99	113	105	53	25
18:00	116	111	101	136	112		
19:00	100	98	81	135	136		
20:00	82	95	69	104	82		



Date	26/08/2019 Monday (Bank Hol)	27/08/2019 Tuesday	28/08/2019 Wednesday	29/08/2019 Thursday	30/08/2019 Friday	31/08/2019 Saturday	01/09/2019 Sunday
Time	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.
10:00	3	27	54	73	57	28	22
11:00	11	72	76	116	79	30	31
12:00	4	148	160	158	138	50	73
13:00	5	133	182	190	169	61	61
14:00	5	46	93	101	100	82	70
15:00	6	44	94	98	99	94	59
16:00	6	34	99	88	97	88	65
17:00	6	73	85	83	120	14	18
18:00	7	71	78	71	131		
19:00	1	74	76	109	140		
20:00	0	78	63	83	141		

Date	02/09/2019 Monday	03/09/2019 Tuesday	04/09/2019 Wednesday	05/09/2019 Thursday	06/09/2019 Friday	07/09/2019 Saturday	08/09/2019 Sunday
Time	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.
10:00	47	23	1	25	25	20	16
11:00	48	51	6	19	36	28	22
12:00	92	103	0	70	55	42	21
13:00	95	110	0	82	52	49	41
14:00	62	79	5	53	30	69	47
15:00	62	109	14	41	46	75	82
16:00	70	110	12	42	51	96	121
17:00	24	69	98	25	53	35	8
18:00	14	75	142	45	48		
19:00	16	69	135	47	38		
20:00	11	65	83	44	49		

Date	09/09/2019 Monday	10/09/2019 Tuesday	11/09/2019 Wednesday	12/09/2019 Thursday	13/09/2019 Friday	14/09/2019 Saturday	15/09/2019 Sunday
Time	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.	Max Occ.
10:00	16	34	17	33	47	39	27
11:00	15	51	18	71	51	79	38
12:00	20	65	56	131	133	73	56
13:00	24	72	79	142	148	78	59
14:00	25	26	26	133	95	95	68
15:00	31	18	23	96	45	130	86
16:00	27	14	42	84	57	157	91
17:00	20	15	31	87	80	100	14
18:00	15	14	49	86	104		
19:00	22	26	52	102	117		
20:00	25	7	31	67	105		



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Appendix 4:

Average costs per hour for Summer 6pm-9pm

Average cost per hour	6pm-7pm	7pm-8pm	8pm-9pm
Average visits	61	49	23
Cost per visit	£3.52	£4.39	£9.34

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Committee(s):	Date:
Planning and Transportation	21 February 2020
Subject: Building Control Charges Report	Public
Report of: Director of the Built Environment	For Decision
Report author: Gordon Roy, District Surveyor & Environmental Resilience Director	

Summary

The propose of this report is to seek approval to increase the existing fees and charges, for service users of the District Surveyors, Building Control Service.

The District Surveyor's Building Control Division, currently charges users of the service, through "cost recovery" Charges Schemes. These are known as the "City of London Building Regulations Charging Scheme", for work associated with applications under the Building Regulations 2010, and the "Building Control Miscellaneous Charges" for work associated with Notices under the London Building Act (Amendment) Act 1939, and the Building Act 1984. This report is to recommend changes to the Charges Schemes, which is aimed at increasing income on these activities, as part of the departments requirements to maintain full cost recovery, following increases in inflation, etc.

In conjunction with these two charges scheme's it is proposed to amend the hourly rate for the Building Control Surveyors from £107 per hour to £112 per hour plus VAT.

Recommendation

Members are asked to approve the new "City of London Building Control Charges Scheme No3:2020, the new City of London Miscellaneous Building Control Charges No3;2020 and the revised hourly rate of £112 per hour, to come into effect 6th April 2020.

Main Report

Background.

1. The District Surveyors Building Control division raises income through two approved charges schemes. CIPFA guidance on the allocation and apportionment of reporting requires the division's budget to be split into three defined categories of: -
 - Chargeable Building Regulations
 - Non-Chargeable Building Regulations, and
 - Other Building Control Activities.

The two current charges schemes are;

- The City of London Charges Scheme No2; 2018, which applies charges for "Chargeable Building Regulation" activities, (See Appendix A) and
 - The Miscellaneous Building Control Charges No 2:2018, (See Appendix B) which applies charges for "Other Building Control Activities".
2. CIPFA guidance lists a wide range of activities associated with Building Regulations which are chargeable and non-chargeable for the purposes of these schemes. Chargeable activities include checking of plan charges, site inspections, building notice charges, reversion charges and chargeable advice. Non-chargeable activities, include the control of unauthorised works, general advice to the public and other departments, the first hour of any Building Regulation advice and carrying out Building Regulation functions in relation to work providing facilities for disabled people.
 3. Originally Building Regulation fees, for the approval or rejection of building plans and for the inspection of building works were prescribed by central government and as a result standardised fees were applied to every local authority in England and Wales.
 4. The Building (Local Authority Charges) Regulations 1998 came into effect on the 1st April 1999 and for the first time, required each local authority to prepare a scheme fixing charges for the performance of their building control functions aimed at recovering the full cost of the service. The Building Regulations Charging Scheme 1999 for the City of London was made on the 1st April 1999, and subsequent amendments to the scheme have been made since.
 5. In 2010, the government introduced The Building (Local Authority Charges) Regulations 2010, being the legal framework for setting a Building Regulation charging scheme and a new scheme was implemented on the 1st October 2010, known as the City of London Charges Scheme No1, 2010. These charges were reviewed in 2018 and a revised Charges scheme, known as City of London Charges Scheme No2, 2018, was approved and implemented.
 6. The City of London Building Regulation Charges Scheme No2, 2018, Annex A, comprises of a range of fixed charges for small scale works with a construction

cost up to £1million, and for larger projects over £1million, fees are individually assessed based on the average hourly rate of building control services. Current charges are set out in Appendix A.

7. Other Building Control activities include dealing with temporary structures applications, dealing with dangerous structures, responding to Demolition Notices, and the keeping of public registers including Initial Notices, and Competent persons schemes. Existing charges are set out in “Building Control Miscellaneous Charges No2” in Appendix B.

Current Position

8. It was anticipated in 2010 that chargeable works should break even ideally over a 3-year period, however a 5-year period maybe more appropriate where unusually high deficits/surpluses have accrued. The income and expenditure derived from Building Regulation applications has been shown below in Table 1. Over the course of the period covered by Table 1 the District Surveyor has strived for efficiencies in all areas of his divisions work with staff levels reducing from 27 to 24 and keeping other costs to a minimum.

TABLE 1

Budgetary Performance 2015-16 to 2019-20

	Chargeable			Non-Chargeable	Total (Expenditure)/Income
	Expenditure	Income	(Deficit)/surplus		
	£'000	£'000	£'000	£'000	£'000
2020-21 (Original Budget)	(1,312)	1,050	(262)	(663)	(925)
2019-20 (Forecast Outturn)	(1,227)	1,050	(177)	(682)	(859)
2018-19	(1,221)	957	(264)	(669)	(933)
2017-18	(1,204)	874	(330)	(603)	(933)
2016-17	(1,192)	1,296	104	(515)	(411)
2015-16	(1,169)	1,355	186	(514)	(328)

9. In accordance with the scheme, Local Authorities must calculate their charges by relating the average hourly rate of building control services in relation to the costs of building work and of project descriptions. The emphasis is to accurately recharge staff time employed against individual jobs with an agreed set of hourly rates to ensure only full cost recovery of chargeable works.
10. The method of recording time against projects currently operating within the District Surveyors are corporate Time master software and the CAPS Uniform software shared with planning. These charges are monitored continually to ensure that the correct fees are being charged.

Proposals

11. Having reviewed the existing Building Regulations Charges scheme No 2: 2018, the scheme, due to maintain full cost recovery, needs to be revised. A revised scheme, to be known as The City of London Building Regulations Charges Scheme No 3: 2020, to commence on the 6th April 2020 is shown in Appendix C which updates the necessary clauses and fee schedule which is set out in Appendix D.
12. Using the financial statements from previous years, the costs associated with the divisions hourly rate has been recalculated and amended accordingly from £107 to £112 per hour.
13. Fees and charges associated with other Building Control activities have also been similarly reviewed and benchmarked against similar charges with those of surrounding authorities, and a number of standard charges are required to be amended. A revised charging scheme is attached in Appendix F.

Transitional Arrangements

14. It is proposed that the City of London Building Regulation Charges Scheme No 3, 2020 and the City of London Building Control Miscellaneous Building Control Charges No 3 are implemented from 6th April 2020.
15. The revised hourly rate of £112 per hour to be adopted from 6th April 2020.
16. The proposed schemes of charges have been devised to ensure full budgetary control by means of standard and individually determined charges. The opportunity has been taken to simplify charges where possible
17. The Building Control team will continue to market its services with its existing clients, to provide a building control service beyond the boundaries of the City in conjunction with other Local Authorities.

Legal Implications.

18. The Building (Local Authority Charges) Regulations 2010 impose a legal obligation on the City of London to have a Building Regulation charging scheme in place, to ensure that the overriding objective of the charges being set at a level that equates to cover the costs of providing the service, and to annually review and publish figures to ensure that this objective is been maintained. These changes will maintain this objective being obtained.

Corporate & Strategic Implications

19. There are no equal opportunity implications arising from this report save that Regulation 4 of the Building Regulations (Local Authority Charges) Regulations 2010 outlines the principles of the charging scheme in relation to building work solely required for disabled persons. No building regulation charge can be authorised in relation to providing means of access solely to an existing dwelling

occupied as a permanent residence by a disabled person or for the provision of facilities and accommodation (including the provision or extension of a room in limited circumstances) designed to secure the greater health, safety, welfare or convenience of such a disabled person. Similarly, no building regulation charge can be authorised in relation to an existing building to which members of the public are admitted in similar circumstances as stated above.

Conclusion

20. The report identifies the measures being taken by the District Surveyors Building Control Division to set a revised hourly rate and charging schemes which accurately reflect actual time employed against individual projects.

Appendices

- Appendix A- Current “City of London Building Regulations Charges Scheme No 2, 2018 with Annex A Charges and Annex B”.
- Appendix B- Current “City of London Building Control Miscellaneous Charges Scheme No3, 2018.
- Appendix C- Proposed “City of London Building Regulations Charges Scheme No 3, 2020”.
- Appendix D- Proposed “City of London Building Regulations Charges Scheme No 3:2020, Annex A, Charges
- Appendix E- Proposed “City of London Building Regulations Charges Scheme No 3:2020, Annex B
- Appendix F– Proposed City of London Building Control Miscellaneous Charges Scheme No 3;2020.”

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Appendix A- Building Regulation Charges Scheme No 2:2018

*Derivation
(see footnote)

Regulation No
1

3(1)

2

CITY OF LONDON

The Building (Local Authority Charges) Regulations 2010

BUILDING REGULATIONS CHARGES SCHEME No. 2, 2018

1. This scheme may be cited as the Building Regulations Charges Scheme No. 2, 2018 of the City of London Corporation (the Charges Scheme) and shall come into force on 1st April 2018.

INTRODUCTION

2. The Charges Scheme is made under the Building (Local Authority Charges) Regulations, 2010 (the Charges Regulations). The Charges Scheme includes following paragraphs, the definitions in paragraph 5 below and the tables of charges set out in Annex A. Where clarification of the Charges Scheme is required reference should be made to the Charges Regulations. The numbers in the margin represent the relevant regulation.
3. The City of London Corporation is authorised, subject to and in accordance with the Charges Regulations, to fix charges by means of the Charges Scheme and to recover such charges as it determines for or in connection with the performance of its functions relating to building regulations, as provided by the Charges Regulations.
4. The City of London Corporation is authorised, subject to and in accordance with the provisions of the Charges Regulations, to amend and to revoke and replace any scheme which has been made by it.

DEFINITIONS

5. The following definitions apply to the Charges Scheme:

"building" means any permanent or temporary building but not any other kind of structure or erection, and a reference to a building includes a reference to part of a building;

"building notice" means a notice given in accordance with regulations 12(2)(a) and 13 of the Principal Regulations;

"building work" means:

- a) the erection or extension of a building;
- b) the provision or extension of a controlled service or fitting in or in connection with a building;
- c) the material alteration of a building, or a controlled service or fitting;
- d) work required by Building Regulation 6 of the principal regulations (requirements relating to material change of use);
- e) the insertion of insulating material into the cavity wall of a building;
- f) work involving the underpinning of a building;
- g) work required by building regulation 23 (requirements relating to thermal elements);
- h) work required by building regulation 22 (requirements relating to a change of energy status);
- i) work required by building regulation 28 (consequential improvements to energy performance);

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix A- Building Regulation Charges Scheme No 2:2018

Regulation No

"chargeable function" means a function relating to the following –

- a) the passing or rejection of plans of proposed building work which has been deposited in accordance with section 16 of the Building Act 1984 (as amended) - (Plan Charge)
- b) the inspection of building work for which plans have been deposited in accordance with the Principal Regulations and with section 16 of the Building Act 1984 (as amended) – Inspection Charge
- c) the consideration of a building notice which has been given in accordance with the Principal Regulations – Building Notice Charge)
- d) the consideration of building work reverting to the Council under the Building (Approved Inspectors etc.) Regulations 2010 (as amended) – (Reversion Charge)
- e) the consideration of a regularisation application submitted under regulation 18 of the Principal Regulations – (Regularisation Charge).

"chargeable advice" is a charge made in relation to a request for building regulation advice as regards any particular case where such a charge is made in anticipation of the future exercise of their chargeable functions in relation to that case, save that no charge is made for the first hour of time spent in providing such chargeable advice.

"cost" does not include any professional fees paid to an architect, quantity surveyor or any other person;

"dwelling" includes a dwelling-house and a flat;

"estimate" in relation to the cost of carrying out building work, means an estimate, accepted by the local authority, of such reasonable amount as would be charged for the carrying out of that building work by a person in business to carry out such building work (excluding the amount of any value added tax chargeable);

"estimated cost of building work" means the estimated cost of that work which requires approval for building regulations by the City of London Corporation. If appropriate the City of London Corporation may require estimates to be aggregated or disaggregated to establish the appropriate charge;

"extension" means an extension which has no more than three storeys, each basement level (if any) counting as one storey;

"floor area" of a building or extension' is the total floor area calculated by reference to the finished internal faces of the walls enclosing the area, or, if at any point there is no enclosing wall, by reference to the outermost edge of the floor.

"the Principal Regulations" means the Building Regulations 2010 as amended from time to time;

"relevant person" means:

- a) in relation to a plan charge, inspection charge, reversion charge or building notice charge, the person who carries out the building work or on whose behalf the building work is carried out;
- b) in relation to a regularisation charge, the owner of the building; and
- c) in relation to chargeable advice, any person requesting advice for which a charge may be made pursuant to the definition of 'chargeable advice'

"total floor area of a building" is the total of the floor area of all the storeys which comprise that building.

"total floor area of an extension" is the total of the floor areas of all the storeys in the extension.

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix A- Building Regulation Charges Scheme No 2:2018

Regulation No	<u>SUMMARY OF BUILDING REGULATIONS FUNCTIONS AND CHARGES</u>
5(1)	<p>6. The City of London Corporation has determined:</p> <ul style="list-style-type: none"> a) plan charges for or in connection with the passing or rejection of plans of proposed building work deposited with them in accordance with Section 16 of the Building Act 1984; b) inspection charges for or in connection with the inspection of building work for which plans have been deposited in accordance with the Principal Regulations and with Section 16 of the Building Act 1984; c) building notice charges for or in connection with the consideration of a building notice which has been given to the City of London Corporation in accordance with the Principal Regulations; <p>The charges for the foregoing functions are as set out in the attached tables in Annex A.</p>
5(2)	<p>7. The City of London Corporation is also authorised within its Charges Scheme to make a charge in relation to a request for advice as regards any particular case where such a charge is made in anticipation of the future exercise of its chargeable functions in relation to that case (referred to as "chargeable advice"); save that no charge is to be made for the first hour of time spent by an officer in providing such chargeable advice.</p>
6(3)	<p>8. This Charges Scheme has been fixed such that its objective is to ensure that, taking one financial year with another, the income to be derived by the City of London Corporation from performing chargeable functions and providing chargeable advice (referred to as "chargeable income") as nearly as possible equates to the costs incurred by the City of London Corporation in performing chargeable functions and providing chargeable advice (referred to as "chargeable costs"). At the end of the financial year within which the City of London Corporation first made this Charges Scheme and of each subsequent financial year, the City of London Corporation will conduct a review of the level of charges set out under this Charges Scheme for the purpose of achieving the Charges Scheme's objective above.</p>
6(2)	<p>9. Immediately following the review of the level of charges, the City of London Corporation will prepare a "building control statement" setting out as regards the financial year to which it relates, the chargeable costs, the chargeable income and the amount of any surplus or deficit. Such "building control statement" will be approved by the City of London Corporation's Section 6 Officer and will be published not more than six months after the end of the financial year to which the statement relates.</p>
6(4-6)	<p>10. Each charge determined within the Charges Scheme has been related to the costs of providing building regulation services in relation to particular building work or building work of particular descriptions having regard to the objective outlined in clause 8 above. Where this Charges Scheme is first made and takes effect at any time other than the beginning of a financial year, the City of London Corporation will have regard to any estimated surplus or deficit arising for that part of the financial year for which its existing scheme made under the Building (Local Authority Charges) Regulations 2010 continues to have effect.</p>
Regulation No	

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Appendix A- Building Regulation Charges Scheme No 2:2018

6(7-8)	11.	The costs of providing City of London Corporation building regulation services in relation to chargeable functions or chargeable advice has been calculated using the hourly rate at which the time of its officers will be charged and the factors which have been taken into account in estimating the time required by its officers for performing a chargeable function or providing chargeable advice (in relation to particular building work or building work of particular descriptions).
7(1-2)	12.	The hourly rate of the City of London Corporation building regulation officers is set out herewith: £107.
7(4)	13.	Where the City of London Corporation consider it necessary to engage and incur the costs of a consultant to provide specialist advice or services in relation to a particular aspect of building work, those costs will be included in the determination of the charges referred to in this Charges Scheme.
7(3)	14.	In calculating the costs and in estimating the time required by its officers for performing a chargeable function or providing chargeable advice (in relation to particular building work or building work of particular descriptions), both in relation to standard and assessed charges, the City of London Corporation has taken some or all of the following factors into account:
7(5)		<ul style="list-style-type: none"> a) the existing use of a building, or the proposed use of the building after completion of the building work; b) the different kinds of building work described in regulation 3(1)(a) to (i) of the Principal Regulations. (<i>see definition of 'building work' in clause 5 above</i>); c) the floor area of the building or extension. (<i>see definitions of 'floor area of a building or extension', 'total floor area of a building' and 'total floor area of an extension' in clause 5 above</i>); d) the estimated duration of the building work and the anticipated number of inspections to be carried out. e) the estimated cost of the building work;
7(5)	15.	In calculating the costs and in estimating the time required by its officers for performing a chargeable function or providing chargeable advice (in relation to particular building work or building work of particular descriptions), in relation to assessed charges for individual projects, the City of London Corporation will take some or all of the following additional factors into account in assessing the charges
Regulation No		<ul style="list-style-type: none"> f) the nature of the design of the building work and whether innovative or high risk construction techniques are to be used; g) whether the person who intends to carry out part of the building work is a person named in a self-certification scheme or list of exemptions under schedule 3 of the Principal Regulations; or is carrying out the descriptions of work where no building notice or deposit of full plans is required under schedule 4 of the Principal Regulations both as mentioned in building regulation 12(6); h) whether in respect of the building work a notification has been made that design details approved by Robust Details Limited are to be used; i) whether an application or building notice is in respect of two or more buildings or building works all of which are substantially the same as each other;

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Appendix A- Building Regulation Charges Scheme No 2:2018

5(2)

Regulation No

- j) whether an application or building notice is in respect of building work which is substantially the same as building work in respect of which plans have previously been deposited or building works inspected by the City of London Corporation;
 - k) whether chargeable advice has been given which is likely to result in less time being taken by the City of London Corporation to perform the chargeable function; and
 - l) whether it is necessary to engage and to incur the costs of a consultant to provide specialist advice or services in relation to a particular aspect of the building work.
- 16. On receipt of an application or notice relating to particular building work or building work of particular descriptions, the City of London Corporation in determining its building regulation charges by reference to a standard charge published in the scheme (see schedule of standard charges listed in Annex A), has taken into account the factors listed in clause 14 above
- 17. On receipt of a request for advice, an application or notice relating to particular building work or building work of particular descriptions, the City of London Corporation in determining its building regulation charges by reference to an individual assessment of the charge to be made (see guidance on assessed charges in Annex B), will take into account the factors listed in clauses 14 and 15 above and such individually determined charges will be confirmed in writing specifying the amount of the charge and the factors which have been taken into account.
- 18. No charge will be made for the first hour of an officer's time in respect of chargeable building regulation advice given by such officer.
- 19. **The sum of the plan charge and the inspection charge is equal to the building notice charge. With the exception of those circumstances detailed in paragraphs 14 and 21 below, the plan charge is 25% of the building notice charge and the inspection charge is 75% of the building notice charge.**
- 20. The preceding paragraphs 6, 8, 9 and 10 are subject to paragraph 21 below.
- 21. Where:
 - a) one application or building notice is in respect of two or more buildings or building works all of which are substantially the same as each other; or
 - b) an application or building notice is in respect of building work which is substantially the same as building work in respect of which plans have previously been approved or building works inspected by the City of London Corporation and where the City of London Corporation is satisfied that the owner of the plans who deposits them or who gives a building notice in respect of them is the same person who originally deposited the plans or gave a building notice in respect of them, a reduction not exceeding 30% in the plan charge or building notice charge payable may be applied and a reduction not exceeding 30% in the inspection charge payable may also be applied, but only at the absolute discretion of the City of London Corporation.

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Appendix A- Building Regulation Charges Scheme No 2:2018

	24.	Where the appropriate total charge is £600 or below a plan charge is payable, which incorporates that charge which would be made for an inspection of building work, although no separate inspection charge is made.
	25.	Standard charges set in accordance with clause 14 above are shown on Table 1 in annex A.
	26.	<p>The following applications may be dealt with by individually assessed charges in accordance with clauses 14 & 15 above.</p> <ul style="list-style-type: none"> a) Full Plans (both the passing or rejection of plans and the associated inspections) where the cost of the work exceeds £1m. b) Building Notice where the cost of the work exceeds £1m. c) All stand alone new buildings. d) Reversion for or in connection with the consideration of building work reverting to the control of the City of London Corporation. e) Regularisation submitted under regulation 18 of the Principal Regulations (unauthorised building work).
	27.	<p>Where building work comprises -</p> <ul style="list-style-type: none"> a) the installation of cavity fill insulation in accordance with Part D of Schedule 1 to the Principal Regulations where the installation is not certified to an approved standard or is not installed by an approved installer or is not part of a larger project comprising other building work; or b) the installation of an unvented hot water system in accordance with Part G of Schedule 1 to the Principal Regulations where the installation is not part of a larger project comprising other building work, <p>the City of London Corporation has fixed its charges by reference to the estimated cost of the building work only, and no plan charge will be made in respect of such building work.</p>
	28.	<p>Where building work comprises:</p> <ul style="list-style-type: none"> a) the installation of cavity fill insulation in accordance with Part D of Schedule 1 to the Principal Regulations where the installation is certified to an approved standard, or is installed by an approved installer or is part of a larger project comprising other building work; or b) the installation of an unvented hot water system in accordance with Part G of Schedule 1 to the Principal Regulations where the installation is part of a larger project comprising other building work, no charges will be made in respect of such building work.
4(1)	29.	<p>The City of London Corporation has not fixed by means of its scheme, nor intends to recover a charge in relation to an existing dwelling which is, or is to be, occupied by a disabled person as a permanent residence; and where the whole of the building work in question is solely-</p> <ul style="list-style-type: none"> a) for the purpose of providing means of access for the disabled person by way of entrance or exit to or from the dwelling or any part of it, or b) for the purpose of providing accommodation or facilities designed to secure the greater health, safety, welfare or convenience of the disabled person.
Regulation No		

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Appendix A- Building Regulation Charges Scheme No 2:2018

4(2)	30.	<p>The City of London Corporation has not fixed by means of its scheme, nor intends to recover a charge for the purpose of providing accommodation or facilities designed to secure the greater health, safety, welfare or convenience of a disabled person in relation to an existing dwelling, which is, or is to be, occupied by that disabled person as a permanent residence and as outlined in clause 6 (b) above, where such work consists of-</p> <ul style="list-style-type: none"> a) the adaptation or extension of existing accommodation or an existing facility or the provision of alternative accommodation or an alternative facility where the existing accommodation or facility could not be used by the disabled person or could be used by the disabled person only with assistance; or b) the provision of extension of a room which is or will be used solely- <ul style="list-style-type: none"> (i) for the carrying out for the benefit of the disabled person of medical treatment which cannot reasonably be carried out in any other room in the dwelling, or (ii) for the storage of medical equipment for the use of the disabled person, or (iii) to provide sleeping accommodation for a carer where the disabled person requires 24-hour care.
4(3)	31.	<p>The City of London Corporation has not fixed by means of its scheme, nor intends to recover a charge in relation to an existing building to which members of the public are admitted (whether on payment or otherwise); and where the whole of the building work in question is solely-</p> <ul style="list-style-type: none"> a) for the purpose of providing means of access for disabled persons by way of entrance or exit to or from the building or any part of it; or b) for the provision of facilities designed to secure the greater health, safety, welfare or disabled persons.
4(4)		<p><i>Note: 'disabled person' means a person who is within any of the descriptions of persons to whom Section 29(1) of the National Assistance Act 1948, as extended by virtue of Section 8(2) of the Mental Health Act 1959, applied but disregarding the amendments made by paragraph 11 of Schedule 13 to the Children Act 1989.</i></p>
<u>PAYMENT OF CHARGES</u>		
8(1)a	32.	Any plan charge shall be payable when the plans of the building work are deposited with the City of London Corporation but see also clause 40 below.
8(1)b	33.	Any inspection charge shall be payable on demand made after the City of London Corporation carries out the first inspection in respect of which the charge is payable but see also clause 40 below.
Regulation No		
8(1)c	34.	Any building notice charge shall be payable when the building notice is given to the City of London Corporation.
8(1)d	35.	<p>Any reversion charge shall be payable for building work in relation to a building:</p> <ul style="list-style-type: none"> i) which has been substantially completed before plans are first deposited in accordance with regulation 19(2)(a)(i) of the Building (Approved Inspectors etc.) Regulations 2010 as amended; or

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix A- Building Regulation Charges Scheme No 2:2018

	ii)	in respect of which plans for further building work have been deposited with the City of London Corporation in accordance with regulation 19(3) of the Building (Approved Inspectors etc.) Regulations 2010 as amended, on the first occasion on which those plans are deposited.
8(1)e	36.	Any regularisation charge shall be payable at the time of the application to the City of London Corporation in accordance with regulation 18 of the Principal Regulations (unauthorised building work).
8(1)f	37.	Any charge for chargeable advice shall be payable on demand after the City of London Corporation has given notice to the relevant person in writing specifying the amount to be charged and the factors which have been taken into account as listed in clauses 14 and 15 above.
8(1)g	38.	Any plan charge, inspection charge, building notice charge, reversion charge, regularisation charge and charge for chargeable advice is to be payable by the relevant person (<i>see definition, clause 5 above</i>).
Regulation No 8(1)h	39.	Any plan charge, inspection charge, building notice charge which is payable to the City of London Corporation shall be paid together with an amount equal to any value added tax payable in respect of that charge.
8(1)i	40.	Part of any charge which is payable to the City of London Corporation, may, at its absolute discretion, be paid in instalments of such amounts payable on such dates as the City of London Corporation shall specify.
8(1)j	41.	There is no entitlement to a complete refund of any regularisation charge paid, if the City of London Corporation, after incurring costs, subsequently cannot determine what work is required to comply with the relevant requirements.
8(1)h	42.	Where a plan charge has been paid and not refunded, the City of London Corporation may in any case they consider reasonable, decide not to make a further plan charge in respect of plans subsequently deposited for substantially the same building work.
11(1)	43.	Where for any reason the City of London Corporation do not give notice of passing or rejection of plans within the period required by Section 16 of the Building Act 1984 (as amended), any plan charge paid will be refunded.
Regulation No		
11(2)	44.	No refund will be given by the City of London Corporation where the reason for not giving notice of passing or rejection of plans within the period required by section 16 of the Building Act, 1984 is due to the failure by the person by whom or on whose behalf the plans were deposited to supply information within a reasonable time, necessary to meet the City of London Corporation duty under that section.
11(3)	45.	Where the City of London Corporation has determined a charge in relation to a chargeable function or chargeable advice, payment of the charge has been made to the City of London Corporation and the actual amount of

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Appendix A- Building Regulation Charges Scheme No 2:2018

	work required of an officer of the City of London Corporation is less than that which was originally assessed, the City of London Corporation (subject to clause 49 below) will make a refund in respect of the proportion of the charge relating to the excess payment.
11(4)	46. Where the City of London Corporation has determined a charge in relation to a chargeable function or chargeable advice, payment of the charge has been made to the City of London Corporation and the actual amount of work required of an officer of the City of London Corporation is more than that which was originally estimated in the assessment, the City of London Corporation (subject to clause 49 below) may raise a supplementary charge in respect of any additional work carried out its officer.
11(5)	47. In relation to the assessment of a refund or supplementary charge, the City of London Corporation may discount one hour of an officer's time from the calculation of the refund or, as the case may be, the supplementary charge.
11(6)	48. Where in respect of plans deposited with the City of London Corporation under section 16 of the Building Act, 1984, the plan charge and inspection charge are to be aggregated for the purposes of calculating any refund or supplementary charge.
11(7)	49. The payment of any refund or request for a supplementary charge will be accompanied by a statement setting out the reason for the assessment and the calculation of the refund or supplementary charge.
	50. Plans which are deposited otherwise than in accordance with the requirement imposed under paragraph 24 above or an agreement under paragraph 30 above are not deposited in accordance with building regulations for the purposes of section 16 of the Act; and a building notice given otherwise than in accordance with a requirement imposed under paragraph 26 above or an agreement under paragraph 30 above is not validly given for the purposes of the Principal Regulations.
	51. Where an individual assessment of a plan charge or building notice charge has been made, (other than a standard charge) any individually assessed plan charge or building notice charge shall not be payable until such plan charge or building notice charge has been specified by the City of London Corporation and confirmed in writing if such confirmation is provided later than the deposit of the plan or (as the case may be) the giving of the building notice.
	52. The City of London Corporation is authorised to require the supply of any information where such information is necessary to determine any building regulation charge listed in clause 9 above.
	53. The City of London Corporation operates, maintains and makes available on request, to any interested party, an appropriate complaints procedure regarding its building regulations services. If a person is dissatisfied with the decision made relating to the determination of charges for building work and wishes to make a complaint, such complaint will be dealt with within the Council's agreed complaint's procedure. In the first instance, such complaints should be addressed at a local level to:

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Appendix A- Building Regulation Charges Scheme No 2:2018

	<p>The District Surveyor Department of Environmental Services Guildhall London EC2P 2EJ</p> <p>Telephone: 020 7332 1000 Fax: 020 7332 1968 email: district.surveyor@cityoflondon.gov.uk Telephone 020 7332 1000</p>
11(2)	54. Where building work reverts to the control of the City of London Corporation any plans relating to that building work given to the City of London Corporation in accordance with regulation 19 of the Building (Approved Inspector etc) Regulations 2010 as amended, shall be accompanied by a current estimate in writing of the cost of that building work.
13	55. Contravention of the Building (Local Authority Charges) Regulations 2010 and or the non- payment of any charge which becomes payable are not treated as offences under Section 35 of the Building Act 1984 (penalty for contravening building regulations).
Regulation No	<u>TRANSITIONAL PROVISIONS AND REVOCATION</u>
15(2-3)	56. The Building Regulations Charges Scheme No. 1, 2010 of the City of London Corporation made under the Building (Local Authority Charges) Regulations, 2010 will continue to apply to building work within the City of London Corporation area for which plans were first deposited or a building notice was given or a reversion charge became payable, or a regularisation certificate was made, before 1 st April 2018.
	<u>INFORMATIVE</u>
12(3)	57. Further information and advice concerning building regulation charges and the Building Regulations Charges Scheme, can be obtained from:
	<p>The District Surveyor Department of Environmental Services Guildhall London EC2P 2EJ</p> <p>Telephone: 020 7332 1000 Fax: 020 7332 1968 email: district.surveyor@cityoflondon.gov.uk</p>

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix A- Building Regulation Charges Scheme No 2:2018

Signed:

.....
(The officer appointed for this purpose)

Dated:

* Derivation = Building (Local Authority Charges) Regulations 2010.

Building Regulations Charges Scheme No 2: 2018, Annex A Charges

Cost of Works	Proposed charges from 1 st April 2018							
Work Categories								
£1,000's	CAT A - CAT B	Refurbishments & Extensions	Simple office alterations	Material Change of Use	Retail	Small Residential Alterations *	Other	
£10	£610	£660	£400	£950*	£600	£610*	For works not described on the table a specific individually assessed charge will be provided.	
£20						£610		
£40	£780	£880	£800	£1100*	£800	£1100*		
£70	£1200	£1200	£1180	£1430*	£1180	£1430*		
£100		£1430						£1600*
£150	£1320	£1650	£1320	£2000*	£1320	SEE 'OTHER'		
£200		£1850		£2100*				
£300	£1710	£2300	£1710	£3100*	£1750			
£400	£2200	£2500	£2200		£2200			
£500	£2350	£3200	£2350		£2440			
£600	£2600	£3500	£2600	£4500*	£2750#			
£700	£3000	£3900	£3000		£3300#			
£800	£3300	£4300	£3300					
£900	£3650	£4700	£3650	£5950*				
£1 000	£3800	£5100	£3800		£4900#			
For works over £1.0 million a specific individually assessed charge will be provided								
* If Part P electrics are not applicable or if they are dealt with under the Competent Persons Scheme - Deduct £200 per unit/flat								
# deduct £400 if no structural alterations are included in the works								

Building Regulation Charges Scheme No 2, 2018: Annex B

Factors to be taken into Account When Determining Assessed Charges.

The factors to be taken into account in determining Assessed Charges as per clauses 14 & 15 of the Building Regulations Charges Scheme No. 2, 2018 of the City of London Corporation.

1. the existing use of a building, or the proposed use of the building after completion of the building work.
2. the different kinds of building work described in regulation 3(1)(a) to (i) of the Principal Regulations. (*see definition of 'building work' in clause 5 above*).
3. the floor area of the building or extension. (*see definitions of 'floor area of a building or extension', 'total floor area of a building' and 'total floor area of an extension' in clause 5 above*).
4. the estimated duration of the building work and the anticipated number of inspections to be carried out.
5. the estimated cost of the building work.
6. the nature of the design of the building work and whether innovative or high-risk construction techniques are to be used; and
7. whether the person who intends to carry out part of the building work is a person named in a self-certification scheme or list of exemptions under schedule 3 of the Principal Regulations; or is carrying out the descriptions of work where no building notice or deposit of full plans is required under schedule 4 of the Principal Regulations both as mentioned in building regulation 12(6)
8. whether in respect of the building work a notification has been made that design details approved by Robust Details Limited are to be.
9. whether an application or building notice is in respect of two or more buildings or building works all of which are substantially the same as each other.
10. whether an application or building notice is in respect of building work which is substantially the same as building work in respect of which plans have previously been deposited or building works inspected by the City of London Corporation.
11. whether chargeable advice has been given which is likely to result in less time being taken by the City of London Corporation to perform the chargeable function; and
12. whether it is necessary to engage and to incur the costs of a consultant to provide specialist advice or services in relation to a particular aspect of the building work.

Type of work	Refurbishment & Extensions, Simple office alterations, Cat A to B, Material change of use, retail	Other or Notes / special factors
Duration on site		
Number of floors above ground		
Anticipated Inspection time hours and notes		
Routine visits		
Piling/foundation inspections		
Below ground drainage		
Below ground structural inspections		
Superstructure		
Above ground drains – routine		
M&E routine		
Drainage testing		
Site Q/A Audit time		
Routine/Finals prior to completion		
Other special factors +/-		
De-slag visits –drainage		
De-slag visits – M&E		
De-slag visits -general		
Off site inspection		
M&E Final Commission & tests		
Review a deduction for repetition/		
Anticipated plans Inspection time		
General		
As % of site time		
Structural Appraisal		
Fire engineering		
Design workshops		
	Total Hours	
Outside consultant required –	Cost £	

Appendix B: Building Control Miscellaneous Charges Scheme No2: 2018

Table of miscellaneous charges (from 1 April 2018)

If you would like to discuss the charges or need any help with the application or this table, please phone us on 020 7332 1000.

Miscellaneous Building Control Charges No 2 VAT should be added at the current rate as indicated and included in your payment.					
Work Categories (For works not described on the table a specific individually assessed charge will be provided.)					
		Current Charge	VAT or No VAT	Charge from 1 st April 2018	Proposed Change
1.	Demolition Notice. Application submitted under section 80, Building Act 1984	Charge £400	No VAT	Charge £450	Fee to be increased by £50.
2	Section 30 Application submitted under Section 30, London Building Act (As Amended) 1939	Various Charges (See Appendix F)	No VAT	As set out in the Section 30 London Building Act (As Amended) Act 1939 Charges No 2. (See Below)	Various increases.
3	Approval In Principle Application submitted for Technical Approval of Highway Structures.	£4000	VAT	As Existing	Fee adequately covers the cost of administration of this application. No increase required.
4	Marriage Act surveys	£300 for New registration £100 for renewal application		As Existing	Fee controlled by Community and Children's Services and no increase proposed.
5	Researching and Viewing Building Control Historical Records.	Currently no fee	VAT	Proposed new fee based at £107 per hour to cover officer time spent researching and providing advice	New fee.
6	Dangerous Structures	Charged at hourly rate	Varies	As existing	Fees recoverable through Section 66, London Building Act(As Amended) Act 1939

Section 30 London Building Act (As Amended) Act 1939 Charges No 2 No VAT is added at the current rate in your payment.					
Work Categories (For works not described on the table a specific individually assessed charge will be provided.)					
		Current Charge	VAT or No VAT	Charge from 1 st April 2018	
1.	Erecting a special building or structure intended to be kept permanently.	To be agreed based on details of structure. Please contact department for a detailed quote.	No VAT	To be agreed based on details of structure. Please contact department for a detailed quote.	Fee covers the cost of administration of this application. No increase required.
2	Erecting a Grandstand to be used for a special event. 10-250 Seats	£300	No VAT	£400	Increase £100
3	Erecting a Grandstand to be used for a special event. 251-600 Seats	£450	No VAT	£500	Increase £50
4	Erecting a Grandstand to be used for a special event. 601-1000	To be agreed based on details of structure. Please contact department for a detailed quote.	No VAT	As Existing	Fee covers the cost of administration of this application. No increase required.
5	Erecting a Framed tower for loudspeakers, lighting, Video screens, etc	£300	No VAT	£350	Increase £50.
6	Erecting a structure of a complex nature or an air inflated structure	To be agreed based on details of the structure. Please contact department for a detailed quote	No VAT	To be agreed based on details of the structure. Please contact department for a detailed quote	Fee covers the cost of administration of this application. No increase required.
7	Erecting a marque for a special event.	Fee currently not clear as to what the charge should be.	No VAT	To be agreed based on details of the structure. Please contact department for a detailed quote. Minimum fee will be £400.	Fee will cover the cost of administration of this application.

Appendix C- Building Regulation Charges Scheme No 3:2020

CITY OF LONDON	
The Building (Local Authority Charges) Regulations 2010	
*Derivation (see footnote)	
Regulation No	BUILDING REGULATIONS CHARGES SCHEME No. 3, 2020
1	<p>1. This scheme may be cited as the Building Regulations Charges Scheme No. 3, 2020 of the City of London Corporation (the Charges Scheme) and shall come into force on 6th April 2020.</p> <p><u>INTRODUCTION</u></p> <p>2. The Charges Scheme is made under the Building (Local Authority Charges) Regulations, 2010 (the Charges Regulations). The Charges Scheme includes following paragraphs, the definitions in paragraph 5 below and the tables of charges set out in Annex A. Where clarification of the Charges Scheme is required reference should be made to the Charges Regulations. The numbers in the margin represent the relevant regulation.</p>
3(1)	<p>3. The City of London Corporation is authorised, subject to and in accordance with the Charges Regulations, to fix charges by means of the Charges Scheme and to recover such charges as it determines for or in connection with the performance of its functions relating to building regulations, as provided by the Charges Regulations.</p> <p>4. The City of London Corporation is authorised, subject to and in accordance with the provisions of the Charges Regulations, to amend and to revoke and replace any scheme which has been made by it.</p> <p><u>DEFINITIONS</u></p>
2	<p>5. The following definitions apply to the Charges Scheme:</p> <p>"building" means any permanent or temporary building but not any other kind of structure or erection, and a reference to a building includes a reference to part of a building;</p> <p>"building notice" means a notice given in accordance with regulations 12(2)(a) and 13 of the Principal Regulations;</p> <p>"building work" means:</p> <ul style="list-style-type: none"> a) the erection or extension of a building; b) the provision or extension of a controlled service or fitting in or in connection with a building; c) the material alteration of a building, or a controlled service or fitting; d) work required by Building Regulation 6 of the principal regulations (requirements relating to material change of use); e) the insertion of insulating material into the cavity wall of a building; f) work involving the underpinning of a building; g) work required by building regulation 23 (requirements relating to thermal elements); h) work required by building regulation 22 (requirements relating to a change of energy status); i) work required by building regulation 28 (consequential improvements to energy performance);

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Appendix C- Building Regulation Charges Scheme No 3:2020

Regulation No

"chargeable function" means a function relating to the following –

- a) the passing or rejection of plans of proposed building work which has been deposited in accordance with section 16 of the Building Act 1984 (as amended) - (Plan Charge)
- b) the inspection of building work for which plans have been deposited in accordance with the Principal Regulations and with section 16 of the Building Act 1984 (as amended) – Inspection Charge
- c) the consideration of a building notice which has been given in accordance with the Principal Regulations – Building Notice Charge)
- d) the consideration of building work reverting to the Council under the Building (Approved Inspectors etc.) Regulations 2010 (as amended) – (Reversion Charge)
- e) the consideration of a regularisation application submitted under regulation 18 of the Principal Regulations – (Regularisation Charge).

"chargeable advice" is a charge made in relation to a request for building regulation advice as regards any particular case where such a charge is made in anticipation of the future exercise of their chargeable functions in relation to that case, save that no charge is made for the first hour of time spent in providing such chargeable advice.

"cost" does not include any professional fees paid to an architect, quantity surveyor or any other person;

"dwelling" includes a dwelling-house and a flat;

"estimate" in relation to the cost of carrying out building work, means an estimate, accepted by the local authority, of such reasonable amount as would be charged for the carrying out of that building work by a person in business to carry out such building work (excluding the amount of any value added tax chargeable);

"estimated cost of building work" means the estimated cost of that work which requires approval for building regulations by the City of London Corporation. If appropriate the City of London Corporation may require estimates to be aggregated or disaggregated to establish the appropriate charge;

"extension" means an extension which has no more than three storeys, each basement level (if any) counting as one storey;

"floor area" of a building or extension' is the total floor area calculated by reference to the finished internal faces of the walls enclosing the area, or, if at any point there is no enclosing wall, by reference to the outermost edge of the floor.

"the Principal Regulations" means the Building Regulations 2010 as amended from time to time;

"relevant person" means:

- a) in relation to a plan charge, inspection charge, reversion charge or building notice charge, the person who carries out the building work or on whose behalf the building work is carried out;
- b) in relation to a regularisation charge, the owner of the building; and
- c) in relation to chargeable advice, any person requesting advice for which a charge may be made pursuant to the definition of 'chargeable advice'

"total floor area of a building" is the total of the floor area of all the storeys which comprise that building.

"total floor area of an extension" is the total of the floor areas of all the storeys in the extension.

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Appendix C- Building Regulation Charges Scheme No 3:2020

Regulation No	<u>SUMMARY OF BUILDING REGULATIONS FUNCTIONS AND CHARGES</u>
5(1)	<p>6. The City of London Corporation has determined:</p> <ul style="list-style-type: none"> a) plan charges for or in connection with the passing or rejection of plans of proposed building work deposited with them in accordance with Section 16 of the Building Act 1984; b) inspection charges for or in connection with the inspection of building work for which plans have been deposited in accordance with the Principal Regulations and with Section 16 of the Building Act 1984; c) building notice charges for or in connection with the consideration of a building notice which has been given to the City of London Corporation in accordance with the Principal Regulations. <p>The charges for the foregoing functions are as set out in the attached tables in Annex A.</p>
5(2)	<p>7. The City of London Corporation is also authorised within its Charges Scheme to make a charge in relation to a request for advice as regards any particular case where such a charge is made in anticipation of the future exercise of its chargeable functions in relation to that case (referred to as “chargeable advice”); save that no charge is to be made for the first hour of time spent by an officer in providing such chargeable advice.</p>
6(3)	<p>8. This Charges Scheme has been fixed such that its objective is to ensure that, taking one financial year with another, the income to be derived by the City of London Corporation from performing chargeable functions and providing chargeable advice (referred to as “chargeable income”) as nearly as possible equates to the costs incurred by the City of London Corporation in performing chargeable functions and providing chargeable advice (referred to as “chargeable costs”). At the end of the financial year within which the City of London Corporation first made this Charges Scheme and of each subsequent financial year, the City of London Corporation will conduct a review of the level of charges set out under this Charges Scheme for the purpose of achieving the Charges Scheme’s objective above.</p>
6(2)	<p>9. Immediately following the review of the level of charges, the City of London Corporation will prepare a “building control statement” setting out as regards the financial year to which it relates, the chargeable costs, the chargeable income and the amount of any surplus or deficit. Such “building control statement” will be approved by the City of London Corporation’s Section 6 Officer and will be published not more than six months after the end of the financial year to which the statement relates.</p>
6(4-6)	<p>10. Each charge determined within the Charges Scheme has been related to the costs of providing building regulation services in relation to particular building work or building work of particular descriptions having regard to the objective outlined in clause 8 above. Where this Charges Scheme is first made and takes effect at any time other than the beginning of a financial</p>

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Appendix C- Building Regulation Charges Scheme No 3:2020

		year, the City of London Corporation will have regard to any estimated surplus or deficit arising for that part of the financial year for which its existing scheme made under the Building (Local Authority Charges) Regulations 2010 continues to have effect.
Regulation No	11.	The costs of providing City of London Corporation building regulation services in relation to chargeable functions or chargeable advice has been calculated using the hourly rate at which the time of its officers will be charged and the factors which have been taken into account in estimating the time required by its officers for performing a chargeable function or providing chargeable advice (in relation to particular building work or building work of particular descriptions).
6(7-8)		
	12.	The hourly rate of the City of London Corporation building regulation officers is set out herewith: £112.
7(1-2)	13.	Where the City of London Corporation consider it necessary to engage and incur the costs of a consultant to provide specialist advice or services in relation to a particular aspect of building work, those costs will be included in the determination of the charges referred to in this Charges Scheme.
7(4)		
7(3)	14.	In calculating the costs and in estimating the time required by its officers for performing a chargeable function or providing chargeable advice (in relation to particular building work or building work of particular descriptions), both in relation to standard and assessed charges, the City of London Corporation has taken some or all of the following factors into account:
		<ul style="list-style-type: none"> a) the existing use of a building, or the proposed use of the building after completion of the building work; b) the different kinds of building work described in regulation 3(1)(a) to (i) of the Principal Regulations. <i>(see definition of 'building work' in clause 5 above);</i> c) the floor area of the building or extension. <i>(see definitions of 'floor area of a building or extension', 'total floor area of a building' and 'total floor area of an extension' in clause 5 above);</i> d) the estimated duration of the building work and the anticipated number of inspections to be carried out. e) the estimated cost of the building work.
7(5)		
7(5)	15.	In calculating the costs and in estimating the time required by its officers for performing a chargeable function or providing chargeable advice (in relation to particular building work or building work of particular descriptions), in relation to assessed charges for individual projects, the City of London Corporation will take some or all of the following additional factors into account in assessing the charges
		<ul style="list-style-type: none"> f) the nature of the design of the building work and whether innovative or high-risk construction techniques are to be used; g) whether the person who intends to carry out part of the building work is a person named in a self-certification scheme or list of exemptions under schedule 3 of the Principal Regulations; or is carrying out the descriptions of work where no building notice or deposit of full plans is required under schedule 4 of the Principal Regulations both as

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Appendix C- Building Regulation Charges Scheme No 3:2020

Regulation No	<p>mentioned in building regulation 12(6);</p> <ul style="list-style-type: none"> h) whether in respect of the building work a notification has been made that design details approved by Robust Details Limited are to be used; i) whether an application or building notice is in respect of two or more buildings or building works all of which are substantially the same as each other. j) whether an application or building notice is in respect of building work which is substantially the same as building work in respect of which plans have previously been deposited or building works inspected by the City of London Corporation. k) whether chargeable advice has been given which is likely to result in less time being taken by the City of London Corporation to perform the chargeable function; and l) whether it is necessary to engage and to incur the costs of a consultant to provide specialist advice or services in relation to a particular aspect of the building work.
	<p>16. On receipt of an application or notice relating to particular building work or building work of particular descriptions, the City of London Corporation in determining its building regulation charges by reference to a standard charge published in the scheme (see schedule of standard charges listed in Annex A), has taken into account the factors listed in clause 14 above</p> <p>17. On receipt of a request for advice, an application or notice relating to particular building work or building work of particular descriptions, the City of London Corporation in determining its building regulation charges by reference to an individual assessment of the charge to be made (see guidance on assessed charges in Annex B), will take into account the factors listed in clauses 14 and 15 above and such individually determined charges will be confirmed in writing specifying the amount of the charge and the factors which have been taken into account.</p> <p>18. No charge will be made for the first hour of an officer's time in respect of chargeable building regulation advice given by such officer.</p> <p>19. The sum of the plan charge and the inspection charge is equal to the building notice charge. With the exception of those circumstances detailed in paragraphs 14 and 21 below, the plan charge is 25% of the building notice charge and the inspection charge is 75% of the building notice charge.</p>
5(2)	<p>20. The preceding paragraphs 6, 8, 9 and 10 are subject to paragraph 21 below.</p> <p>21. Where:</p> <ul style="list-style-type: none"> a) one application or building notice is in respect of two or more buildings or building works all of which are substantially the same as each other; or b) an application or building notice is in respect of building work which is substantially the same as building work in respect of which plans have previously been approved or building works inspected by the City of London Corporation and where the City of London Corporation is satisfied that the owner of the plans who deposits them or who gives a building notice in respect of them is the same person who originally

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Appendix C- Building Regulation Charges Scheme No 3:2020

Regulation No

deposited the plans or gave a building notice in respect of them, a reduction not exceeding 30% in the plan charge or building notice charge payable may be applied and a reduction not exceeding 30% in the inspection charge payable may also be applied, but only at the absolute discretion of the City of London Corporation.

22. **Where the appropriate total charge is £800 or below a plan charge is payable, which incorporates that charge which would be made for an inspection of building work, although no separate inspection charge is made.**
23. Standard charges set in accordance with clause 14 above are shown on Table 1 in annex A.
24. The following applications may be dealt with by individually assessed charges in accordance with clauses 14 & 15 above.
 - a) Full Plans (both the passing or rejection of plans and the associated inspections) where the cost of the work exceeds £1m.
 - b) Building Notice where the cost of the work exceeds £1m.
 - c) All stand alone new buildings.
 - d) Reversion for or in connection with the consideration of building work reverting to the control of the City of London Corporation.
 - e) Regularisation submitted under regulation 18 of the Principal Regulations (unauthorised building work).
25. Where building work comprises -
 - a) the installation of cavity fill insulation in accordance with Part D of Schedule 1 to the Principal Regulations where the installation is not certified to an approved standard or is not installed by an approved installer or is not part of a larger project comprising other building work; or
 - b) the installation of an unvented hot water system in accordance with Part G of Schedule 1 to the Principal Regulations where the installation is not part of a larger project comprising other building work,the City of London Corporation has fixed its charges by reference to the estimated cost of the building work only, and no plan charge will be made in respect of such building work.
26. Where building work comprises:
 - a) the installation of cavity fill insulation in accordance with Part D of Schedule 1 to the Principal Regulations where the installation is certified to an approved standard, or is installed by an approved installer or is part of a larger project comprising other building work; or

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Appendix C- Building Regulation Charges Scheme No 3:2020

		<ul style="list-style-type: none"> b) the installation of an unvented hot water system in accordance with Part G of Schedule 1 to the Principal Regulations where the installation is part of a larger project comprising other building work, no charges will be made in respect of such building work.
4(1)	27.	The City of London Corporation has not fixed by means of its scheme, nor intends to recover a charge in relation to an existing dwelling which is, or is to be, occupied by a disabled person as a permanent residence; and where the whole of the building work in question is solely-
Regulation No		<ul style="list-style-type: none"> a) for the purpose of providing means of access for the disabled person by way of entrance or exit to or from the dwelling or any part of it, or b) for the purpose of providing accommodation or facilities designed to secure the greater health, safety, welfare or convenience of the disabled person.
4(2)	28.	<p>The City of London Corporation has not fixed by means of its scheme, nor intends to recover a charge for the purpose of providing accommodation or facilities designed to secure the greater health, safety, welfare or convenience of a disabled person in relation to an existing dwelling, which is, or is to be, occupied by that disabled person as a permanent residence and as outlined in clause 6 (b) above, where such work consists of-</p> <ul style="list-style-type: none"> a) the adaptation or extension of existing accommodation or an existing facility or the provision of alternative accommodation or an alternative facility where the existing accommodation or facility could not be used by the disabled person or could be used by the disabled person only with assistance; or b) the provision of extension of a room which is or will be used solely- <ul style="list-style-type: none"> (i) for the carrying out for the benefit of the disabled person of medical treatment which cannot reasonably be carried out in any other room in the dwelling, or (ii) for the storage of medical equipment for the use of the disabled person, or (iii) to provide sleeping accommodation for a carer where the disabled person requires 24-hour care.
4(3)	29.	<p>The City of London Corporation has not fixed by means of its scheme, nor intends to recover a charge in relation to an existing building to which members of the public are admitted (whether on payment or otherwise); and where the whole of the building work in question is solely-</p> <ul style="list-style-type: none"> a) for the purpose of providing means of access for disabled persons by way of entrance or exit to or from the building or any part of it; or b) for the provision of facilities designed to secure the greater health, safety, welfare or disabled persons.
4(4)		<i>Note: 'disabled person' means a person who is within any of the descriptions of persons to whom Section 29(1) of the National Assistance Act 1948, as extended by virtue of Section 8(2) of the Mental Health Act 1959, applied but disregarding the amendments made by paragraph 11 of Schedule 13 to the Children Act 1989.</i>

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Appendix C- Building Regulation Charges Scheme No 3:2020

		<u>PAYMENT OF CHARGES</u>
8(1)a	30.	Any plan charge shall be payable when the plans of the building work are deposited with the City of London Corporation but see also clause 40 below.
8(1)b	31.	Any inspection charge shall be payable on demand made after the City of London Corporation carries out the first inspection in respect of which the charge is payable but see also clause 40 below.
Regulation No		
8(1)c	32.	Any building notice charge shall be payable when the building notice is given to the City of London Corporation.
8(1)d	33.	Any reversion charge shall be payable for building work in relation to a building: <ul style="list-style-type: none"> i) which has been substantially completed before plans are first deposited in accordance with regulation 19(2)(a)(i) of the Building (Approved Inspectors etc.) Regulations 2010 as amended; or ii) in respect of which plans for further building work have been deposited with the City of London Corporation in accordance with regulation 19(3) of the Building (Approved Inspectors etc.) Regulations 2010 as amended, on the first occasion on which those plans are deposited.
8(1)e	34.	Any regularisation charge shall be payable at the time of the application to the City of London Corporation in accordance with regulation 18 of the Principal Regulations (unauthorised building work).
8(1)f	35.	Any charge for chargeable advice shall be payable on demand after the City of London Corporation has given notice to the relevant person in writing specifying the amount to be charged and the factors which have been taken into account as listed in clauses 14 and 15 above.
8(1)g	36.	Any plan charge, inspection charge, building notice charge, reversion charge, regularisation charge and charge for chargeable advice is to be payable by the relevant person (<i>see definition, clause 5 above</i>).
Regulation No		
8(1)h	39.	Any plan charge, inspection charge, building notice charge which is payable to the City of London Corporation shall be paid together with an amount equal to any value added tax payable in respect of that charge.
8(1)i	40.	Part of any charge which is payable to the City of London Corporation, may, at its absolute discretion, be paid in instalments of such amounts payable on such dates as the City of London Corporation shall specify.
8(1)j	41.	There is no entitlement to a complete refund of any regularisation charge paid, if the City of London Corporation, after incurring costs, subsequently cannot determine what work is required to comply with the relevant requirements.
8(1)h	42.	Where a plan charge has been paid and not refunded, the City of London Corporation may in any case they consider reasonable, decide not to make

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Appendix C- Building Regulation Charges Scheme No 3:2020

		a further plan charge in respect of plans subsequently deposited for substantially the same building work.
11(1)	43.	Where for any reason the City of London Corporation do not give notice of passing or rejection of plans within the period required by Section 16 of the Building Act 1984 (as amended), any plan charge paid will be refunded.
Regulation No		
11(2)	44.	No refund will be given by the City of London Corporation where the reason for not giving notice of passing or rejection of plans within the period required by section 16 of the Building Act, 1984 is due to the failure by the person by whom or on whose behalf the plans were deposited to supply information within a reasonable time, necessary to meet the City of London Corporation duty under that section.
11(3)	45.	Where the City of London Corporation has determined a charge in relation to a chargeable function or chargeable advice, payment of the charge has been made to the City of London Corporation and the actual amount of work required of an officer of the City of London Corporation is less than that which was originally assessed, the City of London Corporation (subject to clause 49 below) will make a refund in respect of the proportion of the charge relating to the excess payment.
11(4)	46.	Where the City of London Corporation has determined a charge in relation to a chargeable function or chargeable advice, payment of the charge has been made to the City of London Corporation and the actual amount of work required of an officer of the City of London Corporation is more than that which was originally estimated in the assessment, the City of London Corporation (subject to clause 49 below) may raise a supplementary charge in respect of any additional work carried out its officer.
11(5)	47.	In relation to the assessment of a refund or supplementary charge, the City of London Corporation may discount one hour of an officer's time from the calculation of the refund or, as the case may be, the supplementary charge.
11(6)	48.	Where in respect of plans deposited with the City of London Corporation under section 16 of the Building Act, 1984, the plan charge and inspection charge are to be aggregated for the purposes of calculating any refund or supplementary charge.
11(7)	49.	The payment of any refund or request for a supplementary charge will be accompanied by a statement setting out the reason for the assessment and the calculation of the refund or supplementary charge.
	50.	Plans which are deposited otherwise than in accordance with the requirement imposed under paragraph 24 above or an agreement under paragraph 30 above are not deposited in accordance with building regulations for the purposes of section 16 of the Act; and a building notice given otherwise than in accordance with a requirement imposed under paragraph 26 above or an agreement under paragraph 30 above is not

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Appendix C- Building Regulation Charges Scheme No 3:2020

	validly given for the purposes of the Principal Regulations.
	51. Where an individual assessment of a plan charge or building notice charge has been made, (other than a standard charge) any individually assessed plan charge or building notice charge shall not be payable until such plan charge or building notice charge has been specified by the City of London Corporation and confirmed in writing if such confirmation is provided later than the deposit of the plan or (as the case may be) the giving of the building notice.
	52. The City of London Corporation is authorised to require the supply of any information where such information is necessary to determine any building regulation charge listed in clause 9 above.
	53. The City of London Corporation operates, maintains and makes available on request, to any interested party, an appropriate complaints procedure regarding its building regulations services. If a person is dissatisfied with the decision made relating to the determination of charges for building work and wishes to make a complaint, such complaint will be dealt with within the Council's agreed complaint's procedure. In the first instance, such complaints should be addressed at a local level to: The District Surveyor & Environmental Resilience Director Department of the Built Environment Guildhall London EC2P 2EJ Telephone: 020 7332 1000 Fax: 020 7332 1968 email: district.surveyor@cityoflondon.gov.uk
11(2)	54. Where building work reverts to the control of the City of London Corporation any plans relating to that building work given to the City of London Corporation in accordance with regulation 19 of the Building (Approved Inspector etc) Regulations 2010 as amended, shall be accompanied by a current estimate in writing of the cost of that building work.
13	55. Contravention of the Building (Local Authority Charges) Regulations 2010 and or the non- payment of any charge which becomes payable are not treated as offences under Section 35 of the Building Act 1984 (penalty for contravening building regulations).
Regulation No	<u>TRANSITIONAL PROVISIONS AND REVOCATION</u>

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix C- Building Regulation Charges Scheme No 3:2020

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|---------|--|
| 15(2-3) | 56. The Building Regulations Charges Scheme No. 2, 2018 of the City of London Corporation made under the Building (Local Authority Charges) Regulations, 2010 will continue to apply to building work within the City of London Corporation area for which plans were first deposited or a building notice was given or a reversion charge became payable, or a regularisation certificate was made, before 6th April 2020. |
|---------|--|

INFORMATIVE

- | | |
|-------|---|
| 12(3) | 57. Further information and advice concerning building regulation charges and the Building Regulations Charges Scheme, can be obtained from: |
|-------|---|

The District Surveyor & Environmental Resilience Director
Department of the Built Environment
Guildhall
London EC2P 2EJ

Telephone: 020 7332 1000
Fax: 020 7332 1968
email: district.surveyor@cityoflondon.gov.uk

Signed:

.....
(The officer appointed for this purpose)

Dated:

* Derivation = Building (Local Authority Charges) Regulations 2010.

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

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Appendix D- Building Regulation Charges Scheme No 3, 2020

Annex A: Charges Schedule.

Cost of Works	Charges from 6th April 2020				
	Work Categories				
£1,000's	Refurbishments & Extensions	Fit out and alterations	Material Change of Use	Small Residential Alterations *	Other
					For works not described on the table a specific individually assessed charge will be provided.
£10	£728	£448	£1,008	£698	
£20		£672		£922	
£40	£952	£896	£1,176	£1,259	
£70	£1,288	£1,232	£1,512	£1,594	
£100	£1,512			£1,706	
£150	£1,736	£1,400	£2,128	SEE 'OTHER'	
£200	£1,960	£1624	£2,240		
£300	£2,408	£1,848	£3,248		
£400	£2,800	£2,240			
£500	£3,248	£2,464			
£600	£3,696	£2,744	£4,704		
£700	£4,144	£3,192			
£800	£4,536	£3,472			
£900	£4,928	£3,864	£6,272		
£1,000	£5,376	£4,032			
Plan & Insp charge due immediately if £800 or less (excl VAT)					
For works over £1.0 million a specific individually assessed charge will be provided					

Appendix D- Building Regulation Charges Scheme No 3, 2020

Annex A: Charges Schedule.

*** If Part P electrics are not applicable or if they are dealt with under the Competent Persons Scheme - Deduct £250 per unit/flat**

Appendix E –

Building Regulation Charges Scheme No 3, 2020 Annex B: Factors to be taken into Account When Determining Assessed Charges.

The factors to be taken into account in determining Assessed Charges as per clauses 14 & 15 of the Building Regulations Charges Scheme No. 3, 2020 of the City of London Corporation.

1. the existing use of a building, or the proposed use of the building after completion of the building work.
2. the different kinds of building work described in regulation 3(1)(a) to (i) of the Principal Regulations. (*see definition of ‘building work’ in clause 5 above*).
3. the floor area of the building or extension. (*see definitions of ‘floor area of a building or extension’, ‘total floor area of a building’ and ‘total floor area of an extension’ in clause 5 above*).
4. the estimated duration of the building work and the anticipated number of inspections to be carried out.
5. the estimated cost of the building work.
6. the nature of the design of the building work and whether innovative or high-risk construction techniques are to be used; and
7. whether the person who intends to carry out part of the building work is a person named in a self-certification scheme or list of exemptions under schedule 3 of the Principal Regulations; or is carrying out the descriptions of work where no building notice or deposit of full plans is required under schedule 4 of the Principal Regulations both as mentioned in building regulation 12(6)
8. whether in respect of the building work a notification has been made that design details approved by Robust Details Limited are to be.
9. whether an application or building notice is in respect of two or more buildings or building works all of which are substantially the same as each other.
10. whether an application or building notice is in respect of building work which is substantially the same as building work in respect of which plans have previously been deposited or building works inspected by the City of London Corporation.
11. whether chargeable advice has been given which is likely to result in less time being taken by the City of London Corporation to perform the chargeable function; and
12. whether it is necessary to engage and to incur the costs of a consultant to provide specialist advice or services in relation to a particular aspect of the building work.

Type of work	Refurbishment & Extensions, Simple office alterations, Cat A to B, Material change of use, retail	Other or Notes / special factors
Duration on site		
Number of floors above ground		
Anticipated inspection time hours and notes		
Routine visits		
Piling/foundation inspections		
Below ground drainage		
Below ground structural inspections		
Superstructure		
Above ground drains – routine		
M&E routine		
Drainage testing		
Site Q/A Audit time		
Routine/Finals prior to completion		
Other special factors +/-		
De-snag visits –drainage		
De-snag visits – M&E		
De-snag visits -general		
Off site inspection		
M&E Final Commission & tests		
Review a deduction for repetition/		
Anticipated plans inspection time		
General		
As % of site time		
Structural Appraisal		
Fire engineering		
Design workshops		
	Total Hours	
Outside consultant required –	Cost £	

Appendix F: Building Control Miscellaneous Charges Scheme No3: 2020

Table of miscellaneous charges (from 6th April 2020)

If you would like to discuss the charges or need any help with the application or this table, please phone us on 020 7332 1000.

Miscellaneous Building Control Charges No 3:2020 VAT should be added at the current rate as indicated and included in your payment.					
Work Categories (For works not described on the table a specific individually assessed charge will be provided.)					
		Current Charge	VAT or No VAT	Charge from 6 th April 2020	Proposed Change
1.	Demolition Notice. Application submitted under section 80, Building Act 1984	Charge £450	No VAT	Charge £450	Fee adequately covers the cost of administration of this application. No increase required.
2	Section 30 Application submitted under Section 30, London Building Act (As Amended) 1939	Various Charges (See Section 30 Charges)	No VAT	As set out in the Section 30 London Building Act (As Amended) Act 1939 Charges No 3. (See Below)	Various increases.
3	Approval In Principle Application submitted for Technical Approval of Highway Structures.	£4000	VAT	As Existing	Fee adequately covers the cost of administration of this application. No increase required.
4	Marriage Act surveys	£500 for New registration		As Existing	Fee controlled by Community and Children's Services and no increase proposed.
5	Researching and Viewing Building Control Historical Records.	Fee based at £107 per hour to cover officer time spent researching and providing advice	VAT	Proposed new fee based at £112 per hour to cover officer time spent researching and providing advice	Revised fee in line with hourly rate.
6	Dangerous Structures	Charged at hourly rate	Varies	As existing	Fees recoverable through Section 66, London Building Act (As Amended) Act 1939

Section 30 London Building Act (As Amended) Act 1939 Charges No 3: 2020

No VAT is added at the current rate in your payment.

Work Categories (For works not described on the table a specific individually assessed charge will be provided.)

		Current Charge	VAT or No VAT	Charge from 6th April 2020	
1.	Erecting a special building or structure intended to be kept permanently.	To be agreed based on details of structure. Please contact department for a detailed quote.	No VAT	To be agreed based on details of structure. Please contact department for a detailed quote.	Fee covers the cost of administration of this application. No increase required.
2	Erecting a Grandstand to be used for a special event. 10-250 Seats	£300	No VAT	Removed.	Removed and incorporated into fee No 3.
3	Erecting a Grandstand to be used for a special event up to 600 Seats	£500	No VAT	£560	Increase £60
4	Erecting a Grandstand to be used for a special event over 600 seats.	To be agreed based on details of structure. Please contact department for a detailed quote.	No VAT	As Existing	Fee covers the cost of administration of this application. No increase required.
5	Erecting a Framed tower for loudspeakers, lighting, Video screens, etc	£350	No VAT	£392	Increase £42.
6	Erecting a structure of a complex nature or an air inflated structure	To be agreed based on details of the structure. Please contact department for a detailed quote	No VAT	To be agreed based on details of the structure. Please contact department for a detailed quote	Fee covers the cost of administration of this application. No increase required.
7	Erecting a marquee for a special event.	Fee currently not clear as to what the charge should be but minimum £400.	No VAT	New fee for: Marquee up to 30m. sq. And Marquee over 30m.sq	Fee for marquee up to 30m.sq £448 Fee for marquee over 30m.sq £672

Committee(s): Port Health and Environmental Services Planning and Transportation	Date(s): 3 March 2020 6 March 2020
Subject: Electric Vehicle Charging Infrastructure - Action Plan	Public
Report of: Department of the Built Environment	For information
Report author: Samantha Tharme	

Summary

The City of London Transport Strategy includes a commitment to produce an Electric Vehicle Charging Action Plan, that identifies how many charge points, including charging hubs, are required up to 2022.

This report provides a forecast of the requirements for charging facilities in the City, up to 2025. We have commissioned an independent assessment of need from Energy Savings Trust (EST). The City of London has undertaken a first identification of potential locations and now will investigate the opportunity for these further, through necessary technical assessments and marketing/tendering for concessionaires to provide the equipment and electricity service.

Members are asked to:

- Note the report.

Main Report

Background

1. Proposal 30 of Transport Strategy includes a commitment to produce an Electric Vehicle Charging Action Plan that identifies how many charge points, including charging hubs, are required up to 2022. The Action Plan period has been extended to 2025 to align with the Mayor of London's EV Infrastructure Taskforce, which is working towards targets for wider zero emission zones across London.
2. Additional electric vehicle (EV) charging facilities will be required to support the transition to electric vehicles and to support the introduction of local zero emission zones.
3. Members of the Port Health and Environmental Services and Planning and Transportation Committees have also raised concerns that we should be making more progress to deliver adequate EV charging facilities. Additionally, the GLA/Mayor of London commissioned a broad ranging assessment for

London to identify barriers to delivery and assess the infrastructure requirements for London as a whole.

4. This piece of work is looking at provision to 2025. This is the timeframe proposed by the GLA/TfL for introducing a central London zero emission zone. The City has also committed to supporting this and introducing local zero emission zones in two locations by 2022.
5. We have commissioned the Energy Savings Trust (EST) to look in more detail at the requirements for the Square Mile, looking at numbers of charge points for each user category and type of charge point. The EST have been working with TfL on demand forecasting and have good knowledge across the different sectors involved in the EV market.

Current Position - Progress on existing plans.

6. Progress has been made on new charging infrastructure in the last 18 months, with new charge points in place and others into the process of being delivered.
 - Noble Street taxi rapid charge point has been in operation since May 2019. By October average use of this facility was 12 hours a day or 50% occupancy. This is taxi dedicated site funded by TfL subsidy.
 - At Billingsgate Market a rapid charge point is being installed, for commercial operators on its site. This is being provided without any subsidy and will be open access to any user. This should be in place within the current financial year.
 - Smithfield Market has already identified a demand to increase the number of standard chargers in its car park, primarily for traders but also open to general public / residents.
 - At Walbrook Wharf installation is in progress to provide for the Corporation's refuse collection contractor.
 - Corporate fleet use is being provided for by installation this year at Guildhall, the Barbican Centre, Baynard Parks Service depot and the Cemetery and Crematorium.
 - Baynard House car park has a proposal for up to 10 rapid charge points. A concessionaire has successfully bid for 6 charge points. A new electricity substation will enable further charge points at this location in the future if demand requires it. Work is progressing on the scheme in partnership with TfL. This facility is expected to open in the summer as soon as fire safety works on the car park have completed.
7. A mix of 50 standard and slow public access charge points are already available in the City's public car parks, and 22 charge points were installed exclusively for residents in the Barbican in 2018. Not all of those in the current provision are at the 7kW standard, we will therefore be tendering to replace with 7kW for this category. The contract on those supplied in the 5 public car parks has come to an end and therefore a new tender during 2020 is due.

Future Requirements – Demand analysis.

The Mayor's Electric Vehicle Infrastructure Taskforce

8. A comprehensive piece of work has been commissioned by the Mayor's office, which is designed to guide the public and private sectors and enable delivery where appropriate. An exercise in predicting requirements to 2025 has been carried out considering rates of conversion to EV and the targets the Mayor has set to support the transition to EVs. Availability of grants and practical support is included in a comprehensive approach. A link to the full document is [London electric vehicle infrastructure delivery plan](http://www.tfl.gov.uk/modes/driving/electric-vehicles-and-rapid-charging#delivery-plan) (www.tfl.gov.uk/modes/driving/electric-vehicles-and-rapid-charging#delivery-plan).
9. The key findings from the work are:
 - EV driver behaviour is evolving and there is a need to be cautious to avoid out of date technology and infrastructure in the wrong places. The modelling is key to steering delivery, using uptake forecasts and targets.
 - Requirement to have between 2,500 – 4,100 rapid charge points; 33,700 – 47,500 standard charge points across the whole of London by 2025. By the end of 2020, work is in progress for 300 rapids to be in place and 3,500 standards.
 - Evidence from the National Grid and UK Power Networks, that whilst there are capacity issues to manage in some locations, that further use of a smart approach to time and 'load' management means that further EVs can be supported in London.
 - Strategic and demand led approach to further 'standard' chargers, rather than 'desire' led is critical, as this risks government subsidy not being spent in the optimum locations and redundant technology being in place.

City of London demand forecast for EV Chargepoints.

10. Work directly with boroughs and the City is looking at identifying locations to fulfil these ambitions. The nature of activity for freight and taxis in the Square Mile together with relatively low numbers of residents and no on-street residential parking means there is a different pattern of demand for charge points in the Square Mile. We have therefore, commissioned a piece of work by the Energy Savings Trust that looks at likely requirements based on vehicle types on City streets. This give us figures for each user type:
 - Taxi
 - Motorbike
 - Private car
 - Light goods/freight
11. The methodology has looked at using historic / future anticipated take up rates of EVs for each user type and anticipated charging patterns based on industry/market expectations giving a forecast to 2025. A range has been given in the forecast, with demand in that range dependent on the market take

up and government approach. Future factors could have significant impacts, including:

- Implementation dates for zero emission zones in the City and Central London
- Charger technology advancing
- Supply chain confidence
- Battery technology
- New vehicle costs
- Used market costs
- Neighbouring boroughs infrastructure provision
- Grid capacity & impact of smart charging incentives

12. The key recommendations are set out below and the Action Plan (Appendix 1) sets out how the City is taking each of the recommendations forward. The final report is provided in Appendix 2

- Develop a monitoring and evaluation framework. Observe and chart actual Plug in Vehicle (PiV) uptake within CoL traffic flows and utilisation of existing charging infrastructure.
- Prepare immediate plans for phased installation of 26 rapid (50kW) chargers and 65 standard (7kW x 2 point) chargers meeting the forecasts under the low scenario.
- Dynamically evaluate the suitability of the low scenario against technological developments and infrastructure plans across Greater London.
- Prepare contingency plans that will mitigate against the impacts of unmet demand equivalent to the high scenario, and alternative proposals for oversupplied sites.
- Work with neighbouring boroughs to identify collaborative opportunities for strategically placed, scalable and efficient infrastructure solutions on arterial routes.
- Work with Electric Vehicle Supply Equipment (EVSE) industry and other stakeholders, to ensure that commercial opportunities for market led, or partnership solutions are well publicised and free from unnecessary development barriers.

Table 1: Current charge points and forecast 2025 requirements.

	Rapid 50kW	Standard 7 kW
Current / due for completion by end 2020	8	32 (2 point)
Forecast requirement for 2025	26	65 (2 point)

13. The total forecast number recommended for 2025 includes current provision. Standard chargers in this recommendation are 2-point 7kW chargers, i.e. 65 chargers with dual access that can charge two vehicles at the same time. In our car parks there are currently a mix of slow (3.7kW) and standard (7kW)

charge points, which are available to the public. Of the 26 rapid charge points, 13 is the recommended number to meet taxi drivers' needs.

Enabling and providing EV charge points.

14. We propose to investigate feasibility of specific sites to install further charge points, but part of the role of the Corporation will be to enable rather than be the specific provider as there is a limit to grants and public funding available. The recommendations from EST do not specify who the provider should be but focus on the amount needed to serve the anticipated EV market.

Funding options.

15. There can be substantial set up costs in providing EV infrastructure depending on the kW of the charge points and the specific location. Some government grants are currently available but have certain qualifying criteria and none meet 100% of the costs. Cost of enabling works can vary significantly depending on the location to connect to electricity supply. If network upgrades and new electricity substations are required costs are likely to be over £100,000. A straightforward connection is between £10,000 - £30,000.
16. Funding options include:
- Fully commercial - where operator meets cost of all enabling works - providers are only likely to do this where they consider the revenue return sufficient and will require concession/lease for sufficient period. If in a private residential car park grants are available to residents for part of the infrastructure, but this does not meet the setup costs/enabling works.
 - Government/TfL funding for enabling works, for rapid 50kW chargers and for on-street residential, through grant application. TfL have funded the installation of charge points on Noble Street and in Baynard House car park (CoL has no on-street residential parking and no anticipation of this changing).
 - Fully private - if residents or businesses choose to meet all costs.
 - Fully funded by the Corporation - where for own fleet operational use. A small 'work place' grant is available but this only meets a small proportion of the cost.

Corporate & Strategic Implications

17. Air quality is identified as Corporate Risk 21, this area of work and the Action Plan will support the transition to electric vehicles and therefore contribute positively towards cleaner air.
18. The project also contributes towards corporate objectives, supporting outcome 11 We have clean air, land and water and a thriving and sustainable natural environment.
19. Delivery of charging infrastructure also helps deliver the City Corporation's Transport Strategy and Air Quality Strategy

Financial Implications

20. For further installations led by the Corporation we will seek TfL/Government funding and fully commercial delivery opportunities will also be identified. We will also consider use of TfL Local Implementation Plan (LIP) funding and submit capital bids for internal funding if grants or other funding is not available. The Action Plan is for a phased implementation over the next five years therefore financial details will be set out with specific projects.

Conclusion

21. The report by EST has given an evidence based guide on requirements for EV infrastructure for the five years up to 2025. We plan to continue with installations of charge points that meet part of the forecast and implement these in 2020. We will commence specific site feasibility assessment for further sites to plan for the forecast requirements. We will continue communication and coordination with industry, TfL and neighbour boroughs to maintain awareness of developments in technology and public demand.
22. An update report will be produced on actions and data after 18 months, in June 2021.
23. In identifying new locations for charge points we will adhere to the policy adopted in October 2017 which states that charge points will be placed off-street and only on-street by exception.

Appendices

Appendix 1: Electric Vehicle Action Plan for the City of London - DRAFT

Background Papers

1. The Mayor of London's Electric Vehicle Infrastructure Taskforce Action Plan (June 2019). [London electric vehicle infrastructure delivery plan \(www.tfl.gov.uk/modes/driving/electric-vehicles-and-rapid-charging#delivery-plan\)](http://www.tfl.gov.uk/modes/driving/electric-vehicles-and-rapid-charging#delivery-plan).
2. Energy Saving Trust - [Electric Vehicle Infrastructure Forecasts 2025 for the City of London Corporation \(www.cityoflondon.gov.uk/services/transport-and-streets/Documents/electric-vehicle-infrastructure-forecast-2025.pdf\)](http://www.cityoflondon.gov.uk/services/transport-and-streets/Documents/electric-vehicle-infrastructure-forecast-2025.pdf).

Hard copies of both reports are available on request.

Samantha Tharme

Strategic Transport Planner

T: 020 7332 3160

E: Samantha.tharme@cityoflondon.gov.uk

Appendix 1: Electric Vehicle Action Plan for the City of London - DRAFT

The table below sets out the recommendations from the Energy Saving Trust's Electric Vehicle Infrastructure Forecasts 2025 report to. The actions under each recommendation set out what the City of London Corporation anticipates is necessary to deliver each of the recommendations, with target dates for the actions. Some actions are already completed or in progress and are included here.

Recommendation	Action and tasks		Target date
1. Develop a monitoring and evaluation framework. Observe and chart actual PiV uptake within CoL traffic flows and utilisation of existing charging infrastructure.			
	<p>Data collection in future will enable us to accurately record age and engine type (through use of ANPR cameras). We anticipate having this active by the end of 2020. This can be compared to the scenario requirements set out in the EST report (high, medium, low) and allow us to review recommendations.</p> <p>ACTION: establish data collection across network of camera points.</p>		October 2020
	<p>The Transport Strategy committed to achieving a reduction in combustion engine vehicles, a key performance indicator for the proportion of the vehicles driving in the city to be zero emission has been set at 90% by 2030. Baseline data will be captured in 2020.</p> <p>ACTION: collate and report on vehicle profile</p>		April 2021
2. A) Prepare immediate plans for phased installation of 26 rapid (50kW) chargers meeting the forecasts under the low scenario.			

	Installation at Noble St Taxi rest bay – COMPLETE	Taxi	May 2019
	<p>ACTION: Complete installation of Baynard House site</p> <ul style="list-style-type: none"> • 6 charge points live • site enabled for additional 4 charge points. 	Taxi/ Freight	August 2020
	<p>ACTION: Complete installation at Walbrook Wharf for refuse collection contractor</p> <ul style="list-style-type: none"> • 1 charge point 	Own fleet contractor	Mid 2020
	<p>Taxi and Freight - rapid charge points:</p> <p>Identify sites for further 14 rapid charge points, planned for and brought on stream by 2025. Feasibility of sites will be assessed including site practicalities, connection costs to UKPN, funding options (wholly commercial or subsidised).</p> <p>For taxi and freight use we will investigate the feasibility of further taxi rest bay sites:</p> <p>Noble Street (additional 1); Ropemaker Street; St Andrew Street; Angel Street; Mincing Lane; Appold Street; Smithfield area; Barbican (Moor Lane); Barbican Trade Estate (access off Beech Street)</p> <p>Sites will be considered for either taxi priority or mixed use to provide flexibility for users and to ensure sites are commercially attractive to concessionaire charge point providers.</p>	Taxi / Freight	

	ACTION: investigate and report on site potential and practical feasibility of taxi priority sites; prioritise sites for implementation up to 2025.	Taxi / Freight	December 2020
	ACTION: prepare for tender and identify funding for enabling works for two taxi priority sites.	Taxi priority	December 2020
	ACTION: prioritise remaining feasible and deliverable taxi priority / and shared use freight sites and prepare for delivery commencing 2021/22. We will consider funding options so that where possible sites can be tendered on fully commercial basis, with provider meeting cost of all enabling works.	Taxi / freight	December 2020
	<p>Freight:</p> <p>Rapid (50kW) charge point provision within City of London car parks, 7 points recommended for freight use.</p> <p>In developing Last Mile Logistics Hubs proposals, we are reviewing both the existing electrical capacity and what enabling works would be required to provide for charging infrastructure in car parks. Initially, this information will be used to help inform bid responses from freight operators for charging facilities to support their operations, most of which is anticipated to be standard (7kW). We will also use the assessment of network capacity and requirements to establish whether there are opportunities for new publicly available rapid (50kW) charging aimed at freight vehicles. This would be in a public area of the car park.</p> <p>Site assessments will be carried out approximately 12 months before anticipated readiness therefore this is a rolling programme commencing 2020 through to 2022. Anticipated operational dates: London Wall Car Park - December 2020; Barbican Trading Estate Access - July 2021;</p>	Freight	2020-2022

	Middlesex Street Estate Car Park - October 2021; Minorities Car Park - 2022.		
	ACTION: Identify and tender publicly accessible rapid (50kW) charge points within underground car parks, subject to site appraisal.	Freight	2020 - 2022
	ACTION: Identify shared freight/taxi sites following site appraisal (as noted above) and prepare for delivery 2021/22.	Freight/ Taxi	December 2020
2. B) Prepare immediate plans for phased installation of 65 x2 point access standard (7kW) chargers , meeting the forecasts under the low scenario.			
	<p>Freight</p> <p>Standard (7kW) charge point provision within logistics centres and public car parks.</p> <p>In developing Last Mile Logistics Hubs proposals, we are reviewing both the existing electrical capacity and necessary enabling works to provide for charging infrastructure. Site assessments at all potential logistics hubs (as listed under 2a) will be carried out approximately 12 months before readiness therefore rolling programme commencing 2020 through to 2022. The forecasts for general freight are that most demand will be for rapid (50kW) chargepoints, however where provided within logistics centres for that operator's exclusive use these are likely to be standard chargers given the nature of the operations and the cost of providing rapid chargers.</p> <p>Further provision for freight is available with the charge points that are publicly accessible in Corporation public car parks, this will be shared use with private car, private hire as noted below.</p>	Freight	

	ACTION: Identify capacity and potential for charge points for freight operators (exclusively) within logistics operations and develop with other enabling works to prepare for logistics centres.		2020 - 2022
	<p>Private Car, Private Hire and Motorcycle - public access car parks.</p> <p>50 standard chargers are required which will meet the requirements of private car users, including residents who use public car parks, freight and private hire. The majority of these will be provided in public car parks for shared use as at present. We will review the use of the current charge points to identify areas of higher or lower demand. It is proposed that the contract to provide standard charge points in public car parks is considered together with private residential car parks as that is likely to be more commercially viable and provide a better offer to all users.</p> <p>Although freight vehicles are less likely to use standard charge points, they are still available as shared use.</p> <p>Motorcycle requirements are for 15 standard charge points up to 2025. Sites will be recommended once the review of parking provision for motorcycles has been completed. This has been surveyed in 2019 along with opinions of users and this will form the basis of recommendations for future provision.</p>	Private car/ motorcycle	
	ACTION: Review usage of current charge points.		May 2020
	ACTION: Assess power network capacity at all sites.		July 2020
	ACTION: Identify recommendations for motorcycle parking provision, following detailed motorcycle parking/user study.		July 2020

	ACTION: Tender for all public car park provision to include motorcycles and consider joint contract for private residential car parks.		December 2020
	<p>Private Car and Motorcycle - Residential private car parks.</p> <p>There are a limited number of private residential car parks under the Department of Children and Community Services. Although car ownership is relatively low there is still some demand for electric cars and car clubs in the future. It is recommended that the invitation to tender will also include an electric vehicle car club and provision for residents' motorcycles. The option to combine these private car parks, with the Corporations public car parks within one contract for EV infrastructure will be considered as this is likely to be more commercially viable and offer a better service to residents.</p>	Private car/ motorcycle	
	ACTION: Survey residents to identify demand for EV charging and car club.		May 2020
	ACTION: investigate potential funding options for enabling works to be met by provider to minimise cost to CoL/residents (for residential standard power some providers can also assess the network capacity, as part of the package of works).		May 2020
	ACTION: Assess power network capacity at all sites.		July 2020
	ACTION: Issue invitation to tender for private residential car parks December 2020.		December 2020

	<p>Private car and Motorcycle - Barbican private residents car parks.</p> <p>22 charge points in place since 2018 - exclusively for residents' use. The Barbican already has a number of charge points with subsidised introduction in 2018. As this is a private site there are limits on TfL grants to put any further charge points in place. The Barbican estate office is looking into options to provide more charge points and whether subsidies might be available. It is intended that the Barbican will be included in an EV car club.</p> <p>We are also considering sites on Barbican land or adjacent to that offer public access and may therefore offer additional rapid charge points for residents as this can increase the commercial viability.</p>	Private car/ motorcycle	
	ACTION: Assess additional sites adjacent to Barbican. Identify funding options if sites are publicly available, followed by recommendation to Barbican Residential Committee.		June 2020
	ACTION: Issue invitation to tender dependent on recommendation above.		December 2020
3. Dynamically evaluate the suitability of the low scenario against technological developments and infrastructure plans across Greater London.			
	<p>Continue engagement with industry, neighbour boroughs and TfL to ensure recommendations and future provision is in line with technology as it develops, both the charge points and the batteries within vehicles.</p> <p>ACTION: Update report on changes in technology after 18 months.</p>		June 2021

	<p>Liaison with neighbour boroughs and TfL. Boroughs have submitted funding requests to TfL (October 2019), when the decision on what is feasible and will be funded through TfL has been made we can engage in more detail with neighbour authorities.</p> <p>ACTION: Map out 5 year plan for neighbour borough provision for rapid and standard charge points.</p>		June 2020
	<p>ACTION: Produce update report after 18 months - containing review of provision requirements contained in EST report based on:</p> <ul style="list-style-type: none"> • Rate of uptake of EVs • Battery technology and range; • Charge point technology; 		June 2021
4. Prepare contingency plans that will mitigate against the impacts of unmet demand equivalent to the high scenario, and alternative proposals for oversupplied sites.			
	<p>Continue to identify further sites for high scenario, working with private sector and industry for EV supply equipment. Consider more flexible provision with private sector and ensure that network capacity issues are understood with UKPN engaged in the discussion. Smarter solutions will be explored, and funding opportunities sought directly through commercial providers.</p> <p>ACTION: Update on innovative and smarter solutions including provision at private sites.</p>		June 2021

	<p>A review of the forecast demand and maintaining an awareness of the market should prevent over provision in the next 5 years. Almost all planned sites will be within car parks therefore if usage is not high in any locations they will easily return to standard parking space. It is not intended to place a high proportion on-street.</p> <p>ACTION: update report on forecast demand</p>		June 2021
	<p>There are currently a mix of slow and standard charge points in CoL public car parks. The usage patterns and anticipated demand will be reviewed before re-tendering the contract to aim to provide where demand is highest.</p>		July 2020
5. Work with neighbouring boroughs to identify collaborative opportunities for strategically placed, scalable and efficient infrastructure solutions on arterial routes.			
	<p>Liaison with neighbour boroughs and TfL. In the most recent bidding round London Boroughs have submitted funding requests to TfL (October 2019), when the decision on which sites will be funded through TfL has been made we can engage in more detail with neighbour authorities. Consideration of further hub sites will be included.</p> <p>ACTION: Map out 5 year plan for neighbour borough provision for rapid and standard charge points.</p>		June 2020
	<p>Identify potential joint funding / subsidy solutions by joining with neighbour boroughs.</p>		

	ACTION: agree to delegation to allow London Council's to act on behalf of and support London Local Authorities in their activity to provide EV charging infrastructure.		March 2020
6.	Work with Electric Vehicle Supply Equipment (EVSE) industry and other stakeholders, to ensure that commercial opportunities for market led, or partnership solutions are well publicised and free from unnecessary development barriers.		
	<p>City officers are engaged through the networks established through the Mayor's EV Infrastructure Task Force. This includes industry providers, all London boroughs, TfL and UK Power Networks.</p> <p>Further liaison and lobbying is organised through London Councils to provide a co-ordinated approach to provision, which the freight industry seeks.</p> <p>Work directly with freight operators is continuing through the established relationship the City has developed with Freight Trade Association and other industry networks. We will work with businesses to identify private sites that may be commercially viable and still meet the overall need.</p> <p>Innovative solutions where appropriate will be considered as both battery and charging technology develops.</p>		
	ACTION: Update report after 18 months on innovative solutions and partnership opportunities.		June 2021

All site investigation and planned installation will be made in line with the policy for EV charging infrastructure adopted in October 2017 and set out below.

City of London adopted policy on locations for charge points.

The number and location of charge points will aim to meet the needs of vehicles accessing and serving the Square Mile without generating any additional vehicle trips. Charge points will only be installed in locations that have minimal impact on the public realm and do not add to street clutter or restrict pedestrian movement.

To meet the needs of the different vehicle types, the following locations will be acceptable for installing charge points:

Vehicle type	Charge type	Location
Taxi	Rapid /Fast	Off-street public car parks On-street by exception
Private Hire	Fast/Standard	Off-street public/private car parks
Private Car	Fast/Standard	Off-street public/private car parks
Freight and servicing	Rapid/Fast	Off-street public/private car parks Freight consolidation centres Private off-street loading areas

The installation of charge points will be supported by other measures to encourage the transition to ULEVs for taxis, freight and servicing vehicles. These could include ULEV only taxi rest bays and ranks and on-street loading bays.

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Committee	Dated:
Port Health and Environmental Services Planning and Transportation	3 March 2020 6 March 2020
Subject: New approach to address vehicle idling	Public
Report of: Director of Built Environment	PHES for Information P&T for Decision
Report author: Albert Cheung, City Transportation	

Summary

Air quality in the City of London does not currently meet safe limits and remains an “amber” corporate risk for the City Corporation (the **City**). Vehicles idling when parked is a common and unnecessary source of local air pollution.

Despite plans and activities including anti-idling campaigns, education and enforcement, idling vehicles is still an issue across the City of London. The Environment Act 1995 (the **Environment Act**) is currently used to deal with idling vehicles, but this requires direct City staff resources, the cooperation of motorists and with low fines, its impact has been limited.

The recommended proposal to introduce a Traffic Management Order (**TMO**) to prohibit unnecessary idling of vehicle engines would allow for enforcement by Civil Enforcement Officers (**CEOs**) by issuing Penalty Charge Notices (**PCNs**) (the **Scheme**). With around 35 CEO’s deployed across the City of London on a daily basis and with the prospect of issuing an £80 fine. By issuing warning notices and PCNs, their reach and influence on dealing with idling problems is likely to be substantial.

Recommendation

Members are asked to authorise officers to:-

- a) proceed with the proposal to introduce a TMO to implement the Scheme, and in particular to:
 - I. Consult with the statutory parties¹ on the proposal to make the TMO;
 - II. Carry out the publicity requirements in respect of the TMO²;

¹ As provided for in Regulation 6 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

² As provided for in Regulation 7 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

- III. Report back for a decision if any objections raise significant or unexpected concerns;
 - IV. Seek the consent of the Secretary of State (if required);
 - V. Make the TMO after the statutory period for objections has ended **SUBJECT TO** the Director of the Built Environment, in consultation with the Chair and Deputy Chairman of the Planning and Transportation Committee, deciding to proceed with the TMO after considering any objections and any other relevant considerations;
 - VI. Commence enforcement of the TMO after an appropriate warning notice period;
 - VII. Monitor the impacts of the Scheme (for a minimum of 6 months);
 - VIII. Report back with an Issues Report concerning the impacts of the Scheme (approximately 8–12 months after implementation of the TMO); and
- b) lobby the Department for Transport (**DfT**) for a new sign to be approved.

Main Report

Background

1. Air quality in the City of London does not currently meet safe limits set by the World Health Organisation and remains an “amber” corporate risk for the City. Idling vehicles when parked are an unnecessary source of local air pollution.
2. The City is required by statute to measure air pollution and develop and implement an improvement plan, or action plan, if health-based air quality limits are not met.
3. As a result, the City’s Air Quality Strategy 2019 – 2024 outlines actions that will be taken to fulfil the City’s statutory responsibility for Local Air Quality Management. One of the actions is to deal with idling vehicles through a wide range of measures.
4. The City’s Transport Strategy sets out the City’s future transport vision, aims and outcomes. One of these is to create a future where our air and streets are cleaner and quieter, by introducing measures to tackle transport related emissions.

Current Position

5. The whole of the City of London has been designated as an Air Quality Management Area. This enables, the City, like other local authorities, to tackle air pollution including the power to issue Fixed Penalty Notices (**FPNs**) to motorists who leave their engine idling unnecessarily. Taxis that are waiting on rank and other vehicles which require the engine to be running to operate machinery such as refrigerated units, hydraulic doors / lifts, cement mixers would be granted an exemption from such action.
6. CEOs also have powers to issue Penalty Charge Notices (PCNs) to coaches parked in a coach bay with their engines running. This falls under the City of London (Coach Parking Places) (No1) Order 1990. Notices to this effect are displayed in coach parking bays. This provision is only applicable to coach parking bays.
7. The City has been holding regular ‘no idling action days’ where officers and community volunteers go out to speak to motorists with the aim of raising awareness and to change idling behaviour. City officers have also targeted specific sites for enforcement and have liaised directly with the paper shredding industry to address the vehicle idling issue, which has successfully reduced reported incidents.
8. Under the Environment Act, FPNs can only be issued by an Environmental Officer and the fine is set at £20 if paid on time. To support the work of the Environmental Officers, coach idling enforcement and to raise the wider anti-idling message, the City has special authorisation from the DfT to use an advisory traffic sign, which reads: “Switch off engine, reduce emissions” at 18 ‘hot spot’ locations.

9. Before an FPN can be issued, the officer is required to first ask the motorist to switch off their vehicle engine. If the person fails to do so, the officer is then required to obtain details of their name and address, together with proof of identity, requiring the cooperation of the motorist. As a result, this action is rarely successful other than for raising limited awareness.
10. Over the past 12 months the City's Environmental Officers have not issued any FPNs as motorists have either complied with their instructions or driven off. Despite these educational and enforcement activities, motorists idling remains a problem across the City of London.
11. In June 2019 the DfT announced plans to carry out a public consultation on proposals to impose tougher penalties on idling motorists. However, there has been no subsequent progress or updates on this.
12. It is therefore considered that the enforcement of unnecessary engine idling through the current FPN regime is not efficient or effective and requires significant City staff resources. This has been acknowledged by both the Department for the Environment, Food and Rural Affairs and the DfT.

Traffic Management Order

13. The inability of the current legislation to effectively tackle idling vehicles has led to at least seven other London local authorities introducing new measures within the last 2 years. In all these cases, they have all introduced a TMO to prohibit idling under the Road Traffic Regulation Act 1984.
14. The TMOs allow authorities to carry out enforcement in the same manner as with other traffic contraventions such as parking. This is done by utilising the CEOs that are already patrolling the streets to issue PCNs in appropriate circumstances. The charge for traffic contraventions is usually set through London Councils with most fines set at £80 or £40 if paid within 14 days.
15. For a TMO to be valid, adequate information on the prohibition or direction through signage is required. However, the DfT has not yet approved a form for standardised signage and discussions with the DfT have so far indicated that there is a lack of appetite for a new sign at this stage. To overcome this when enforcing TMOs, the approach of some authorities has been to first request that the motorist switch their engine off and only if they fail to comply with the request, is a PCN issued. Given the absence of signage and the fact that this is an untested and new approach, it is expected that challenges may follow.
16. As mentioned above in paragraph 6 the City has existing powers to issue PCNs to coaches idling in coach bays

Options

17. This report sets out three options.

Option 1: Carry on as usual

18. With this option, officers will continue with business as usual activities including targeting specific sites for ad-hoc enforcement by Environment Officers and attempt to raise idling awareness. It is noteworthy that, with the DfT planning to consult on tougher idling penalties, this may eventually lead to a more efficient process for tackling idling in the future. Despite the potential promise of the DfT's undertaking to consult, it is considered that this option does not stand to address the issues identified in paragraph 9 above in the short term and it is therefore not recommended.

Option2: Lobby the DfT to approve a sign which can be used to enforce idling through a TMO

19. Officers would seek to work with other London authorities and through London Councils, lobby the DfT for a new sign that can be used in conjunction with the TMO. If such a sign does become available, officers would then proceed to implement a TMO. However, given the DfT's intention to consult on tougher idling penalties under the Environment Act, the outcome of this is likely to be unsuccessful. As with option 1, this option would not change the situation in the short term and is therefore not recommended.

Option 3: As Option 2 but also introduce an anti-idling TMO

20. With this option, officers would lobby the DfT for a new sign but also proceed with a TMO to prohibit unnecessary idling. Exceptions similar to those detailed in paragraph 5 would be included.
21. The approach to enforcement would be for CEOs to first issue a warning notice to a non-exempt vehicle idling. This warning would be held on record against the registration to ensure the motorist has been made aware of the prohibition. Any subsequent idling observation of the same vehicle would result in a PCN being issued by a CEO without further warning. This approach would be subject to regular review and consultation. If signage is agreed with DfT, these will then be installed across the City to further improve awareness and compliance.
22. Typically, around 35 CEOs are deployed across the City on a daily basis and with the prospect of issuing an £80 fine, their reach and influence on dealing with idling problems is likely to be substantial. This option is therefore recommended.

Financial Implications

23. The cost of introducing a TMO to prohibit idling and updating our civil enforcement software is £3,000, which can be met from DBE's local risk funds. If a traffic sign becomes available, the cost to install them across the City of London would be in the region of £15k - £40k. Funding to deliver this would be reviewed when appropriate.
24. No additional enforcement costs would be incurred by the City's parking enforcement contractor (Saba). The issue of warning notices for first time

offences is expected to result in only a small number of PCNs being issued so the additional income generated to the On-Street Parking Account is likely to be small. However, there are likely to be additional workloads imposed on the City's Parking Ticket Office in dealing with correspondence and any representation and appeals that are registered as a consequence of drivers challenging the validity of the enforcement given the likely lack of signage in the medium term.

Legal Implications

25. The legal implications of the Scheme are dealt with in Appendix 1 to this report. It is considered that the information contained in Appendix 1 would involve the disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act 1972 and it has been excluded from the public part of the report accordingly.

Corporate & Strategic Implications

26. The Scheme stands to strengthen the City's ability to tackle idling vehicles and would support the delivery of the Corporate Plan – Outcome 11 *"We have clean air, land and water and a thriving and sustainable natural environment."*
27. The Scheme also supports the delivery of the City of London Air Quality Strategy 2019 – 2024 and the City of London Transport Strategy 2019.

Conclusion

28. Despite current plans and activities, idling vehicles are still an issue across the City of London. Current enforcement under the Environment Act requires direct City staff resources, the cooperation of motorists; and with low fines, it is not considered to be efficient or effective.
29. The proposal to introduce a TMO to prohibit idling allows the deployment of CEOs. With around 35 CEOs deployed across the City of London on a daily basis and with the prospect of issuing an £80 fine, their reach and influence on dealing with idling problems is likely to be substantial by issuing warning notices and PCNs.

Background Papers:

- Coordinated action to deal with unnecessary vehicle engine idling – PHES & P&T Committee May 2017
- City of London's Air Quality Strategy 2019 – 2024
- City of London's Transport Strategy

Albert Cheung

City Transportation

T: 020 7332 1701

E: albert.cheung@cityoflondon.gov.uk

Committee(s)	Dated:
Streets & Walkways Sub Committee – For Decision Planning & Transportation Committee – For Information	25 February 2020 6 March 2020
Subject: City Lighting Programme Update	Public
Report of: Director of the Built Environment	For Decision / For Information
Report Author: Ian Hughes, Assistant Director (Highways) Clarisse Tavin, Group Manager (Public Realm)	

Summary

This report provides Members with an update on the implementation of the City's innovative Lighting Strategy approved by the Court of Common Council in October 2018. The aim of the strategy is to deliver a holistic and co-ordinated approach to lighting the Square Mile, and was initially driven by the project to upgrade our street lighting to energy efficient LED units and to implement a new smart control system.

These interlinked workstreams have been highly successful, creating opportunities to use the technology to deliver wider benefits, in establishing new cross-departmental governance and challenging conventional thinking behind how lighting affects the public realm. Our holistic approach has generated significant interest from a series of high profile external stakeholders such as the Centre for London, Historic England, the London School of Economics and the Greater London Authority, with the City of London now a member of Lighting Urban Community International (LUCI).

Further initiatives planned for the coming year include:

- Completion of the LED upgrade project;
- Trials of Smart sensors using the same mesh technology platform;
- Trials into how dynamic lighting can influence anti-social behaviour and crime & disorder;
- Social & economic studies into people's perceptions of lighting and its impact on the public realm;
- The drafting of Planning guidance to establish best practice for developers in relation to lighting their buildings;
- Ensuring that lighting is seen as a focus for planning the future Culture Mile;
- Working with the Illuminated River to relight Blackfriars Road Bridge;
- Further stakeholder engagement and event planning to promote the City's approach at a London, national & international level.

Recommendation(s)

Members are recommended to:

- Note the progress & next steps towards delivering the Lighting Strategy outlined in this report;
- Agree in principle for the City to host the 2021 LUCI event subject to an appropriate business case.

Main Report

Background

1. At a previous Streets & Walkways Committee, Members asked for an update on street lighting in the context of the on-going rollout of LED lighting, the various initiatives connected to the City's new lighting strategy and a series of informative night walks to illustrate the progress being made in this area.
2. This report provides that general update, including an overview of the various projects and activities planned for 2020/21 to deliver the wider City Lighting Programme. A specific Gateway 6 (project close out) report for the LED upgrade will come to Streets & Walkways Committee and Project Sub Committee later in the year.
3. In terms of background, Members may recall from previous reports that prior to 2017, the City's street lighting inventory was subject to a series of pre-existing issues common to many highway authorities, including a large & aging inventory of equipment, installed over several decades using equipment from numerous different suppliers and costing more each year to maintain.
4. In parallel, energy costs were rising with carbon taxes added to our energy bills by central government, but without significant capital investment, we could not take advantage of the new energy efficient lighting products starting to appear on the market.
5. In building the business case to seek those funds, two key opportunities were identified. Firstly, new technology could allow us to establish a mesh system that would enable dynamic real time control of each individual street light, as well as creating the potential to implement wider smart technology applications in the longer term.
6. Secondly, in the absence of a pre-existing lighting strategy, the investment in new equipment and control systems would enable us to establish the City's very first Lighting Strategy for the public realm, with the fundamental aim of ensuring the right type of lighting would be used in the right place at the right time whilst recognising the wider societal and environmental benefits of efficient and appropriate public realm lighting.
7. Members approved that business case on a spend to save basis, agreeing a £4m investment in new LED lighting technology funded from the On-Street Parking Account, and in parallel, a new Lighting Strategy was also approved after a wide ranging and informative public consultation

Current Position – Lighting Strategy

8. The Strategy focused on three general themes, namely:

- The Functional requirements focusing on public realm look & feel, safety, security & accessibility;
- An Environmental focus covering sustainability, culture & building development;
- The Technical needs ie system management, control & other advances in new technology.

Function

9. Between the Lighting Strategy and LED rollout, the intention was to find a way to rebalance our lighting away from a traffic dominated and overly lit environment, establishing a more human & less traffic dominated scale aligned to our Transport Strategy & Public Realm objectives.

10. With our new ability to set lighting timings (when individual lights come on and off), lighting levels (high to low) and lighting temperature (warm to cold) tailored to every area, street & alleyway in the City, we are now starting to implement that vision.

11. As part of the LED project, we have identified a number of locations where we can explore opportunities to deliver fundamental change to the look & feel of a location. One of those has been Peters Hill between Carter Lane and Queen Victoria St, where we have reduced the scale of the lighting and the overall number of fittings, introducing lighting at ground level in handrails and generally introducing warmer, lower lighting levels. This has served to create a calmer and more welcoming space more in keeping with a key pedestrian route connecting the riverside & Millennium Bridge to St Paul's Cathedral, at the same time as achieving a consistency of approach with the adjacent Illuminated River project.

12. At a governance level, one of the key outcomes of developing the Lighting Strategy was the realisation of the need for a cross-departmental Lighting Board to recognise the wider impacts of lighting, rather than just decisions being left to the technical engineers.

13. As such, a Public Realm Lighting Board now meets quarterly to review issues and opportunities across the board and includes representation from:

- DBE's Transportation & Public Realm team, including street lighting, road safety and public realm remits;
- the City Police, who consider how lighting can assist in addressing anti-social behaviour and crime & disorder;
- Licensing & Environmental Health covering licensing issues, light spillage and statutory nuisance concerns;
- DBE's Planning officers in relation to building development;
- Open Spaces re lighting the Square Mile's garden spaces;
- the City's Energy Management team;

- Community & Children's Services for the City's estates and residential concerns.
14. From this Board, one of the first outcomes has been to instigate a series of trial initiatives to see whether lighting changes can support the efforts of the City Police and Consumer Protection's Licensing Team in dealing with anti-social behaviour and crime & disorder. So far, the results of those trials have been positive, where (as part of a package of measures) bespoke lighting timings have helped address localised issues such as noise associated with late night bars at closing time.
15. Moving forward, we will use the new control system to:
- set individual lighting profiles to mirror the times of nightclubs closing or activity at a transport hub
 - deliver much higher levels of light to help discourage anti-social behaviour in regular hot spot locations
 - provide direct access for the police to trigger much higher levels of street lighting in response to a night-time incident.

Environment & Culture

16. The challenge of moving towards a carbon neutral City will require a response from developers in how they light their buildings, both in terms of architectural external lighting but more fundamentally in terms of their approach to lighting their buildings internally.
17. Flowing from the Lighting Strategy, the City's Planning team will be bringing forward new Planning guidance that looks to set out best practice in this area, challenging new and existing developments to deliver environmentally sustainable building lighting that complements the public realm rather than clashes with it.
18. In terms of the potential for delivering cultural impacts from lighting, not surprisingly the key area going forward will be the Culture Mile quarter, where the ambition of creating a distinct look & feel for that geographical area will include a night time focus embedded in the project from the outset.
19. Some of the temporary Culture Mile installations have already included a lighting element, such as the Beech St art and sound installation in 2018, but as an indication of how light can be used as an artistic and cultural medium, the Illuminated River project to light the Thames bridges and create a new backdrop to the riverside is now the benchmark for London as a whole.
20. Following its launch in June last year, reaction to the Illuminated River has been universally positive, with three of the City's Bridge House Estate's five bridges forming the core of the first phase. City officers worked closely with the Illuminated River Foundation and artist Leo Villareal to ensure the scheme enhanced the bridge structures, was sensitive to the surrounding environment

and was delivered with the most energy efficient lighting equipment possible to deliver a sustainable and popular long-term project.

21. The Illuminated River installation on Southwark, London and Cannon Rail Bridges also formed part of the Lord Mayor's Show celebrations in 2019 as a unique lighting scheme was implemented by lighting designers Speirs & Major to commemorate the Show and honour the incoming Lord Mayor.

Technology

22. The LED upgrade project is currently due to complete on schedule this Spring, with officers within Highways working closely with our highways term contractor (JB Riney) and key suppliers DW Windsor (lighting units) and iTron (control system) to roll this out across the City's footways and alleys. Once complete, every street light in the City will contain an LED fitting connected to the mesh system.
23. As expected, the project has required a considerable degree of work to replace old and worn out brackets and wiring, but with 70% of the work now complete, both energy and maintenance savings are starting to be realised. In particular, the reporting system means we no-longer require 'night scouting' to spot street lights that aren't working, and the energy savings so far achieved have helped offset further significant increases in energy prices that would otherwise have doubled our costs.
24. The mesh control system used to monitor the street lights and change the lighting levels in real time also has the capacity to carry data beyond street lighting. With the system now in place across the Square Mile, officers are looking at proof of concept trials to see whether this technology can also be used to facilitate smart sensors and create a new data platform of benefit to the City's wider transport objectives.

Wider Interest & Opportunities

25. Feedback from City stakeholders to these initiatives has been universally positive, including residents of the Barbican where a series of changes on the highwalk to refresh the night-time look and feel has been welcomed.
26. A somewhat unexpected outcome has been the degree of interest from outside the City regarding this area of work. Not only is the development of the City's mesh control system seen to be highly innovative and cutting edge, but the establishment of a holistic strategy for lighting the Square Mile has been recognised as one of the first of its kind and potentially ground-breaking.
27. Interest in how the City went about building this strategy and the opportunities it creates has been wide ranging, with Cross River Partnership, Historic England and the Greater London Authority recognising and promoting the City's approach as best practice.

28. From this feedback, both the Centre for London and the London School of Economics have expressed interest in working with City officers to better understand how public realm lighting can positively impact the lives of those who live and work in the City, and assess future opportunities around policy, culture and technical advances.

Proposals

29. There has been international interest in the City's approach through the Lighting Urban Community International (LUCI) association, with LUCI asking the City to consider hosting their 2021 conference, provisionally titled 'City under the Microscope'. LUCI is a network of over 70 towns & cities that share information and work together to promote light as a tool for social, cultural and economic development, and with support from Members, hosting their annual event would be a prestigious and high calibre undertaking.

30. It is acknowledged that such an event is likely to require funding of between £50k to £100k for the City to host, but this could potentially be met through the use of sponsors or other funding streams, so it is proposed to build an initial business case first for the consideration of your Chairman & Deputy Chairman before proceeding.

Next Steps

31. There are continuing opportunities for the City Corporation to be seen to lead on this exciting & developing area of work, with the following activities planned for the coming year:

- As part of the move away from a 'one size fits all' approach to lighting our streets, a series of core timing profiles will be developed to better fit the needs of the City's transport hubs, residential areas, night-time economy hotspots and our riverside & open spaces;
- Planning Guidance for the control of lighting within buildings will be brought forward;
- The LED rollout project will be completed, with a Gateway 6 report being brought forward to summarise the project's outcomes;
- More work will be done to better understand the role dynamic lighting can play in creating enjoyable spaces (eg Culture Mile) & in dealing with anti-social behaviour;
- The City's approach will form the basis of studies being undertaken by the London School of Economics (on the social impacts of lighting) and Centre for London (on establishing best practice);

- Smart City sensors will be considered using the opportunity created by the underlying mesh technology;
- The Department of Children & Community Services has suggested including their Youth Parliament in broadening out awareness and involvement of this area of work;
- The Illuminated River project will be extended to include Blackfriars Road Bridge as part of its second phase, and discussions will begin about when Tower Bridge could be similarly relit;
- Sheriff Christopher Hayward has been invited to address the Middle East Smart Landscape Summit, setting out the City's lighting vision;
- Further night walks with Members are planned to help illustrate the achievements so far and the issues and challenges going forward;
- External sponsorship and a potential application for CIL Neighbourhood funding will be considered to help fund a refreshed external lighting scheme for St Paul's Cathedral;
- Officers will build the business case for the City of London to host the LUCI international lighting conference in spring 2021.

Corporate & Strategic Implications

32. The City Lighting Strategy meets a series of key objectives contained within the Corporate Plan. These include:

- We will ensure people are safe & feel safe by tackling anti-social behaviour & protecting our streets & open spaces
- We will ensure people enjoy good health & wellbeing by better service design & delivery
- We will develop & trial smart innovations and improve the experience of moving through our spaces
- We will curate a vibrant, attractive & complementary blend of uses of space
- We will create & transform streets & public spaces for people to admire & enjoy
- We will champion a distinctive & high-quality residential, worker, student & visitor offer
- We will drive down the negative effects of our own activities
- We will provide environmental stewardship in use of resources
- We will influence UK and global policy to protect the environment
- We will maintain our streets & public spaces to high standards

33. In terms of funding, the above actions have largely been delivered within business as usual activities, with the capital investment in the LED upgrade

(funded from the On-Street Parking Account) the only major cost. Through better governance, guidance and policy direction, the intention remains to deliver the ambition of the Lighting Strategy by embedding more efficient, effective and appropriate use of lighting in the next wave of building development and cultural activities, as well as the City's own public realms schemes and maintenance works.

34. Funding for staff costs and consultancy fees may need to be identified from within existing budgets or external sources to help deliver the LUCI event and the Planning guidance respectively, but the overall impact of the reduction in maintenance costs and energy savings is expected to offset the recent increase in energy prices.

Conclusion

35. The City's Lighting Strategy represents a genuinely innovative opportunity to create a joined up and holistic approach to managing the look & feel of the Square Mile at night. The Strategy has created the framework, and the LED project the mechanism, to deliver a step change in approach, with benefits in terms of sustainability, cultural opportunity and public realm safety.
36. The recognition of the work done so far suggests the City Corporation is leading the way in this field, and that the lessons to learn from our approach can be used to inform the development of policies and best practice across London & beyond.

Appendices

Appendix 1 – Lighting Programme & Milestones

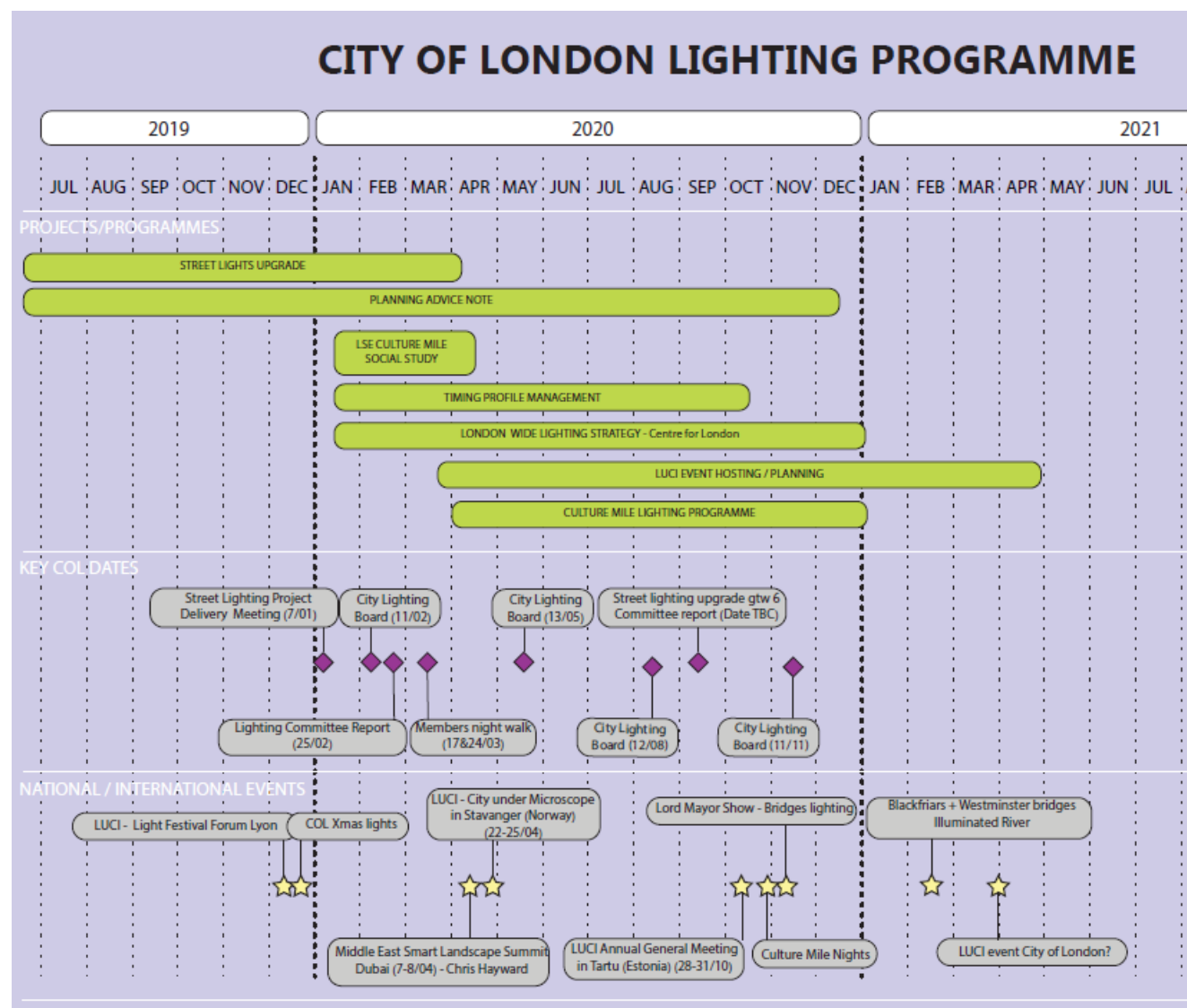
Ian Hughes
Assistant Director (Highways)
Department of the Built Environment

T: 020 7332 1977
E: ian.hughes@cityoflondon.gov.uk

Clarisse Tavin
Group Manager (Major Projects & Programmes), City Public Realm
Department of the Built Environment

T: 020 7332 3634
E: clarisse.tavin@cityoflondon.gov.uk

Appendix 1 – Lighting Programme & Milestones



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Committee(s): Planning & Transportation Committee	Date(s): 6 March 2020
Subject: 2019/20 Business Plan Update Q3	Public
Report of: Director of the Built Environment	For Information
Report author: Elisabeth Hannah	

Summary

This report sets out the progress made during Q3 of the 2019/20 Departmental Business Plan. This report continues to build on our new approach to share high level data, awards and results as infographics (Appendix 1), you will find further details and additional information at Appendix 2.

At the end of the January 2020, the Department of Built Environment was £279k (2.9%) overspent against the local risk budget to date of £9.511m, over all the services managed by the Director of Built Environment covering the Planning & Transportation Committee. Appendix 3 sets out the detailed position for the individual services covered by this Committee.

A financial recovery plan is in place and weekly monitoring being undertaken by the Senior Leadership Team (SLT) to reduce the overspend as much as possible before March 31st, this includes a halt on all non-urgent spending across the department.

Recommendation

Members are asked to:

- Note the report and appendices.

Main Report

Background

1. The 2019/20 Business Plan of the Department of the Built Environment was approved by this committee on 18 March 2019.

Current Position

2. Appendix 1 shows our Infographic approach to presenting departmental high-level data, awards and results. The work of the department continues to support City of London's Corporate Plan.
3. Appendix 2 gives more details on the infographic, as well as measuring outputs alongside our 19/20 high level objectives as outlined in the Departmental 2019/20 Business Plan.
4. With immediate effect, all non-essential spending in the department has been halted, and a detailed weekly report prepared for SLT.
5. Members feedback continues to shape these reports to provide valuable key strategic updates to Members.

Key Updates

6. The Environmental Resilience Team has several actions from the Local Flood Risk Management Strategy on track including:
 - Work on a Riverside Strategy Approach to flood defence raising. The team secured funding from the Environment Agency for this work as a pilot for central London boroughs with input from other statutory bodies.
 - Production and promotion of flood risk briefing notes and guidance.

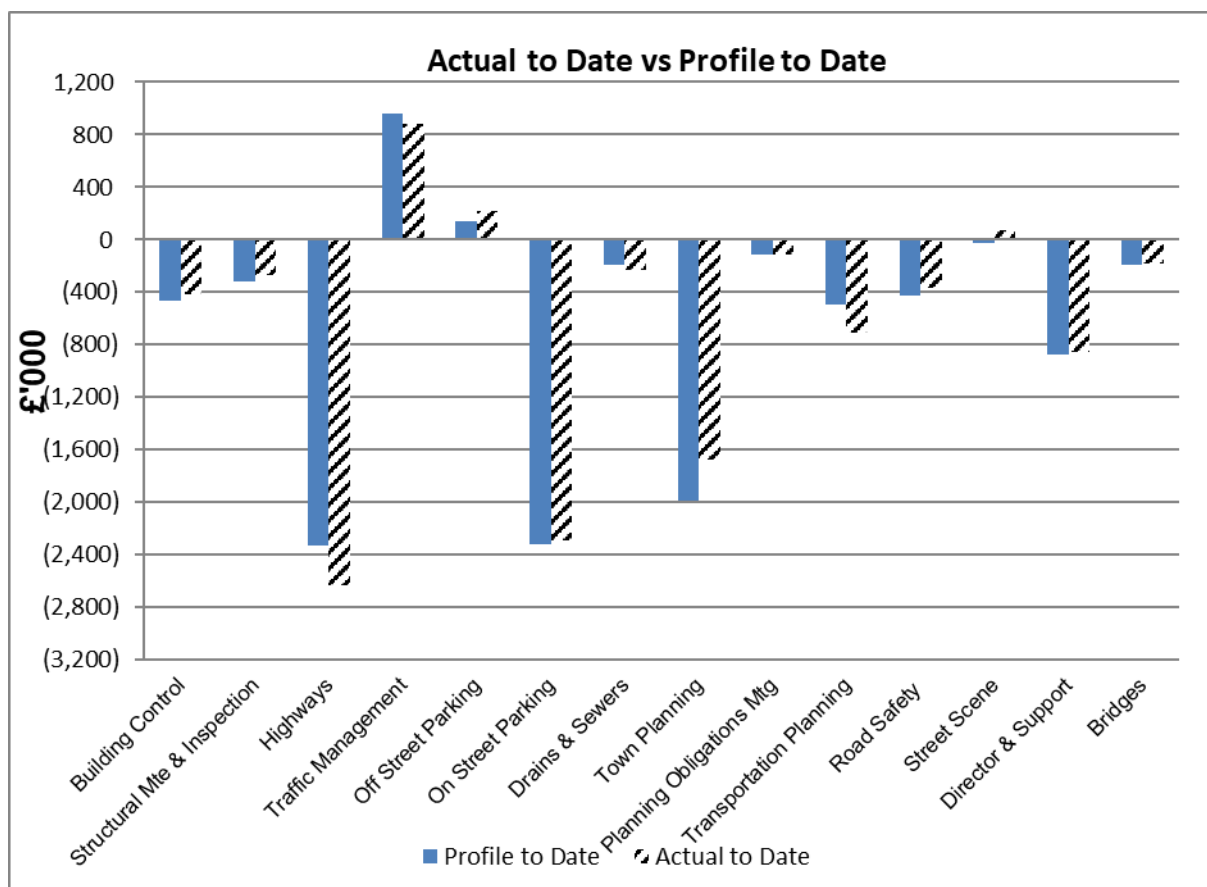
The team has also provided expert input into the emerging climate action strategy providing updates to summit group and Committees on the City's response to climate change. This includes commissioning consultancy support to develop the Climate Action Strategy covering carbon emission reduction, climate resilience and carbon sequestration.

7. Following on from the improvements in the City's Lighting, through the Lighting Strategy and associated works, The City of London won the Client of the Year award and the Smart Cities Control Management System (CMS) Street Lighting Upgrade won the Controls Product of the Year award at the 2019 National LUX Awards in November 2019.
8. The City of London's Wind Microclimate Guidance has been nominated for the Mayor's Award for Sustainable & Environmental Planning at London First's Building London Planning Awards 2020.
9. The department continues a series of external audits, to provide statistical information for Officers, and Members. These include Open Spaces and Road Safety; further updates are due to be reported to this Committee before recess.
10. The Department continues to work closely with colleagues in the Town Clerk's Department to develop the new corporate performance framework (CPF). This

new approach to data management and KPIs will be rolled out across the Corporation and is currently in development. DBE are currently reviewing our data, KPIs and other sources of information so we can better provide assurance to Members that we are delivering our objectives.

Detailed Finance Information

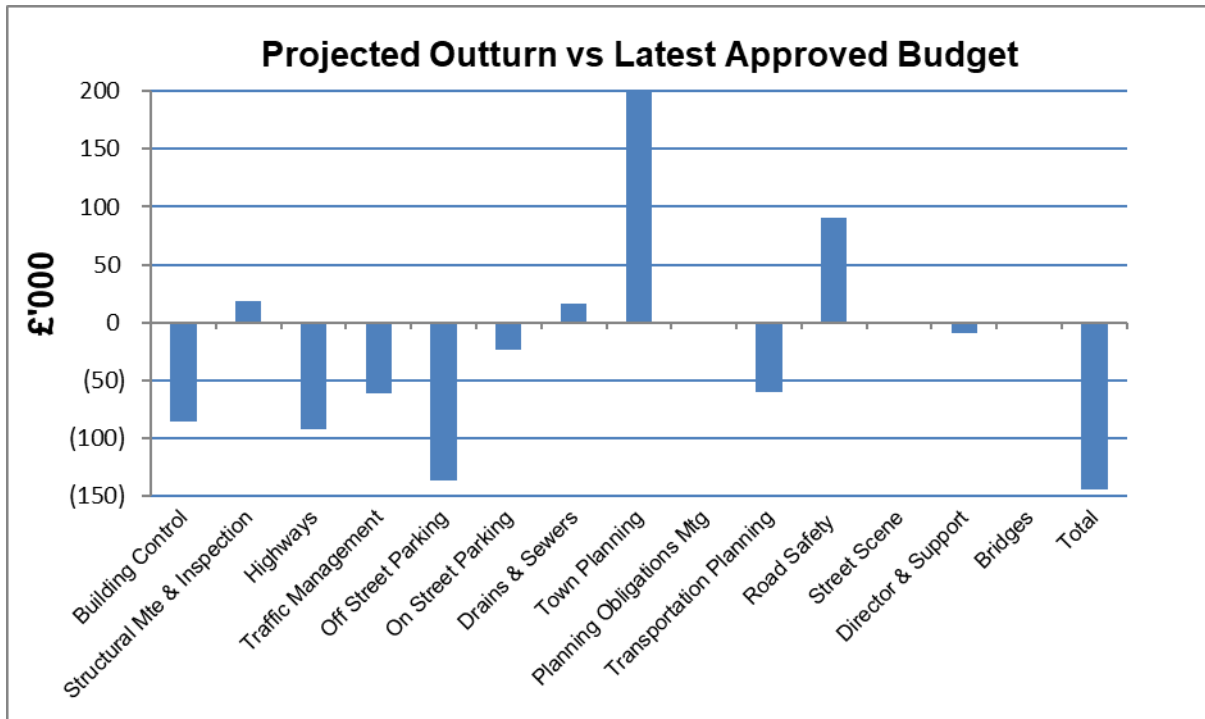
11. The end of January 2020 monitoring position for the Department of Built Environment services covered by Planning & Transportation Committee is provided at Appendix 3. This reveals a net overspend to date for the Department of £279k (2.9%) against the overall local risk budget to date of £9.511m for the end of January 2020.
12. The worse than budget position at the end of January 2020 is mainly due to additional spends on Highways repairs & maintenance works carried out ahead of schedule; under recovery of staff costs recharged to capital projects; reduced Off-Street car parking income due to decreased activity levels; and lower than expected fee income. These overspends are partly offset by staffing vacancies throughout the Department.



Notes:

1. Graph shows the actual local risk net position against the profiled budget to date for each Division.
2. A position above the baseline shows overall net income.
3. A position below the baseline shows overall net expenditure.
4. DBE total actual to date net exp of £9,790k is £279k over the profiled budget to date of £9,511k.

13. Overall the Director of Built Environment is currently forecasting a year end overspend position of £144k (1.2%) for her City Fund and Bridge House Estate services within Planning & Transportation Committee.



Notes:

1. Zero is the baseline latest approved budget for each Division of Service.
2. Graph shows projected outturn position against the latest approved budget.
3. A variance above the baseline is favourable i.e. either additional income or reduced expenditure.
4. A variance below the baseline is unfavourable i.e. additional expenditure or reduced income.
5. Overall the Department is forecasting an overspend of £144k at year end.

14. The reasons for the significant budget variations are detailed in Appendix 3, which sets out a detailed financial analysis of each individual division of service relating to this Committee.

15. The Director of Built Environment anticipates this current worse than budget position will largely continue to year end. This is due to forecast reductions in building regulation income and hoarding and scaffolding licence fee income due to lower than expected activity levels within the City; reduced Off-Street car parking income forecast; additional costs for On-Street Parking due to the Mobius contract dispute legal settlement; additional spends on Highways repairs & maintenance works; and the continuation of under recovery of staff costs recharged to capital projects. These anticipated overspends are partly offset by the continued staffing vacancies held throughout the Department; and reduced electricity costs from the installation of LED street lighting.

16. A detailed recovery plan is in place and weekly review discussions happening at SLT level and local management teams. All non urgent spending has been halted to help reduce the overspend.

Appendices

- Appendix 1 – Infographic
- Appendix 2 – Supporting Data
- Appendix 3 – Finance Report

Background Papers

DBE Business Plan 2019/20
Transport Strategy Update Q3

Elisabeth Hannah
Business Manager

T: 07795 290028
E: elisabeth.hannah@cityoflondon.gov.uk

Jenny Pitcairn
Group Accountant

T: 020 7332 1358
simon.owen@cityoflondon.gov.uk

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- The City of London won 'Client' of the Year award and the Smart Cities Control Management System (CMS) Street Lighting Upgrade won the Controls Product of the Year award, at the National LUX Awards



- The Clean Air Award won at the Institute of Couriers Awards 2019, for work on cargo cycle parking in the Square Mile



Total office stock has increased from **9.16** million sq.m gross in March 2019 to **9.30** million sq.m gross in September 2019

Local Flood Risk Management Strategy actions:

- Work on a Riverside Strategy Approach to flood defence raising.
- Production and promotion of flood risk briefing notes and guidance.



The Environment Resilience Team is providing expert input for the emerging Climate Action Strategy



Fibre roll out to City of London housing estates at **70%** and expected to be completed by October **2020**



4 Water refill points installed
3 more to be commissioned Q1 20/21

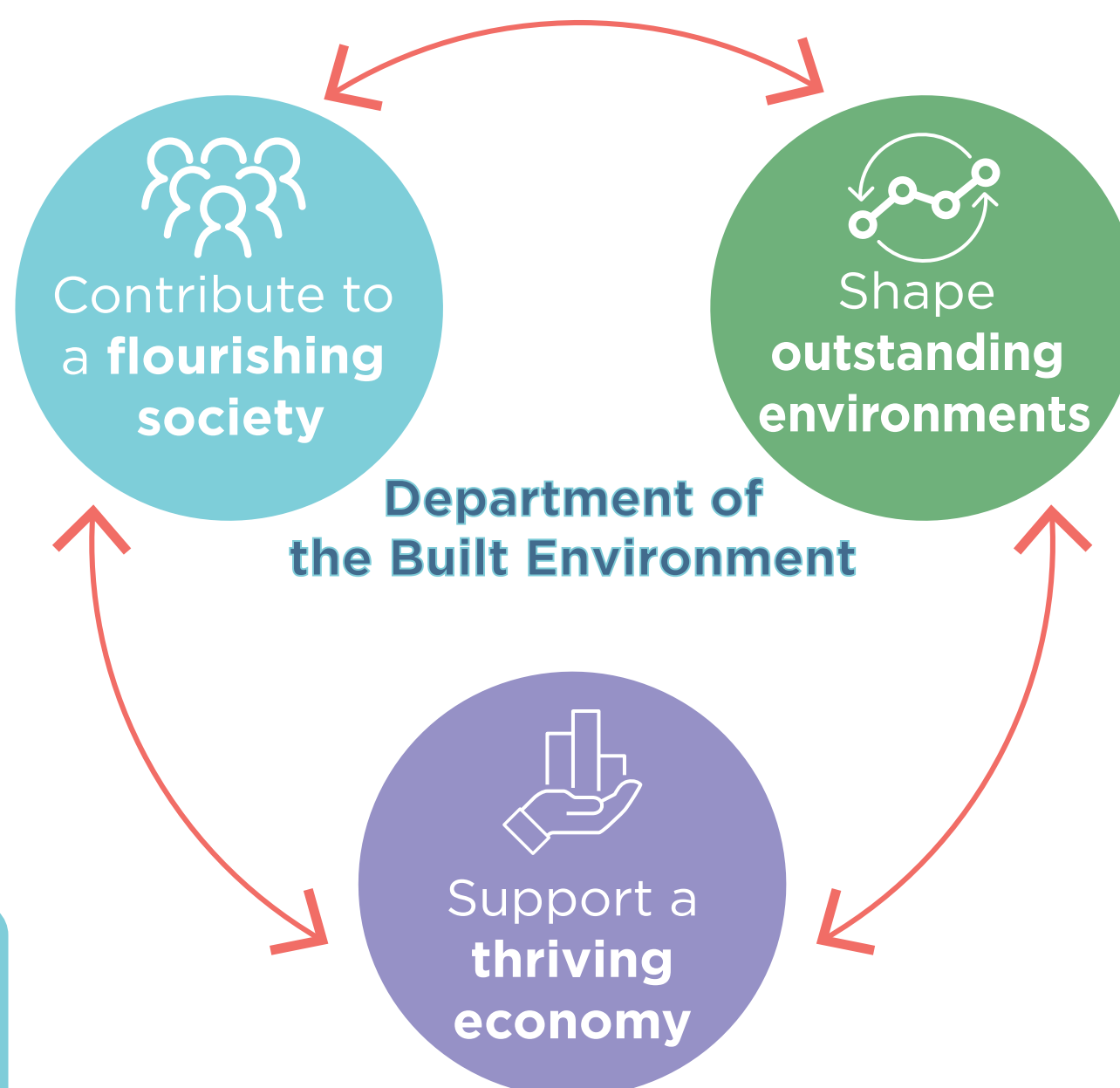


18% energy savings through the introduction of dynamic energy monitoring



Beech St Zero Emission Street trial scheme is on target to go live in **March 2020**

Bank On Safety improvements are underway with the construction of wider footpaths



Planning applications determined within agreed timescales:



75% - Major (Target 100%)
95% - Minor (Target 65%)
92% - Other (Target 75%)

Dynamic lighting level trials at **3** locations to deter anti-social behavior



Transport Strategy Delivery Plan Projects

R	A	G
1	7	32

(Transport Strategy updated Q3)



At the RTPI Awards 2020, our Wind Guidelines have been shortlisted for 3 categories:

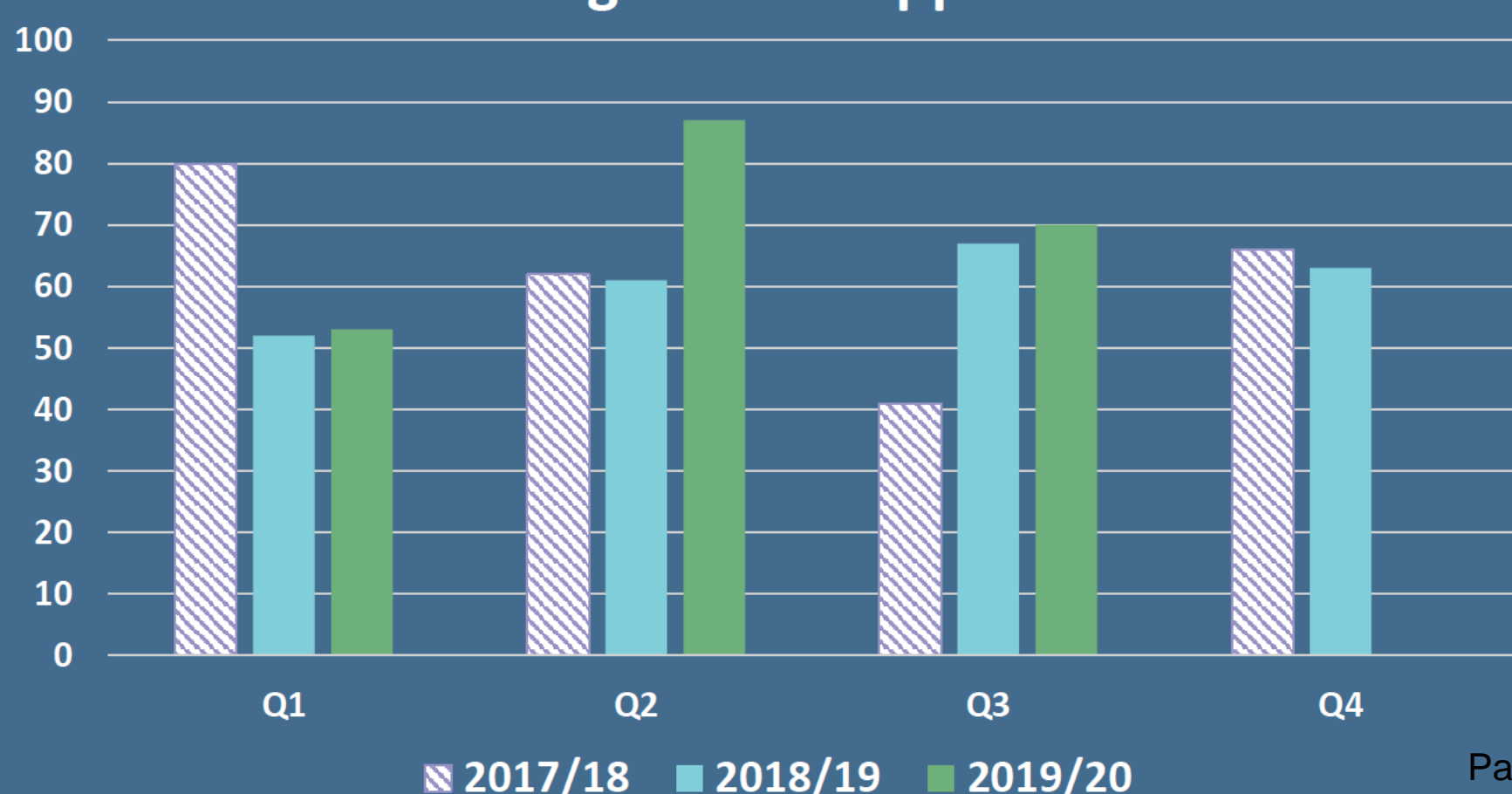
- Excellence in Plan Making Practice
- Excellence in Tech Within Planning Practice
- Excellence in Planning for Health



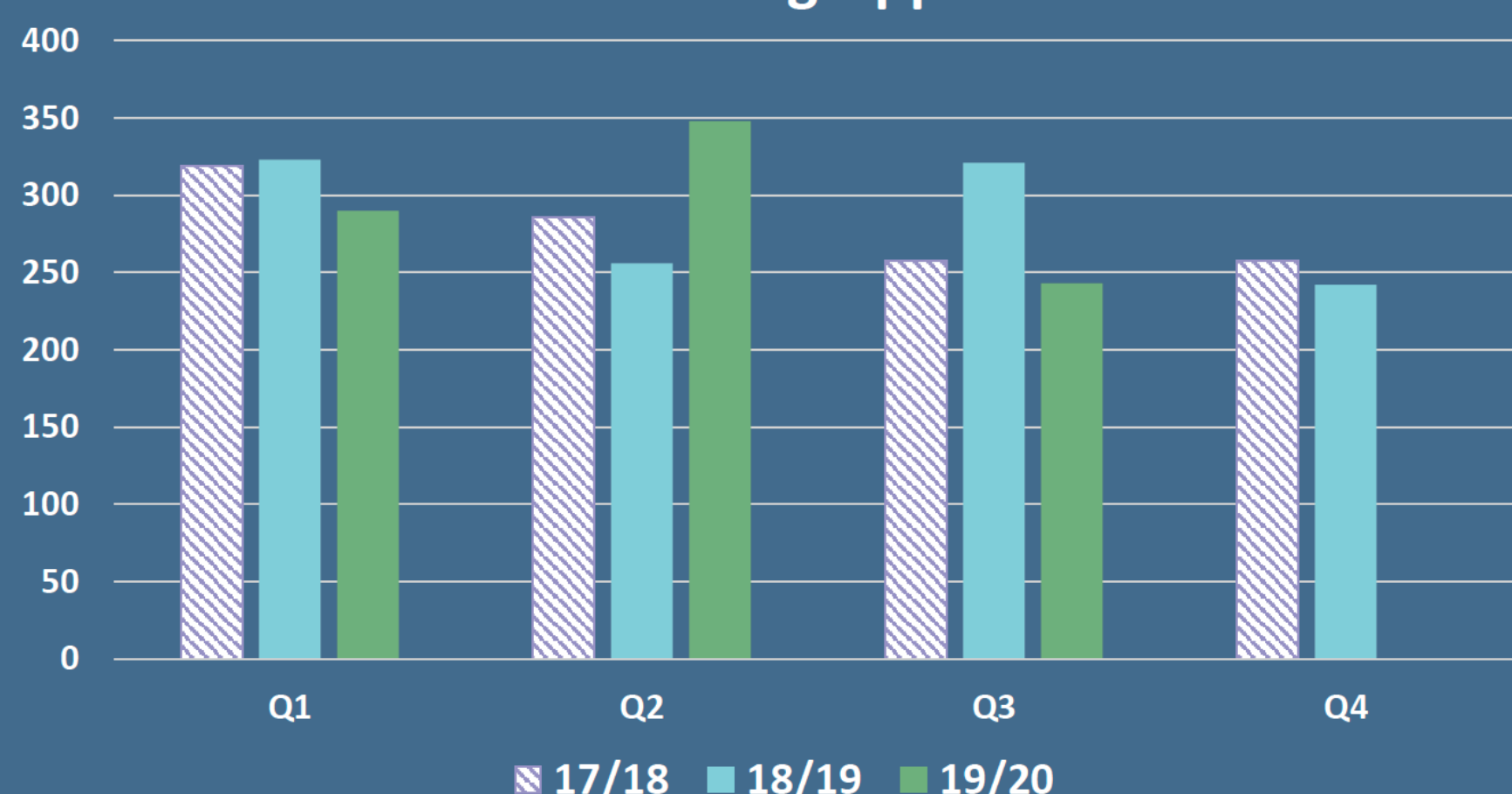
We have been nominated at the London Transport Awards 2020 for:

- Excellence in Cycling and Walking for the City of London Transport Strategy
- Most Innovative Transport Project for the City of London Wind Microclimate Guidelines
- Contribution to Sustainable Transport for the City of London Zero Emission Fleet

Building Control Applications



Valid Planning Applications



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DBE Top Level Objectives	Activity	Target (if applicable)	Progress Update Quarter 3 2019/20
Advancing a flexible infrastructure that adapts to increasing capacity and changing demands. <i>(Shape outstanding environments)</i>	Freight Programme		<ul style="list-style-type: none"> Noise assessments for the Barbican and Middlesex Street sites have been completed. These indicate that both sites would be suitable for last mile logistics hub operations as per proposed methods in the soft market testing. A governance structure for delivering a hub at London Wall has been agreed with the City Surveyors and a proposed lease is being prepared for the site. The winning operator's proposal will be brought before committee in Quarter 1 20/21. One Freight Delivery and Servicing Plan has been approved in Quarter 3 for 55 Moorgate.
	Improve efficiency and effectiveness of lighting		<ul style="list-style-type: none"> Improving the efficiency of lighting, the introduction of dynamic energy monitoring saw savings of 18% in October alone. We are liaising with City teams to trial dynamic lighting levels to deter anti-social behaviour. We have instigated dynamic monitoring at 3 sites with the anti-social behaviour team. Christmas light at Bow Lane were converted to warmer LED source, both Bow Lane and St Paul's Christmas lights were switched on by the Lord and Lady Mayoress.
	Electric Vehicle charging infrastructure		<ul style="list-style-type: none"> TfL installation of first six electrical charging points started in January 2020. Funding for the ventilation system upgrade at Baynard House carpark has been approved by RASC, installation is due to begin in June 2020.

			Delays were due to an antiquated ventilation system, needing works completed before the upgrade.																
	Improve cost effectiveness of corporate fleet		<ul style="list-style-type: none"> The new fleet management system has been implemented and is working effectively. The City has more control over the system compared giving assurance to Officers and Members on compliance. 																
Promoting the construction of high quality, inspiring buildings which attract diverse uses and users. <i>(Shape outstanding environments)</i>	Increasing office capacity and employment	2 million m ² gross by 2036 against baseline of 8.72 million m ² gross in 2016	<ul style="list-style-type: none"> Total office stock has increased to 9.3 million square metres gross from 9.16 million square metres gross in March 2019. 																
	Planning Applications		<p>Decisions Made within agreed timescales</p> <table> <tr> <th>Quarter</th><th>Major (target 100%)</th><th>Minor (target 65%)</th><th>Other (target 75%)</th></tr> <tr> <td>1</td><td>3 of 3 (100%)</td><td>56 of 59 (95%)</td><td>66 of 67 (99%)</td></tr> <tr> <td>2</td><td>3 of 3 (100%)</td><td>60 of 64 (94%)</td><td>86 of 87 (99%)</td></tr> <tr> <td>3</td><td>3 of 4 (75%)</td><td>59 of 62 (95%)</td><td>109 of 119 (92%)</td></tr> </table>	Quarter	Major (target 100%)	Minor (target 65%)	Other (target 75%)	1	3 of 3 (100%)	56 of 59 (95%)	66 of 67 (99%)	2	3 of 3 (100%)	60 of 64 (94%)	86 of 87 (99%)	3	3 of 4 (75%)	59 of 62 (95%)	109 of 119 (92%)
Quarter	Major (target 100%)	Minor (target 65%)	Other (target 75%)																
1	3 of 3 (100%)	56 of 59 (95%)	66 of 67 (99%)																
2	3 of 3 (100%)	60 of 64 (94%)	86 of 87 (99%)																
3	3 of 4 (75%)	59 of 62 (95%)	109 of 119 (92%)																
Enabling digital connectivity that meets business and lifestyle needs. <i>(Shape outstanding environments)</i>	Fibre providers to complete roll out of Fibre to all 12 CoL housing estates		<ul style="list-style-type: none"> Fibre roll out to City of London housing estates is at 70% and expected to be completed by October 2020 																

<p>Leading and initiating research into microclimate issues for the benefit of London and the UK; to increase our environmental resilience and lead on climate action.</p> <p><i>(Shape outstanding environments)</i></p>	<p>Strengthening our response to environmental and Climate change issues facing the City</p>		<ul style="list-style-type: none"> • The Environmental Resilience Team has worked to ensure that the City of London's statutory duties as Lead local Flood Authority are fulfilled. Several actions from the Local Flood Risk Management Strategy are now on track including: <ul style="list-style-type: none"> ○ Work on a Riverside Strategy Approach to flood defence raising. The team secured funding from the Environment Agency for this work as a pilot for central London boroughs with input from other statutory bodies. ○ Production and promotion of flood risk briefing notes and guidance ○ Maintenance and improvement of flooding and flood defence state of repair records ○ Engagement with other Lead local Flood Authorities, Greater London Authority (GLA), Environment Agency and utility companies etc to reduce flood risk ○ Influenced Facilities managers to reduce vulnerability to flooding at Walbrook Wharf. • The Environmental Resilience Team has also provided expert input into the emerging climate action strategy providing updates to summit group and Committees on the City's response to climate change. This includes commissioning consultancy support to develop the Climate Action Strategy covering carbon emission reduction, climate resilience and carbon sequestration.
<p>Creating an accessible and inclusive City which is stimulating, safe and easy to move around in.</p>	<p>Healthy Streets</p>		<ul style="list-style-type: none"> • The Healthy Streets Plan project has been initiated and traffic and pedestrian counts have been undertaken to provide baseline data and to be used in the traffic modelling.
	<p>Increasing pedestrian priority</p>		<ul style="list-style-type: none"> • Reviewing opportunities to accelerate delivery of planned pedestrian priority projects and potential new projects. Update report being prepared for April Streets and Walkways.

<i>(Contribute to a flourishing society)</i>			<ul style="list-style-type: none"> Initial discussions with Charterhouse Square School about the potential for a 'School Street' timed closure during drop off and pick up.
	Bank on Safety		<ul style="list-style-type: none"> Construction began in January 2020 on a footway widening scheme at Bank Junction, which will include wider pedestrian crossings and enhanced cycle advanced stop lines at the junction. Work is due to be completed by June 2020.
	City of London Street Accessibility Standard		<ul style="list-style-type: none"> Delivery has been delayed until 20/21 as enlisting people with reduced mobility for accompanied walks during winter months, with a range of confidences, has been difficult. Therefore, the research phase is being expanded into the Spring.
Enable a rich and thriving social and cultural offer <i>(Contribute to a flourishing society)</i>	Culture Mile		<ul style="list-style-type: none"> We supported the delivery of a successful Culture Mile Nights programme, a series of after-dark events that explored the night-time economy of Smithfield, on 21, 22, and 23 November. 500-700 visitors were expected. DBE officers attended the events and supported with coordination.
	Curating cultural spaces and cultural programming		<ul style="list-style-type: none"> In December 2019, 12 artistic benches were installed between Millennium Bridge and Barbican - the Culture Mile North-South route. Interaction count has not been undertaken yet, however observation through officers in the area and on Instagram of the area (particularly Peter's Hill between Millennium Bride and St Paul's) shows a very high level of interaction with the Around the Corner installations, which have a become a photo opportunity. These were delivered in the target timeframe and to budget.
Improving quality and safety of the	Beech Street Zero Emission Zone		<ul style="list-style-type: none"> Beech St Zero Emission Street trial scheme is on target to go live in March 2020.

<p>environment for workers, residents and visitors</p> <p><i>(Contribute to a flourishing society)</i></p>	City Cluster Zero Emission Zone		<ul style="list-style-type: none"> Secured Mayor's Air Quality Funding to support the delivery of the City Cluster Zero Emission Zones. Discussion with Transport for London (TfL) and neighbouring boroughs has commenced on the overall approach. Work on the City Cluster Healthy Streets Plan, including traffic modelling and feasibility appraisal will determine the need for further air quality restrictions. The wider Zero Emission Zone project is on hold pending approval. Baseline data gathering is proceeding.
	Water refill points		<ul style="list-style-type: none"> Bow Churchyard, Angel Lane and Silk Street water refill points are due for completion Q4 19/20 Middlesex Street, Plough Place and Southampton Buildings are completed, although they are currently switched off for the winter period. Paul's Walk refill point will have a further feasibility assessment.
	Improving air quality		<ul style="list-style-type: none"> City-wide anti-idling Traffic Management Order is expected for March Planning & Transportation Committee.
	All Change at Bank		<ul style="list-style-type: none"> The All Change at Bank project approved in January The tender process for the traffic modelling consultancy support for All Change at Bank is now concluded and the new traffic counts for the revised traffic model have been collected. A working group with TfL officers has been established and work to support the review of the 20 remaining options is underway.

	Vision Zero		• Vision Zero Delivery Plan due to go to Streets & Walkways Sub Committee in April			
	Increasing number of cyclists in the City		• Traffic Composition Survey counts have been completed, with results due in Quarter 4.			
	Building Control					
				Q1	Q2	Q3
			Standard 5 week applications decisions within the timescale. (Target 90%)	100% 13 of 13	100% 15 of 15	100% 13 of 13
			8 week applications decisions within the timescale where this has been agreed (Target 90%)	90% 19 of 21	96% 22 of 23	100% 19 of 19
Completion certificates issued within 10 days of the final inspection of completed building work. (Target 85%)	97% 35 of 36	100% 47 of 47	100% 42 of 42			

Awards & Achievements

<ul style="list-style-type: none"> The City of London won the Client of the Year award and the Smart Cities Control Management System (CMS) Street Lighting Upgrade won the Controls Product of the Year award at the 2019 National LUX Awards in November. 	
<ul style="list-style-type: none"> Clean Air Award won at the Institute of Couriers National Courier Awards 2019 in October for work on cargo cycle parking in the Square Mile. 	
<ul style="list-style-type: none"> The City of London's Wind Microclimate Guidance were nominated for the Mayor's Award for Sustainable & Environmental Planning, and the 1 Finsbury Avenue Development was nominated for the Best New Place to Work at London First's Building London Planning Awards 2020 in January. 	
<ul style="list-style-type: none"> The City of London have received the following nominations at the London Transport Awards 2020 in March: <ul style="list-style-type: none"> Excellence in Cycling and Walking for the City of London Transport Strategy Most Innovative Transport Project for the City of London Wind Microclimate Guidelines Contribution to Sustainable Transport for the City of London Zero Emission Fleet 	
<ul style="list-style-type: none"> The Wind Microclimate Guidelines have also been shortlisted for 3 categories (Excellence in Plan Making Practice, Excellence in Tech Within Planning Practice and Excellence in Planning for Health) for the RTPi Awards for Planning Excellence 2020 in April. 	

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Department of Built Environment Local Risk Revenue Budget - 1st April 2019 to 31st January 2020
(Expenditure and unfavourable variances are shown in brackets)

Appendix 3

	Latest Approved Budget 2019/20 £'000	Budget to Date (Apr-Jan)			Actual to Date (Apr-Jan)			Variance Apr-Dec £'000	Forecast for the Year 2019/20			Notes
		Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000	Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000		LAB £'000	Forecast Outturn £'000	Better / (Worse) £'000	
Planning & Transportation (City Fund)												
Building Control	(304)	(1,358)	915	(443)	(1,247)	833	(414)	29	(304)	(390)	(86)	1
Structural Maintenance & Inspection	(506)	(497)	106	(391)	(400)	99	(301)	90	(506)	(488)	18	
Highways	(3,230)	(3,861)	1,276	(2,585)	(4,104)	1,084	(3,020)	(435)	(3,230)	(3,322)	(92)	2
Traffic Management	1,253	(882)	1,802	920	(799)	1,698	899	(21)	1,253	1,192	(61)	3
Off Street Parking	335	(2,185)	2,373	188	(2,187)	2,409	222	34	335	198	(137)	4
On Street Parking	(3,398)	(2,586)	0	(2,586)	(2,698)	117	(2,581)	5	(3,398)	(3,421)	(23)	
Drains & Sewers	(230)	(469)	276	(193)	(570)	376	(194)	(1)	(230)	(214)	16	
Recoverable Works	0	(900)	900	0	(706)	706	0	0	0	0	0	
Town Planning	(2,834)	(3,016)	753	(2,263)	(2,710)	744	(1,966)	297	(2,834)	(2,634)	200	5
Planning Obligations Monitoring	0	(124)	0	(124)	(123)	0	(123)	1	0	0	0	
Transportation Planning	(654)	(2,650)	2,071	(579)	(2,361)	1,415	(946)	(367)	(654)	(701)	(47)	6
Road Safety	(432)	(665)	254	(411)	(598)	262	(336)	75	(432)	(354)	78	7
Street Scene	(70)	(401)	551	150	(446)	550	104	(46)	(70)	(70)	0	8
Director & Support	(1,226)	(999)	0	(999)	(942)	1	(941)	58	(1,226)	(1,235)	(9)	
	(11,296)	(20,593)	11,277	(9,316)	(19,891)	10,294	(9,597)	(281)	(11,296)	(11,439)	(143)	
Planning & Transportation (BHE)												
London Bridge	(88)	(66)	0	(66)	(59)	0	(59)	7	(88)	(82)	6	
Blackfriars Bridge	(57)	(35)	0	(35)	(35)	0	(35)	0	(57)	(57)	0	
Southwark Bridge	(49)	(37)	0	(37)	(36)	0	(36)	1	(49)	(49)	0	
Millennium Bridge	(76)	(57)	0	(57)	(61)	0	(61)	(4)	(76)	(81)	(5)	
Bridges General	0	0	0	0	(2)	0	(2)	(2)	0	(2)	(2)	
	(270)	(195)	0	(195)	(193)	0	(193)	2	(270)	(271)	(1)	
TOTAL PLANNING & TRANSPORTATION CTTEE	(11,566)	(20,788)	11,277	(9,511)	(20,084)	10,294	(9,790)	(279)	(11,566)	(11,710)	(144)	

Notes:

- Building Control** - projected overspend mainly due to shortfall in Building Control Fee income, partly offset by salary underspends.
- Structural Maintenance** - variance to date due to timing of works, which will be completed later in the year.
- Highways** - overspend to date is mostly due to R&M works carried out ahead of profile, and reduced salaries recharged to capital. The projected year end overspend is mainly due to a shortfall in charges to capital projects, and an overspend of £100k relating to R&M works. These are partly offset by salary underspends due to staff vacancies and reduced electricity costs due to installation of LED lighting and a credit note from our previous supplier LASER.
- Traffic Management** - projected overspend is due to a shortfall in hoardings & scaffoldings fees and road permit income, which will be partly offset by savings on staffing due to vacancies and other underspends in supplies & services.
- Off Street Parking** - projected overspend due to a drop in car park income.
- Town Planning** - projected underspend is mainly due to staff vacancies following the new Development Management structure changes.
- Transportation Planning** - projected overspend is mainly due to under recovery of staff costs from capital projects due to staff vacancies, staff working on non-recoverable Corporate Projects and insufficient budgets to recover staff costs. This is mostly offset with salary savings due to vacant posts, which are assumed vacant for the rest of the year.

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Committee(s)	Dated:
Planning & Transportation Committee – For Information	06032020
Subject: Department of the Built Environment Risk Management – Quarterly Report	Public
Report of: Director of the Built Environment	For Information
Report author: Richard Steele	

Summary

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

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

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

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

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

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

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

Recommendation

Members are asked to:

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

Main Report

Background

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

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

Current Position

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

Risk Management Process

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

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

Significant Risk changes and other items of particular interest to Members

11. The one Corporate risk has been reviewed and remains RED. Further details are below in Summary of Key Risks
12. Regular review of risks has identified one Departmental Level risk where the Current Risk score has changed.

The Risk Score for **DBE-TP-03 (Major Projects and key programmes not delivered as TfL funding not received)** has increased from 3 (GREEN) to 6 (AMBER). The impact has been increased FROM 1 (Minor) to 2 (Serious). This reflects the deferral of the City Cluster Phase 2 capital bid and the increased reliance on TfL Liveable Neighbourhood funding to deliver transport and public realm improvements in the City Cluster during 2020/21.

13. The Target Risk Ratings/Scores have also been reviewed since the last report to Members and no changes have been identified.

Identification of New Risks

14. New risks may be identified at the quarterly review of all risk; through Risk reviews at the Department Management Team; or by a Director as part of their ongoing business management.
15. An initial assessment of all new risks is undertaken to determine the level of risk (Red, Amber or Green). Red and Amber risks will be the subject of an immediate full assessment with Red risks being report to the Department Management Team. Green risks will be included in the next review cycle.
16. No new risks that fall within the remit of the Planning & Transportation Committee have been identified since the last report.

Summary of Key Risks

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

Road Safety (CR20) which is RED

This is the risk related to road traffic collisions.

This risk score remains assessed as 24 (RED) with a Likelihood of Probable (3) and an Impact of Extreme (8). This is above the Target Risk score of 16.

Changes to Ludgate Circus were implemented in December.

Delivery of Bank on Safety interim scheme is underway and expected to be completed in June 2020.

Safety improvements to Gresham Street/Old Jewry/Basinghall Street are currently being delivered.

The City is continuing to engage with TfL on improvements to the junction at Bevis Marks/Wormwood and Bishopsgate and the Fenchurch Street/Lombard Street/Gracechurch Street Junction.

There is ongoing support of the City of London Police's winter campaign to improve compliance with the 20mph speed limit.

A request to the Department for Transport regarding a 15mph limit is being prepared for submission in June 2020.

Conclusion

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

Appendices

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

Carolyn Dwyer

Director of the Built Environment

T: 020 7332 1700

E: carolyn.dwyer@cityoflondon.gov.uk

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

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

(A) Likelihood criteria

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

(B) Impact criteria

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

(C) Risk scoring grid

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

(D) Risk score definitions

RED	Urgent action required to reduce rating
AMBER	Action required to maintain or reduce rating
GREEN	Action required to maintain rating

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

Contact the Corporate Risk Advisor for further information. Ext 1297

October 2015

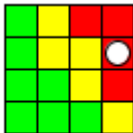
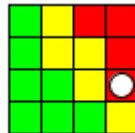

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DBE Corporate & Departmental Risks (Planning & Transportation Committee)

APPENDIX 2

Report Author: Richard Steele

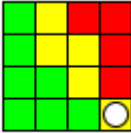
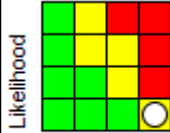

Generated on: 19 February 2020

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
CR20 Road Safety 23 Oct-2015 Carolyn Dwyer	<p>Cause: Limited space on the City's medieval street network to cope with the increased use of the highway by vehicles, pedestrians and cyclists within the City of London. Interventions and legal processes take time to deliver safely and effectively</p> <p>Event: The City Corporation's statutory duties and the measures outlined in the Transport Strategy are not fully and effectively implemented.</p> <p>Effect:</p> <ul style="list-style-type: none"> •The number of casualties occurring on the City's streets rises or remains unchanged instead of reducing •The safety and feeling of safety of the City's communities is adversely affected (Corporate Plan Outcome 1) •Physical or mental harm suffered by those involved in collisions and their associates •Economic costs of collisions impact on individuals, City businesses and wider society •The City Corporation's ability to improve road safety is adversely impacted with businesses and/or the public by virtue of a loss of credibility and/or authority <p>(revised risk description 27/6/19)</p>	 <p>Likelihood</p> <p>Impact</p>	24	The risk assessment is unchanged, reflecting the probability that a fatality is fairly likely to occur while mitigation measures are being implemented. 11 Feb 2020	 <p>Likelihood</p> <p>Impact</p>	16	31-Mar-2022	 Constant

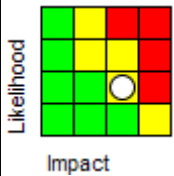
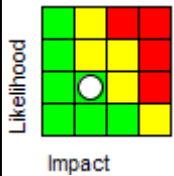
Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
CR20l Road danger reduction and Vision Zero	<p>A programme of projects to reduce road danger on the City's streets including:</p> <ul style="list-style-type: none"> • Bank on Safety and All Change at Bank • RDR engineering programme • 15mph traffic limit • Ludgate Circus (lead by TfL) 	<p>Delivery of Bank on Safety interim scheme is underway and expected to complete June 2020. Continuing to engage with TfL on improvements to the junction at Bevis Marks/Wormwood and Bishopsgate and the Fenchurch Street/Lombard Street/Gracechurch Street Junction. Preparing 15mph request to DfT, with target submission date of June 2020. Safety improvements to Gresham Street/Old Jewry/Basinghall Street are currently being delivered.</p>	Zahur Khan	11-Feb-2020	31-Mar-2022
CR20m Road Danger Reduction campaigns and engagement	<p>Campaigns and engagement activities to encourage safe behaviours and promote safe vehicles, including:</p> <ul style="list-style-type: none"> • Active City Network • User and stakeholder liaison • Schools programme 	<p>Supporting the City of London Police's winter campaign to improve compliance with the 20mph speed limit.</p>	Zahur Khan	11-Feb-2020	31-Mar-2022

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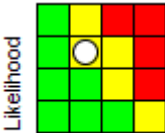
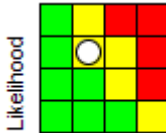

Title,			owner	Date	
DBE-PP-01a Business as usual mitigating controls	(1) Ongoing monitoring of government regulations; (2) continue monitor progress of, and seek to influence, forthcoming legislation	<p>Whilst this risk (at 12) is above appetite (8) to reduce the risk to appetite would require increased engagement by the City Corporation's Senior Members with Government, Opposition and the GLA to ensure that national and strategic policy is always appropriate for the City.</p> <p>We continue to monitor draft regulations to ensure they reflect or adapted to accord with City Corporation priorities.</p> <p>The City Corporation has made its case on outstanding matters in the Draft London Plan at the Examination in Public earlier this year. The Inspectors' Panel Report has been published and recommended changes are broadly favourable.</p> <p>The National Planning Policy Framework (NPPF) published in July 2018 did not address all the City's concerns and subsequent proposed relaxations of Permitted Development Rights cause further concerns. These have been reiterated to Government in response to the public consultation. A Planning White Paper is due in spring 2020.</p> <p>The Housing Delivery Test is not appropriate to the City's circumstances. However, it was applied to the City and recent housing delivery has not met Government targets. The City Corporation agreed an Action Plan in July 2019 and a further Action Plan will be prepared in 2020. The City Corporation is discussing difference in housing delivery data with the Government.</p>	Paul Beckett	14-Feb-2020	31-Dec-2020

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-02 Service/Pipe Subways 02-Dec-2015 Ian Hughes; Giles Radford	Cause: Provide safe access and egress for utilities and maintenance functions, whilst having operatives entering the confined space to undertake checks. Event: A lack of Oxygen, poisonous gases, fumes and vapour, liquids and solids that suddenly fill spaces, Fire and explosions, hot conditions, Entrapment and falling debris. Impact: Fatality / Major Injury / Illnesses	Likelihood  Impact	8	No further update 27 Nov 2019	Likelihood  Impact	8	31-Dec-2020	 Constant

Action no, Title, Date	Action description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-02a Business As Usual Mitigations 02-Dec-2015 Giles Radford	<p>Confined space working is avoided when possible.</p> <p>All PPE and other equipment required for a SSOW shall be suitable and sufficient for the tasks identified. The following PPE and equipment shall be provided, as stated in the approved code of practice</p> <p>All openings are controlled through a central booking system. A subway must not be entered if permission to do so has been refused.</p> <p>No booking will be granted to parties who are not on the database. If the contractor is not on the database they must seek approval from CoL regarding their works. Once confirmed, the contractors will be added to the system before agreeing access.</p> <p>All works and operatives entering the pipe subway must comply with the code of practice for access and safe working in local authority subways.</p> <p>Regular inspections of the structure, covers, condition and asbestos surveys are undertaken.</p> <p>The Permit to enter form must be completed and contractors checked to ensure they have suitable and sufficient equipment to enter a confined space.</p> <p>No smoking is allowed at any time.</p>	All business as usual mitigations have been reviewed, they are very much current and continue to work effectively.	Giles Radford	19-Feb-2020	31-Dec-2020

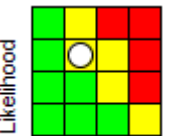


Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score	Risk Update and date of update	Target Risk Rating & Score	Target Date	Current Risk score change indicator
DBE-PL-06 S106 Controls 30 Nov-2018 Annie Hampson	Cause: Disjointed control mechanisms in relation to processing and monitoring S106 agreements. Event: Failure to implement Audit recommendations. Effect: Loss of funds; non-compliance with agreements and reporting; potential reputational damage	 Likelihood Impact	8 The risk has been reviewed and remains unchanged at Amber. The Audit Review has been worked through and most of the recommendations within it have been implemented. A S106/CIL report was presented to the October 2019 Planning & Transportation Committee (P&T). This resulted in a number of questions including public access/transparency and further report confirming the S106 & CIL governance process was presented to P&T in December. The Chamberlain's team are continuing to keep separate financial records (including on CBIS). 18 Feb 2020	 Likelihood Impact	4 31-Mar-2020	Constant

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-PL-06b Ensure sufficient resources are available	Obtain approval for data capture.	A S106/CIL report was presented to the October 2019 Planning & Transportation Committee (P&T). This resulted in a number of questions including public access/transparency and further report confirming the S106 & CIL governance process was presented to P&T in December. The Exacom system is now acknowledged as representing the best means of achieving public access/transparency and the method of implementing this is being sought. It is anticipated that historic data will be added to Exacom during the summer and the due date for this action has been updated accordingly.	Annie Hampson	18-Feb-2020	30-Sep-2020
DBE-PL-06c Interaction with software supplier & Chamberlain's Finance	There is a need to (a) import data from CBIS into Exacom to ensure that it contains up to date expenditure and allocation information; and (b) prepare the necessary budget reports from Exacom.	Due to the mechanisms within the Chamberlain's department whereby expenditure is apportioned to S106 and CIL annually and not in real time the recommendations relating to this in the Internal Audit report are not deliverable at present. This is to be the subject of a discussion between the Chamberlain's finance staff for DBE and Internal Audit to consider if the recommendations need to be reviewed. Once this is complete we will review the need for interaction between Exacom and CBIS and the options for reporting.	Annie Hampson	18-Feb-2020	30-Sep-2020

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-PL-02 Not being alive to the needs/requirements of the world business centre and the political environment 23-Mar-2015 Annie Hampson	Cause: Staff are badly briefed in relation to the planning development needs of the City as a world business centre Event: Perception that we are not responsive to the planning development needs of the City as a world business centre Impact: The City's reputation suffers and we fail to deliver buildings that meet the needs of the City as a world business centre	 Impact	6	The risk has been reviewed and is assessed as unchanged. There continues to be uncertainty regarding the wider economic situation and in particular post-Brexit negotiations. 18 Feb 2020	 Impact	6	31-Dec-2020	 Constant

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Action no, Title,	Action description	Latest Note		Action owner	Latest Note Date	Due Date
DBE-PL-02a Business as usual mitigating controls	(1) Continue to work closely with other parts of the department; the City Property Advisory Team; other City of London Departments; & the Greater London Authority. (2) To work closely with the development industry, the City Property Association and hold regular meetings with City agents. (3) Participation at MIPIM.	The Business As Usual controls have been reviewed and we continue to work closely with the development industry, the City Property Association and hold regular meetings with City agents. These controls, which have been implemented, are appropriate and effective.		Annie Hampson	18-Feb-2020	31-Dec-2020

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-TP-03 Major Projects and key programmes not delivered as TfL funding not received <div style="writing-mode: vertical-rl; transform: rotate(180deg);"> Page 175 27 Mar-2015 Bruce McVean </div>	Cause: City of London fail to bid at the appropriate time or City of London lose credibility with TfL or Reduced funding from TfL Event: TfL funding for Local Investment Plan ceased or significantly reduced Impact: Unable to deliver highway investment & improvement programmes	 Impact	6	The overall score has increased to 6 from 3. The impact has been increased to 2 (Serious). This reflects the deferral of the City Cluster Phase 2 capital bid and the increased reliance on TfL Liveable Neighbourhood funding to deliver transport and public realm improvements in the City Cluster during 2020/21. The likelihood remains unchanged at 3 (possible). This reflects the possibility that TfL may not agree to release additional Liveable Neighbourhood funding ahead of the original funding schedule. The 2020/21 LIP allocation has been confirmed and is as expected. 11 Feb 2020	 Impact	6	31-Mar-2020	 Increasing

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-TP-03a Annual Spending Submission	Send Annual Spending Submission to TfL	2020/21 Annual Spending Submission submitted to TfL. Action dates reset for the 2021/22 submission.	Bruce McVean	26-Nov-2019	29-Nov-2020
DBE-TP-03b TfL meetings	Conduct quarterly meetings with TfL-	Quarterly meetings being held as required.	Bruce McVean	25-Nov-2019	31-Mar-2020
DBE-TP-03c TfL Bid Process	Submit bid(s) in line with TfL timetable (e.g. Liveable Neighbourhoods)	No bid this year due to ongoing delivery of City Cluster Liveable Neighbourhood. Participation in future bidding rounds will be kept under review. Action date reset for next year.	Bruce McVean	26-Nov-2019	30-Nov-2020

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Agenda Item 14

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Committees: Corporate Projects Board - <i>for information</i> Planning & Transportation Committee - <i>for decision</i> Projects Sub Committee - <i>for decision</i>	Dates: 26 February 2020 06 March 2020 16 March 2020
Subject: Thames Court Footbridge Unique Project Identifier: 11962	Gateway 6: Outcome Report Regular
Report of: Director of the Built Environment Report Author: Mark Bailey	For Decision
PUBLIC	

Summary

1. Status update	Project Description: This project related to essential structural maintenance works to a cable stayed footbridge over Upper Thames Street adjacent to Thames Court, Queenhithe, acquired from previously private ownership, in order to bring it back into public service. RAG Status: Amber (Amber at last report to Committee) Risk Status: Low (High at last report to committee) Costed Risk Provision Utilised: £200,000 (of which £100,000 was drawn down at the last report to Committee) Final Outturn Cost: Approximately £503,000
2. Next steps and requested decisions	Requested Decisions: Members are asked to approve the content of this Outcome Report and approve that the project be closed, subject to successful verification of the final account by the Chamberlain's Financial Services Division.

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3. Key conclusions	<ul style="list-style-type: none"> • The remedial works to bring the footbridge safely back into public service were satisfactorily completed in May 2019, although delayed in their completion and at increased cost arising from unforeseen conditions experienced during construction, as reported previously to members. • This required use of the majority of the Costed Risk Provision (CRP) for the project, a great proportion of which had previously been allocated to the risk of having to implement subsequent dynamic mitigation measures (to reduce vibration of the bridge) following completion of the main remedial works. • Fortunately, it has not been found necessary to implement dynamic mitigation measures at the current time, with no concerns of excessive vibration reported by the public following completion and re-opening of the bridge in May 2019 (8 months ago). • No particular items of learning or recommendations for future projects have been established from the project, although the project does demonstrate the financial and logistical challenges facing highway authorities in maintaining long span steel structures over busy strategic road routes, in comparison with lower maintenance alternatives (such as reinforced concrete structures or steel structures within weather-resistant containment systems).
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Main Report

Design & Delivery Review

4. Design into delivery	<ul style="list-style-type: none"> • As the project involved the refurbishment or replacement of existing components, there were very few alternative options to consider at design stage. • Unforeseen physical conditions encountered during construction related mainly to the internal corrosion and seizing of turnbuckles on existing tension stays, due to the discovered lack of an effective internal seal during the original 1990's construction. However, it was not possible to establish this from investigations during the design phase, nor would it have influenced the design had it become apparent.
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5. Options appraisal	<ul style="list-style-type: none"> • At Gateway 3-4, the option was selected which involved the minimal amount of maintenance works necessary to bring the bridge back into public service. This excluded significant steel painting proposals and deferred major maintenance intervention by an estimated 5 years. • This enabled the bridge to be safely re-opened to the public at the earliest and most cost-effective manner (albeit the project ultimately overran on cost and programme). • However, it should be recognised that this merely deferred major interventions that should include a complete strip and re-paint of the structure by an estimated 5 years. • The cyclical cost of major maintenance interventions on the bridge is estimated at around £1M every 20-25 years (including for minor interventions at mid-cycle), if the bridge is retained after the 5-year period has elapsed. • These costs primarily relate to cyclical replacement and repair to the anti-corrosion painting systems to steel members, as well as replacement of tension stays. • The residual life of the bridge (if suitably maintained) is approximately 100 years, with a life cycle maintenance legacy at Net Present Value (2020) of £1.7 M. • These high values reflect the financial and logistical challenges facing highway authorities in maintaining long-span complex steel structures over busy strategic road routes.
6. Procurement route	<ul style="list-style-type: none"> • Works were procured through an open competitive tender process, arranged in collaboration with City Procurement. • Design services were provided by the term structural consultant for the inspection and management of highway structures, under their contract rates.
7. Skills base	<ul style="list-style-type: none"> • The City of London project team were fully capable of delivering this project, with technical support provided by the appointed term structural consultant for highway structures.
8. Stakeholders	<ul style="list-style-type: none"> • In arranging for these works to be carried out on a major route, full consultation with (and approval from) Transport for London was necessary. • Disruption to the travelling public was mitigated by phasing the works during a number of weekend closures of the road network, whilst managing to keep the TFL cycle route open.

	<ul style="list-style-type: none"> Local residents and ward members were kept informed and updated on programme both before and during the works, with positive feedback received on the outcome of the project.
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Variation Review

9. Assessment of project against key milestones	<ul style="list-style-type: none"> The project was delayed in its key milestone to re-open the bridge by the end of 2018, initially due to the delayed appointment of a contractor (due to tender costs being above the baseline budget) and, subsequently, due to unforeseen physical conditions encountered during the works. Once additional component materials could be sourced and new road closures agreed with TFL, the works were completed, and the bridge re-opened to the public at the end of May 2019.
10. Assessment of project against Scope	<ul style="list-style-type: none"> The project fully completed on the scope to carry out the programme of maintenance works agreed at G3-4 and to safely re-open the bridge to the public. Dynamic mitigation measures on completion of works to mitigate vibration (an identified project risk and allowed for in the Costed Risk Provision) were not found to be necessary. Theoretical analyses indicated that the bridge does not comply with established guidelines in respect of limiting vibration to levels which do not cause human discomfort. Whilst it is physically possible to excite the bridge into very short-term levels of vibration that can be detected by users (primarily by synchronized footfall or running across the bridge), this does not seem to occur on a regular basis. There have been no concerns raised by the public since the re-opening of the bridge, despite clear signs encouraging the public to report any such observations. It is also likely that the re-tensioning of the bridge stays has reduced levels of vibration, compared to those experienced by the public prior to its closure. It is therefore not considered prudent to implement dynamic mitigation measures at the current time, although this should be reviewed in 5 years' time when the cycle of major maintenance on the bridge is due and a decision on its long-term future is made.
11. Risks and issues	<ul style="list-style-type: none"> At G3-4, a costed Risk Provision (CRP) of £224,000 was identified, of which £200,000 related to the estimated risk of carrying out dynamic mitigation measures to reduce vibration of

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	<p>the bridge (subsequent to replacement and re-tensioning of cable stays).</p> <ul style="list-style-type: none"> • Following receipt of tenders, it became obvious that the works could not be funded from the approved project budget (excluding CRP) due to higher-than-estimated tender costs. • Approval was therefore given to re-provision £100,000 from the previous CRP to supplement the tendered works budget, informed by the fact that updated estimates of Dynamic Mitigation measures (following revised analyses) had significantly reduced to £100,000. • Works commenced on 7th January 2019 to an agreed tender price of £ 252,961.24 • The revised CRP at that time amounted to £124,000 and comprised £24,000 for “unforeseen physical conditions” and £100,000 for dynamic mitigation measures. • During construction, unforeseen physical conditions were encountered relating mainly to internal corrosion and seizing of turnbuckles on existing tension stays, due to the lack of an effective internal seal during the original construction. This prevented re-tensioning the stays to their design values, required to safely open the bridge. • In order to complete the scope of works, it was necessary for the contractor to procure additional stay components and to install these under additional road closures at an additional cost of approximately £100,000. • In order to fund this, approval was given by members to draw down £100,000 of the CRP and to re-purpose a proportion of this sum originally allocated to dynamic mitigation measures. • This was considered the most expedient approach to re-opening the bridge to the public, with the risks of dynamic mitigation measures to be investigated and reported on following re-opening. • Having the facility to draw down on a CRP (subject to approval) was of considerable benefit in maintaining the momentum of the project and prevented even greater delays than those experienced. • As of the current date, 8 months after the completion of work (May 2019), no concerns have been reported by members of
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	<p>the public, despite signing on the bridge encouraging the reporting of any such concerns.</p> <ul style="list-style-type: none"> • Our observations are that the vibration of the footbridge has been reduced as a result of re-tensioning stays, even though prior theoretical analyses did not support this as a solution on its own.
12. Transition to BAU	<ul style="list-style-type: none"> • Whilst there was a clear plan to re-open the bridge to the public by the end of 2018, this was delayed until May 2019 for the reasons discussed above.

Value Review

13. Budget

<i>Estimated Outturn Cost (G2)</i>	<p>At G1/2, the estimated cost of the project was identified as under £250,000, pending further investigations.</p> <p>At G3/4, following full investigations, this was revised as follows: -</p> <ul style="list-style-type: none">• Estimated cost (including risk): £567,000• Estimated cost (excluding risk): £343,000
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	<i>At Authority to Start work (G5) (£)</i>	<i>Final Outturn Cost (£)</i>
<i>Fees</i>	114,000	98,263
<i>Staff Costs</i>	32,000	31,028
<i>Works</i>	253,000	252,961
<i>Purchases</i>	22,000	21,966
<i>Other Capital Expend</i>	-	-
<i>Costed Risk Provision</i>	124,000	98,471
<i>Recharges</i>	-	-
<i>Other*</i>	-	-
Total	545,000	502,689

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

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	The final works account of £351,431.84 has yet to be verified by the Chamberlain's Financial Services Division, although this has been requested.
14. Investment	Not applicable.
15. Assessment of project against SMART objectives	A single SMART objective was set at G1/2 to reinstate a north-south link across Upper Thames Street, with the success criteria defined as "Bridge acquired, made fit for use, and opened to the public (with all necessary permissions and consents in place)". This has been fully satisfied.
16. Key benefits realised	A single key benefit was identified at G1/2, namely "retain pedestrian crossing point over Upper Thames Street". This has been fully realised.

Lessons Learned and Recommendations

17. Positive reflections	The project fully met its objectives and the key benefit identified was fully realised, which seems to have been well received by local residents and other regular users of the bridge – who were kept informed of progress and programme throughout.
18. Improvement reflections	Whilst the works were delayed due to unforeseen physical conditions encountered on site, leading to a significant cost increase, it was very difficult to anticipate and cost this in spite of the investigations conducted at design stage. This tends to underline the benefits of a well-considered Costed Risk Provision for works of this nature, to help mitigate delays to projects.
19. Sharing best practice	The project amply demonstrates the potential maintenance costs associated with long-span and complex steel structures over strategic routes, in comparison with alternative materials and structural forms. This should be an important consideration in any future proposals to provide new footbridge crossings across this or similar routes.
20. AOB	The refurbished bridge has now been included in the asset management plan for highway structures, allowing for future routine inspections and cyclical maintenance. It will be due for a cycle of major maintenance in approximately 5 years' time, – primarily involving removing and replacing paint systems to all steel members of the bridge – at an estimated cost of up to £1M.

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Appendices

Appendix 1	Project Coversheet
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Contact

Report Author	Mark Bailey
Email Address	mark.bailey@cityoflondon.gov.uk
Telephone Number	020 7332 1972

Project Coversheet

[1] Ownership & Status

UPI: 11962

Core Project Name: Thames Court Footbridge

Programme Affiliation (if applicable): n/a

Project Manager: Mark Bailey

Definition of need: This project related to essential structural maintenance works to a cable stayed footbridge over Upper Thames Street adjacent to Thames Court, Queenhithe. The bridge was previously acquired from private ownership and was previously closed to the public on safety grounds due to a number of defects. Following structural assessment of the bridge to confirm capacity, a number of remedial measures were designed to bring the bridge back into public service

Key measures of success: (as defined at earlier gateways)

- | |
|--|
| 1) Completion of scheduled maintenance works to bring the bridge back into public service by the end of 2018 |
| 2) Improving the condition and residual value of the assets, within the allocated project budget |
| 3) Further mitigation of vibration issues with the bridge and improvement of public comfort levels |

Expected timeframe for the project delivery: (original) Late 2018

Key Milestones:

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

The completion of the project was delayed to May 2019, due to unforeseen conditions arising during construction

Has this project generated public or media impact and response which the City of London has needed to manage or is managing?

No media impact, although local residents and ward members took a keen interest in the project and the re-opening of the bridge.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Proposal' G1/2 report (as approved by Town Clerk under delegated authority, 12/01/2018):

- Total Estimated Cost (excluding risk): £250,000
- Resources to reach next Gateway (excluding risk): £100,000 for preliminary investigations and structural assessment only.
- Spend to date: n/a
- Costed Risk Against the Project: n/a
- Estimated Programme Dates: Recommendation on options for bridge to be brought back to committee for March 2018

‘Options Appraisal and Design’ G3-4 report (as approved by PSC 18/07/2018):

- Total Estimated Cost (excluding risk): £343,000
- Resources to reach next Gateway (excluding risk): £71,000
- Spend to date: £79,000
- Costed Risk Against the Project: £224,000
- CRP Requested: £224,000
- CRP Drawn Down: nil
- Estimated Programme Dates: Re-opening of bridge late-December 2018

Scope/Design Change and Impact: The project budget was raised to £567,000 at G3-4 (inclusive of £224,000 risk allowance), to cover the revised scope of proposed design and implementation of remedial works

‘Issues’ Report (post G3-4) (as approved by PSC 07/11/2018):

- Total Estimated Cost (excluding risk): £343,000
- Resources to reach next Gateway (excluding risk): n/a
- Spend to date: £125,000
- Costed Risk Against the Project: £224,000
- CRP Requested: £224,000
- CRP Drawn Down: **£100,000**
- Estimated Programme Dates: Re-opening of bridge early 2019

Scope/Design Change and Impact: Members were updated on high tender costs and ongoing post-tender discussions, requiring CRP Draw Down. Delegated authority was also requested at G5 upon completion of post-tender discussions.

‘Authority to start Work’ G5 report (as approved by Chief Officer under delegated authority 08/11/2018):

- Total Estimated Cost (excluding risk): **£421,000**
- Resources to reach next Gateway (excluding risk): £296,000
- Spend to date: £125,000
- Costed Risk Against the Project: **£124,000**
- CRP Requested: £124,000
- CRP Drawn Down: nil
- Estimated Programme Dates: Re-opening of bridge early 2019

Scope/Design Change and Impact: Authority given to appoint contractor, following successful post-tender discussions.

‘Issues’ Report (post G5) (“For Information” report, seen by PSC 12/12/2018):

- Total Estimated Cost (excluding risk): *as previous*
- Resources to reach next Gateway (excluding risk): *as previous*
- Spend to date: *as previous*
- Costed Risk Against the Project: *as previous*
- CRP Requested: *as previous*
- CRP Drawn Down: *as previous*
- Estimated Programme Dates: **Estimated completion 24th February 2019**

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Scope/Design Change and Impact: For Information report, advising members of estimated completion date 24th February 2019 following final coordination of road closures with Transport for London and delayed appointment of contractor at G5

'Issues' Report (post G5) (as approved by PSC 07/11/2018 under Urgency):

- Total Estimated Cost (excluding risk): £421,000
- Resources to reach next Gateway (excluding risk):
- Spend to date: £394,000
- Costed Risk Against the Project: £124,000
- CRP Requested: £124,000
- CRP Drawn Down: **£100,000**
- Estimated Programme Dates: **Estimated completion May 2019**

Scope/Design Change and Impact: Delay and additional cost to the project, due to additional defects discovered upon exposure during construction. Drawn down from CRP requested of members under urgency

Total anticipated on-going commitment post-delivery [£]: The re-opened bridge will be included in the asset management plans for highway structures, allowing for routine inspections and cyclical maintenance. Future maintenance is estimated at £1 Million on a 20 to 25-year cycle, predominantly related to cyclical painting of steelwork and replacement of stays over a strategic TFL route.

Programme Affiliation [£]: n/a

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Committee Audit and Risk Management Port Health and Environmental Services Planning and Transportation	Dated: 28 January 2020 3 March 2020 6 March 2020
Subject: Deep Dive: CR21 Air Quality	Public
Report of: Director of Markets and Consumer Protection	For Information
Report author: Ruth Calderwood Air Quality Manager, Markets and Consumer Protection Dept.	

Summary

Air quality is currently an amber corporate risk, with a risk score of 12. It was initially designated a red corporate risk; however, the risk has been reduced. This is due to ongoing improvements in air quality together with the wide range of action that has been, and continues to be, taken by the City Corporation to mitigate the risk. The risk reflects the potential impact on the health of residents, workers and visitors to the Square Mile. It also reflects the potential reputational and financial risk to the City of London Corporation. The target is to achieve a risk score of 6.

Extensive air quality monitoring across the Square Mile demonstrates that air quality is improving, although there is still some way to go before it meets health-based limits and guidelines at all locations. There was a marked improvement in roadside concentrations of nitrogen dioxide (a product of combustion) in 2019, when compared to the previous year. This was largely due to the roll out of the new electric taxi for London, electric single deck buses, and the introduction of the Mayor of London's ultra-low emission zone. The implementation of the City Corporation's new Transport Strategy will deliver further improvements in roadside air quality over the next few years.

The City Corporation published its third Air Quality Strategy in 2019 outlining the wide range of action being taken to improve air quality. The five-year strategy was very well received. The Greater London Authority, who oversees the City Corporation's statutory air quality function, consider it to be an *'excellent plan, with a very thorough and engaging narrative and a comprehensive range of detailed, specific and ambitious actions..... an excellent plan which once again demonstrates your leadership in this field'*. Clean Air London (CAL), a campaign organisation said *'CAL considers that the CoL is doing more than any Borough in Greater London to improve air quality'*

The City Corporation has developed proposals for an Emission Reduction (Local Authorities in London) Bill. The Bill, which has the support of London Councils, proposes adoptive powers for all London local authorities to reduce emissions of pollutants from a wide range of combustion plant used for heating and electricity

generation. The Bill was introduced to the House of Lords as a Private Member's Bill by Lord Tope on Monday 13th January 2020.

The Government has also published an Environment Bill which includes proposals for new air quality targets. This will eventually replace the current air quality targets which are based on European Union obligations. Proposals in the Bill also include passing more responsibility for improving air quality to local government. Depending on the targets to be achieved, this renewed responsibility could pose a challenge for the City Corporation due to its size and location. Much of the pollution within the Square Mile is not generated within its boundary.

Ongoing research into poor air quality has led to it being linked to an increasing range of diseases. Towards the end of 2020, there will be a new inquest into the death of a London child who died from acute respiratory failure and asthma. The inquest will take place to ascertain if exposure to outdoor air pollution was a causative factor in the child's death. If this is proven, it will be the first time that air pollution is explicitly linked to a named individual's death. This would have the potential to open the door for legal action against bodies deemed responsible.

The City Corporation is exceeding its current statutory duty to improve air quality and is widely regarded as demonstrating leadership in this area. With the forthcoming potential changes in air quality targets and statutory obligations, in addition to the ongoing research into the health impacts of air pollution and the new inquest cited above, the City Corporation needs to remain agile and proactive in its approach. The Corporation must continue to deliver a high-quality programme that will serve to minimise the risk of air pollution to public health.

Recommendation

Members are asked to note the report.

Main Report

Background

1. Being located at the heart of London, the Square Mile experiences some of the highest levels of air pollution in the country. Local air pollution is affected by emissions of pollutants from both within the Square Mile, and beyond its boundary. It is also affected by the size, shape and proximity of buildings, which can act to trap pollution, and the weather.
2. Air quality is currently an amber corporate risk with a risk score of 12, see Appendix 1. It was initially designated a red corporate risk, but the risk has been reduced due to ongoing improvements in air quality and the wide range of action being taken by the City Corporation to further mitigate the risk. The risk reflects the potential impact on the health of residents, workers and visitors to the Square Mile. It also reflects the potential reputational and financial risk to the City of London Corporation as an organisation. The target is a risk score of 6.

3. The impact of air pollution on health is both acute and chronic. Research into the health impacts is ongoing and it is being linked to an increasingly wide range of diseases. The main health impact is cardiovascular and cardiopulmonary disease, lung cancer and respiratory disease. It also affects lung development in children. Short term pollution episodes can lead to an increase in hospital admissions for vulnerable people. Exposure to current levels of air pollution in central London over the long term has been shown to reduce life expectancy across the whole population.
4. Responsibility for improving air quality lies with local, regional and national government. To date, the statutory responsibility of local government in London has been to assist the Government and the Mayor of London with action to ensure that levels of air pollution are lower than limits set in European Union (EU) Directives. Air quality in the UK meets the EU air quality limits for all pollutants except nitrogen dioxide (NO₂). NO₂ is a colourless and odourless gas that is a product of combustion.
5. Fine particles (PM₁₀ and PM_{2.5}) are composed of a wide range of material. They are not visible to the naked eye. Levels of PM₁₀ and PM_{2.5} in the Square Mile meet current EU limits, though they are higher than World Health Organisation (WHO) Guidelines. Table 1 shows the difference between EU limits and WHO guidelines for nitrogen dioxide and fine particles. WHO air quality guidelines are currently being reviewed. The outcome of the review should be available in 2020/2021 and is likely to influence domestic air quality targets.
6. The current responsibility for controlling levels of PM_{2.5} lies with national, not local, government. This is because it is classed as a 'regional pollutant' over which local authorities have very little control. Particulate matter can stay in the air for a very long time and move around with the wind. Local authorities have a statutory obligation under the Health and Social Care Act 2012 to improve the health of their population. One of the indicators used to assess performance with obligations under this legislation is exposure of the population to PM_{2.5} particle pollution.
7. The United Kingdom is in the process of leaving the European Union. At the time of writing this report, it is likely that the UK's air quality obligations under EU law will continue until the end of December 2020.
8. In October 2019, the Government introduced an Environment Bill. The Bill, which fell as the previous parliament was dissolved, should be reintroduced to parliament in 2020. It sets out a requirement for a legally binding domestic target for air quality, with an additional specific target for PM_{2.5}. The new targets are likely to replace the existing targets set under EU law.
9. The Environment Bill outlines proposals to amend the Local Air Quality Management framework. The framework defines the statutory obligations of local authorities. The outcome would be to delegate more responsibility for improving air quality down to a local level. Passing the duty to achieve the target for PM_{2.5} to local government could pose a challenge for the City Corporation due to the limited local control over this pollutant. The Bill also proposes to amend aspects

of the Clean Air Act 1993 to enable quicker, simpler and more proportionate enforcement of Smoke Control Areas. It does not include proposals for additional powers for local authorities to deal with the full range of combustion plant found in urban areas that are used to generate heat or electricity. The City Corporation hopes to address this through the Emission Reduction (Local Authorities in London) Private Members Bill, see paragraph 28.

10. Towards the end of 2020, there will be a new inquest into the death of a London child, who died from acute respiratory failure and asthma. The inquest will take place to ascertain if exposure to outdoor air pollution was a causative factor in the child's death. If this is proven, it will be the first time that air pollution is explicitly linked to a named individual's death. This would have the potential to open the door for legal action against bodies deemed responsible.
11. The health impact of air pollution continues to receive very wide media coverage. This coverage has led to a greater understanding of the issues by the public, and an increase in the expectation of robust action by accountable bodies. There has also been an increased demand for data. This has been addressed by the City Corporation with additional resources. There is now a small air quality team delivering the City Corporation's air quality programme in the Department of Markets and Consumer Protection. Extensive air quality monitoring also takes place across the Square Mile to fulfil the demand for additional data.
12. Improving air quality is a key priority for the City Corporation and officers are called upon to provide expertise and leadership on air quality across London and on a national basis. The City Corporation is recognised as the lead local authority for air quality policy across London.

Risk mitigation

13. In order to reduce the risk associated with poor air quality in the Square Mile, the City Corporation needs to demonstrate that, at a minimum, it is fulfilling its statutory obligation and that it has taken, and will continue to take, a wide range of action to bring about improvements to air quality. The City Corporation must also ensure that it takes necessary steps to protect the health of residents, workers and visitors to the City through the provision of appropriate information and robust and reliable data.

Air Quality Strategy

14. As levels of pollution do not meet health-based limits in the Square Mile, the City Corporation has a statutory obligation to produce an Air Quality Action Plan. The Plan must outline action that will be taken to both improve air quality, and to help people reduce their exposure to the highest levels of air pollution.
15. The City Corporation's Action Plan has been incorporated into an Air Quality Strategy. The latest Air Quality Strategy was published in September 2019. The aims of the strategy are to:
 - a. fulfil statutory obligations for London Local Air Quality Management and improving public health

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

16. The above aims will deliver three main outcomes:

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

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

- a. air quality monitoring
- b. leading by example
- c. collaborating with others
- d. reducing emissions from transport
- e. reducing emissions from non-transport sources
- f. raising awareness.

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

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

20. Progress with actions, together with the most recent air quality data, is reported to the Mayor of London and government each year. These are statutory reports that are presented to the Port Health & Environmental Services Committee. The latest report was presented on 24th September 2019. A summary report, which includes seven years data, is attached to this report as Appendix 2.

21. The Air Quality Strategy 2019 demonstrates the strong cross departmental support for improving air quality and reducing the impact on public health. Air quality has been firmly embedded into the City Corporation Corporate Plan 2018 - 2023, Transport Strategy, Responsible Business Strategy, Responsible Procurement Strategy and draft City Plan.

22. Paragraphs 23 through to 37 outline some of the actions underway to improve air quality. Further detail can be found in the Air Quality Strategy 2019.

Air Quality Monitoring

23. The City Corporation runs an extensive network of air quality monitors. Monitoring takes place to:
- check compliance against air quality objectives, guidelines and limit values, and consequently the impact on health
 - assess long term trends and the effectiveness of policies and interventions to improve air quality
 - raise awareness and provide alerts to the public when air pollution levels are high
24. The amount of air pollution in the City of London at any given time is influenced by a range of factors. The main factor affecting day to day levels of air pollution is the weather. Traffic diversions and road closures can also have a significant impact on air pollution locally.
25. To see whether air quality is improving over time, annual average data taken from long-term monitoring stations is assessed. There has been a clear pattern of improvement over the past few years, with a notable reduction in concentrations in 2019 compared to the previous year, see Table 1.
26. In addition to the ongoing package of measures being implemented by the City Corporation through its Air Quality Strategy, this marked improvement in 2019 is due to vehicle emissions becoming cleaner, the introduction of the Mayor of London's ultra-low emission zone in April 2019 and the increasing number of electric buses and taxis that now drive around City streets. The higher than average rainfall during autumn 2019 contributed to the lower levels of PM₁₀ and PM_{2.5} at all sites.

Location	Pollutant	EU Limit value	WHO Guideline	Annual average 2018 (µg/m ³)	Annual average 2019* (µg/m ³)
Sir John Cass Foundation Primary School (background)	Nitrogen dioxide	40	40	32	32
	PM ₁₀	40	20	21	19
	PM _{2.5}	25	10	12	11
Upper Thames Street (roadside)	Nitrogen dioxide	40	40	87	71
	PM ₁₀	40	20	32	28
Beech Street (roadside)	Nitrogen dioxide	40	40	69	61
	PM ₁₀	40	20	25	22
Farringdon Street (roadside)	PM _{2.5}	25	10	16	14

Table 1

*Data for 2019 is provisional

Leading by Example

27. Improving air quality is a political priority, for which there is very strong Member interest and support. The City Corporation is taking a wide range of steps to reduce emissions of air pollution from its own fleet, buildings and activities. This is largely undertaken through robust responsible procurement practices. Recent examples include electric refuse collection vehicles in the latest refuse collection contract and the three new electric vehicles purchased for the Lord Mayor in summer 2019.
28. The City Corporation has also demonstrated leadership in this area with proposals for an Emission Reduction (Local Authorities in London) Bill. The Bill includes new adoptive powers for London local authorities to control emissions from combustion plant: boilers, generators, combined heat and power plant and equipment used on construction sites. These powers are lacking at present. The Bill, which is supported by London Councils, was introduced to the House of Lords on Monday 13th January 2020 by Lord Tope, Co-President of London Councils.

Collaboration

29. The City Corporation collaborates with a very wide range of organisations on actions to improve air quality. Current activity includes:
- a. Hosting best practice events for all London Boroughs
 - b. Working with a range of partners to trial retrofit technology to reduce emissions of air pollutants from the Thames river vessels
 - c. Working with City businesses to encourage emission reduction from their activities
 - d. Jointly leading a London Borough wide idling engine programme with the London Borough of Camden, supported by the Mayor of London
 - e. Working with research bodies to assess the impact of urban form on air pollution
 - f. Working with City schools and nurseries to develop tailored action plans to improve local air quality. In 2018 the City Corporation won a national air quality award for collaborative action at Sir John Cass's Foundation Primary School which delivered a significant improvement in local air quality.

Reducing Emissions from Transport

30. The highest levels of air pollution in the Square Mile tend to be found along the busiest roads. This is particularly the case if the road is narrow with tall buildings either side as pollution can become trapped.
31. The City Corporation published its first Transport Strategy in 2019. It contains proposals to reduce emissions of pollutants from road transport as well as actions to reduce the exposure of pedestrians to existing levels of pollution. These measures have been incorporated into the Air Quality Strategy
32. Actions include ambitious targets for traffic reduction, zero emission zones by 2020, increased electric vehicle charging infrastructure and the increase in the

number of pedestrianised and pedestrian priority streets. Approval has recently been given for a zero-emission transport scheme in Beech Street. As the street is covered, it will lead to significant improvements in air pollution and be of direct health benefit to the many pedestrians and cyclists that use the street.

Reducing Emissions from Non-Transport Sources

33. Non transport sources make a significant contribution to air pollution in the City of London. The main source is combustion plant used for generating electricity and for heating. It includes boilers, combined heat and power plant, mobile and static generators and machinery used on construction sites. Air pollution is also generated by cooking in restaurants.
34. The main mechanisms used by the City Corporation for controlling air pollution from non-traffic sources are planning policy, management of construction activity, chimney height approvals under the Clean Air Act 1993 and promoting best practice with City businesses and food premises.
35. Increased air quality monitoring has revealed localised high levels of air pollution in the Square Mile that are not associated with traffic. One example is high levels of nitrogen dioxide associated with energy plant at St Bartholomew's Hospital. Officers are working with Barts Health NHS Trust to reduce emissions of air pollution from the energy centre. The City Corporation's Bill would provide much needed powers to ensure that clean equipment and plant is used and installed in the Square Mile.

Raising Awareness

36. Although air quality is improving, it remains at a level that can have a detrimental impact on health. A wide range of action is therefore taken to increase public understanding about air pollution, its causes, effects and how concentrations vary both spatially and over time. Armed with the right information, people can take steps to avoid high levels of air pollution and reduce the impact on their health.
37. The City Corporation runs and attends air quality events, produces a bimonthly e-newsletter and has developed a free smart phone application (App), used by over 30,000 Londoners. The App provides high pollution alerts and helps users avoid areas of poor air quality.

Risks and challenges

38. There are some issues that make air quality improvements challenging in the Square Mile. Action is underway to try and address them, but some are outside of the control of the City Corporation.
 - a. There are on-going uncertainties around emissions from diesel vehicles. Emissions from the newest (Euro VI) heavy goods vehicles are low, but emissions from vans and cars still don't meet the required limits. This is being dealt with at a European level. Currently, there are only a small number of alternatives to diesel vans available on the market. This makes

it challenging to introduce policies to restrict these vehicles. However, over the next few years the availability of zero emission vans is expected to increase.

- b. Due to its location, the Square Mile is heavily influenced by pollution generated across London. This is dealt with by the collaborative, London wide approach taken by officers in finding solutions.
- c. The drive for decentralised energy is bringing electricity generation back into the centre of London, with the associated pollution. Combined heat and power plant are being installed in new developments. This plant emits much higher levels of oxides of nitrogen (NOx) than gas boilers and can result in very high localised levels of nitrogen dioxide. The City Corporation proposes to address this through the Emission Reduction (Local Authorities in London) Private Member's Bill
- d. Organisations with large back-up generators are being asked to run them in times of peak energy demand in a process known as Short Term Operating Reserve (STOR). The generators are diesel fuelled and tend to be only designed for emergency use. The City Corporation proposes to address this through its Bill.

Corporate & Strategic Implications

39. The work on air quality supports two Corporate Plan outcomes:

People enjoy good health and wellbeing'
'We have clean air, land and water.....'

40. Improving air quality is overseen by the Port Health and Environmental Services Committee and is a priority for the Health and Wellbeing Board. It is also of interest to the Planning and Transportation and Streets and Walkways Committees.

41. Since the 2018 deep dive report to the Audit and Risk Management Committee, improving air quality has been further embedded into key policy areas across the organisation. It has very strong cross departmental support in recognition of the issue being a corporate risk.

Conclusion

42. Air quality is currently an amber corporate risk with a risk score of 12. It was initially designated a red corporate risk; however, the risk has been reduced. This is due to ongoing improvements in air quality, together with the wide range of action that has been, and continues to be, taken by the City Corporation to further mitigate the risk. The target is a risk score of 6.

43. Although air quality in the City of London is improving, there is still some way to go before it meets health-based limits and guidelines at all locations. The ongoing improvement in air quality will continue over the next few years as a result of the wide range of action being taken by the City Corporation, supported by action taken by the Mayor of London and London Boroughs.

44. The City Corporation is exceeding its current statutory duty to improve air quality and is widely regarded as demonstrating leadership in this area. With the forthcoming potential changes in air quality targets and statutory obligations, in addition to the ongoing research into the health impacts of air pollution and the new inquest into the death of a child who died from acute respiratory failure, the City Corporation needs to remain agile and proactive in its approach. The City Corporation must continue to deliver a high-quality programme that will serve to minimise the risk of air pollution to public health.

Appendices

- Appendix 1 – Risk and Progress Summary for CR21: Air Quality
- Appendix 2 – Air Quality Annual Status Summary Report for 2018

Background Papers –

- Deep Dive Reports to Audit and Risk Management Committee on Air Quality 14 June 2016 and 6 November 2018
- City of London Air Quality Strategy 2019 – 2025
- City of London Annual Status Report 2019
- Emission Reduction (Local Authorities in London) Bill

Ruth Calderwood, Air Quality Manager

T: 020 7332 1162

E: ruth.calderwood@cityoflondon.gov.uk

Appendix 1

MCP Corporate and departmental risk history

Generated on: 17 December 2019



Rows are sorted by Risk Score

Code	Title	Creation Date	Risk Level Description	Risk Category Description	Current Risk Matrix	Current Risk Score	Target risk score rating	Target Risk Score	Recent Reviews	Risk Score	Historical Status	Likelihood	Impact	Flight path
Page 199	Air Quality	07-Oct-2015	Corporate	Environmental		12		6	17-Dec-2019	12		Possible	Major	
									05-Dec-2019	12		Possible	Major	
									19-Nov-2019	12		Possible	Major	
									11-Oct-2019	12		Possible	Major	
									05-Sep-2019	12		Possible	Major	

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Appendix 2

Air Quality Annual Status Summary Report for 2018

1. Air Quality Monitoring

Nitrogen Dioxide (NO₂)

NO₂ is measured at three locations using continuous (or automatic) analysers: Sir John Cass's Foundation Primary School, Beech Street and Upper Thames Street. In 2018, it was also measured at a further 79 locations using low-cost diffusion tubes.

NO₂ levels have been reducing across the City, particularly at background locations. In Beech Street, NO₂ concentrations reduced by 11µgm⁻³ over the past year, this is partly due to the introduction of electric single deck buses and the new electric taxis for London. At Sir John Cass's Foundation Primary School, the 2018 annual average NO₂ reduced to 32 µgm⁻³. Due to the impact of traffic on pollution levels, concentrations adjacent to busy roads are more variable and remain above the annual EU limit of 40 µgm⁻³.

PM₁₀

PM₁₀ is measured at three locations using continuous (automatic) analysers: Sir John Cass's Foundation Primary School, Beech Street and Upper Thames Street. In 2018 levels of PM₁₀ showed no significant change compared to 2017. All sites are below the annual and daily EU limit values but above World Health Organisation Guidelines.

PM_{2.5}

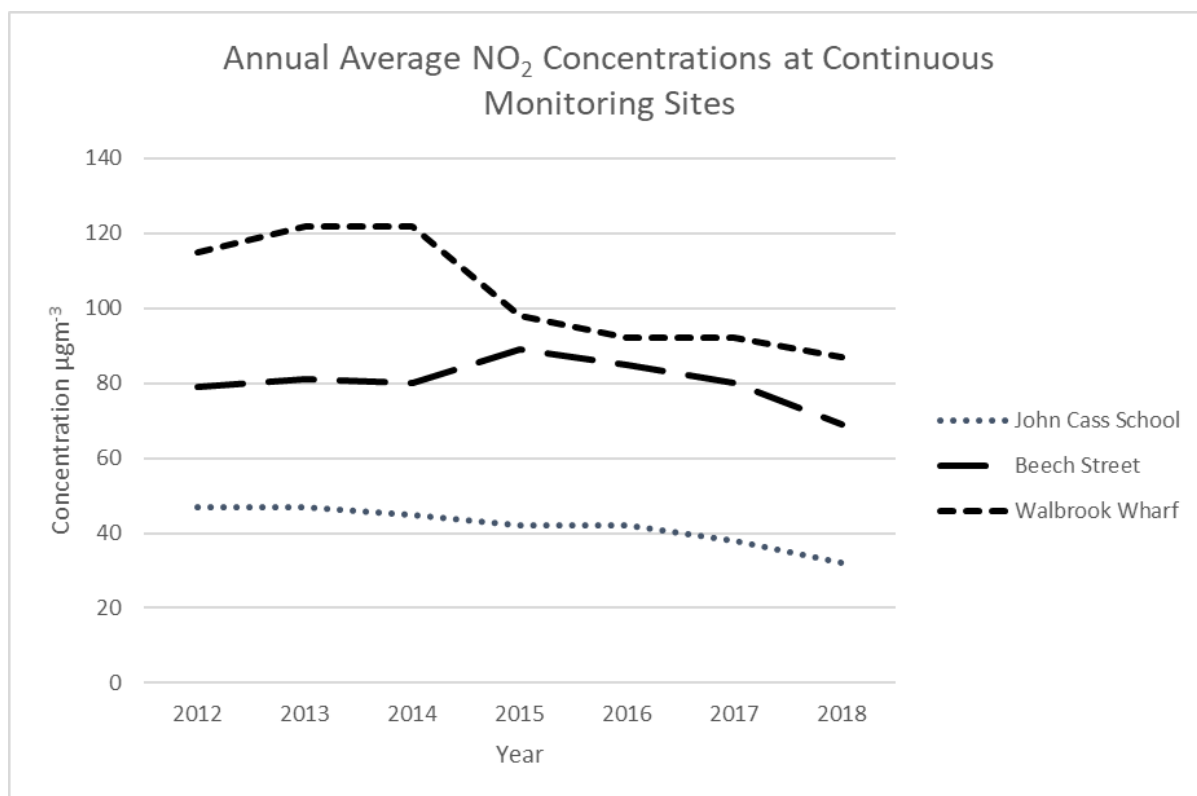
PM_{2.5} is measured at two locations, Farringdon Street and Sir John Cass's Foundation Primary School, using continuous (automatic) analysers. Concentrations are similar at both sites as it is a regional pollutant and strongly influenced by weather conditions. Both sites are below the annual and daily EU limit value but above World Health Organisation Guidelines.

2. Nitrogen Dioxide Data

EU Limit Value and World Health Organisation Guideline is 40µg m⁻³

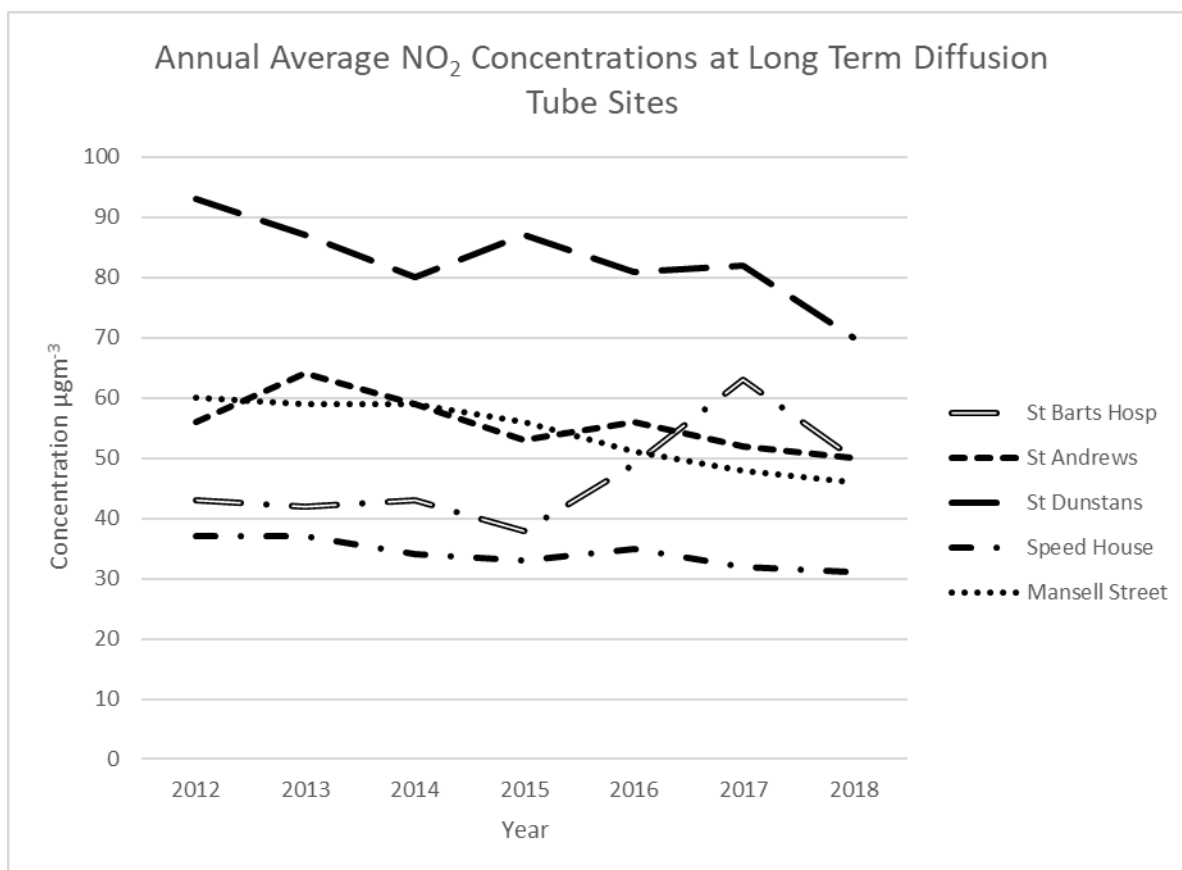
Long term continuous analysers

Site	Site type	Annual Mean (µgm ⁻³)						
		2012	2013	2014	2015	2016	2017	2018
John Cass's Foundation Primary School	Urban Background	47	47	45	42	42	38	32
Beech St	Roadside	79	81	80	89	85	80	69
Walbrook Wharf	Roadside	115	122	122	98	92	92	87



Long term diffusion tube sites

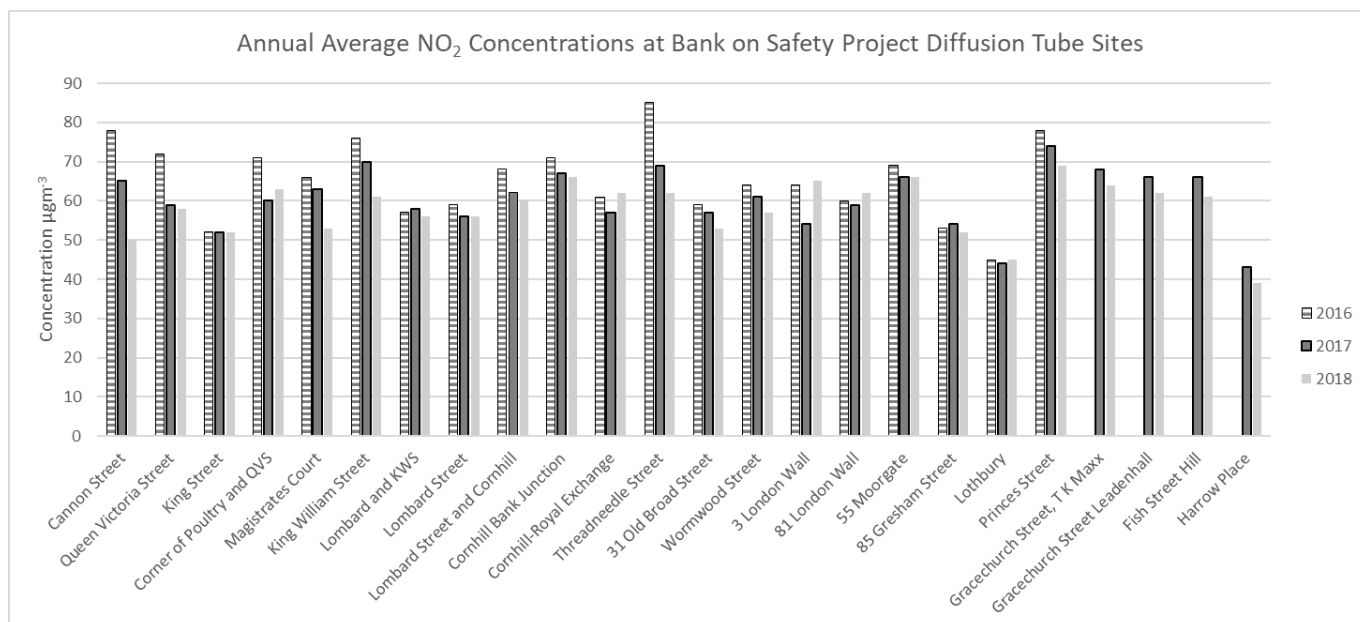
Site	Site type	Annual Mean (µgm ⁻³)						
		2012	2013	2014	2015	2016	2017	2018
St Bartholomew's Hospital Courtyard	Urban Background	43	42	43	38	49	63	50
St. Andrew's Church, Queen Victoria St	Roadside	56	64	59	53	56	52	50
Fleet Street	Roadside	93	87	80	87	81	82	70
Speed House, Barbican Estate	Urban Background	37	37	34	33	35	32	31
Guinness Trust Estate, Mansell St	Roadside	60	59	59	56	51	48	46



Diffusion tube sites measuring the impact of the Bank on Safety traffic scheme

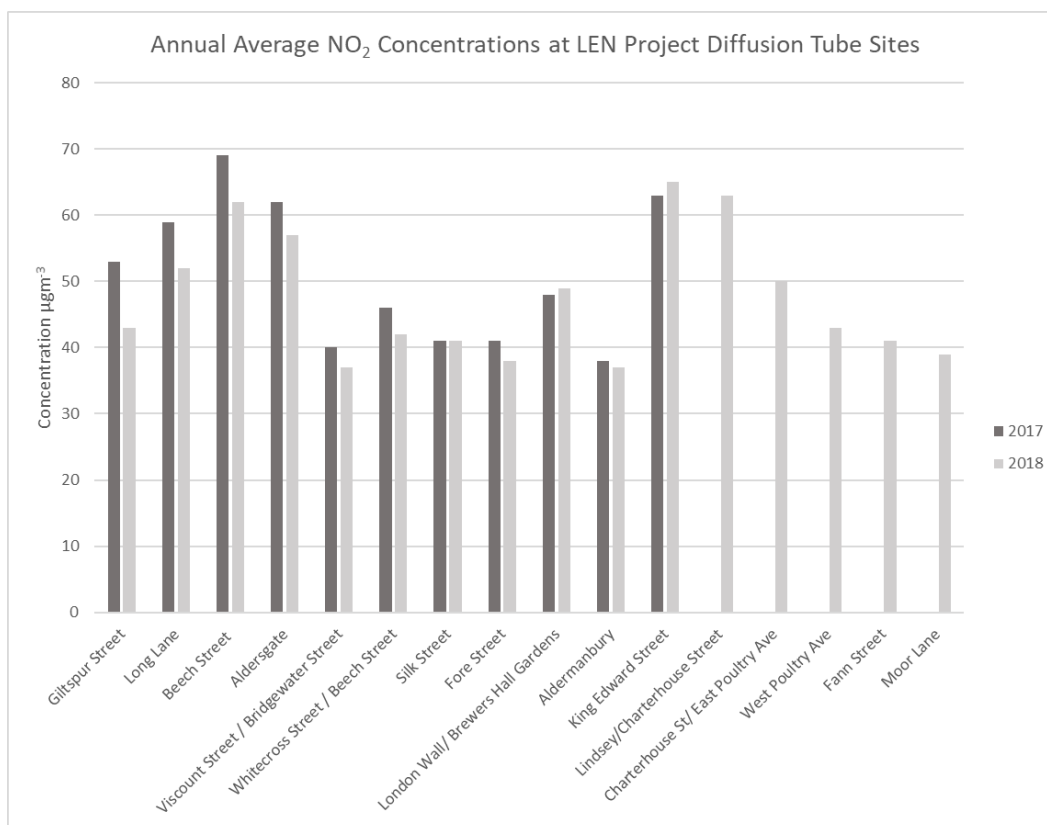
Site	Annual Mean (µgm ⁻³)		
	2016	2017	2018
Cannon Street	78	65	50
Queen Victoria Street	72	59	58
King Street	52	52	52
Corner of Poultry and QVS	71	60	63
Magistrates Court	66	63	53
King William Street	76	70	61
Lombard and KWS	57	58	56
Lombard Street	59	56	56
Lombard Street and Cornhill	68	62	60
Cornhill Bank Junction	71	67	66
Cornhill-Royal Exchange	61	57	62
Threadneedle Street	85	69	62
31 Old Broad Street	59	57	53
Wormwood Street	64	61	57
3 London Wall	64	54	65
81 London Wall	60	59	62
55 Moorgate	69	66	66
85 Gresham Street	53	54	52

Lothbury	45	44	45
Princes Street	78	74	69
Gracechurch Street, T K Maxx	-	68	64
Gracechurch Street Leadenhall	-	66	62
Fish Street Hill	-	66	61
Harrow Place	-	43	39



Diffusion tube sites measuring the impact of the Low Emission Neighbourhood

Site	Annual Mean (µgm ⁻³)	
	2017	2018
Giltspur Street	53	43
Long Lane	59	52
Beech Street- Near Barbican station	69	62
Aldersgate	62	57
Corner of Viscount Street and Bridgewater Street	40	37
Corner of Whitecross Street and Beech street	46	42
Silk Street	41	41
Fore Street	41	38
London Wall/ Brewers Hall Gardens	48	49
Aldermanbury	38	37
King Edward Street	63	65
Lindsey/Charterhouse Street	-	63
Charterhouse St/ East Poultry Ave	-	50
West Poultry Ave	-	43
Fann Street	-	41
Moor Lane	-	39



Diffusion tube sites - other

Site	Annual Mean (µgm ⁻³)
Cousin Lane 1	36
Cousin Lane 2	42
Cousin Lane 3	46
Cousin Lane 4	51
Under Southwark Bridge	41
Under London Bridge	37
Liverpool Street	71
Lime Street	38
Fenchurch Avenue	36
Austin Friars	36
Fetter Lane	56
Rolls Passage/Breams Buildings	36
22 Tudor Street	46
St Mary at Hill's Churchyard	33
Monument	41
St Pauls Churchyard	41
St Alphage Gardens	34
Whittington Gardens	42

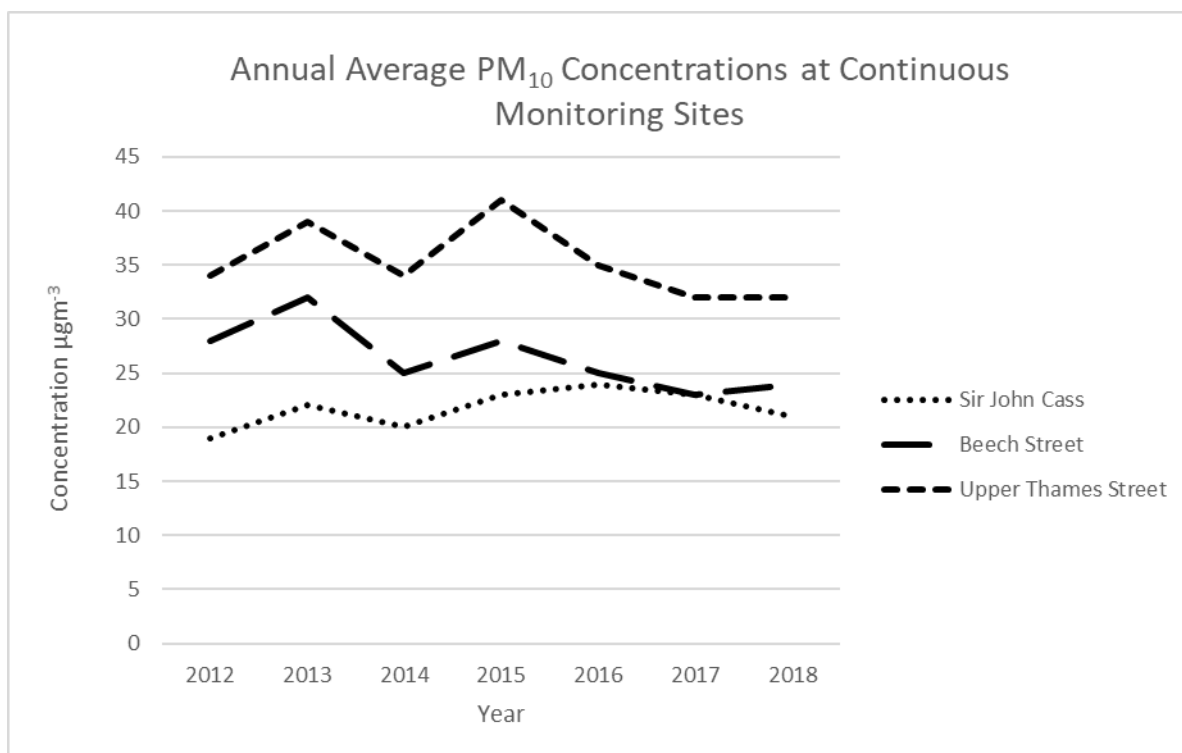
Diffusion tube sites to support the Transport Strategy

Site	Annual Mean (μgm^{-3})
Botolph Lane	49
Byward Street	67
Seething Lane	71
Crosswall	50
Minories	62
Stoney Lane	40
Heneage Lane	42
Camomile Street	68
150 Bishopsgate	74
St Mary Axe	50
Old Broad Street	40
Upper Thames Street	48
Blackfriars Bridge	62
Victoria Embankment	68
Fleet Street	62
Ludgate Hill	61
Museum of London	66
London Wall	65
West Poultry Ave	51
The Fable	58
North Old Baily	73

3. PM₁₀ Data

EU limit value is 40 μgm^{-3} , World Health Organisation Guideline is 20 μgm^{-3}

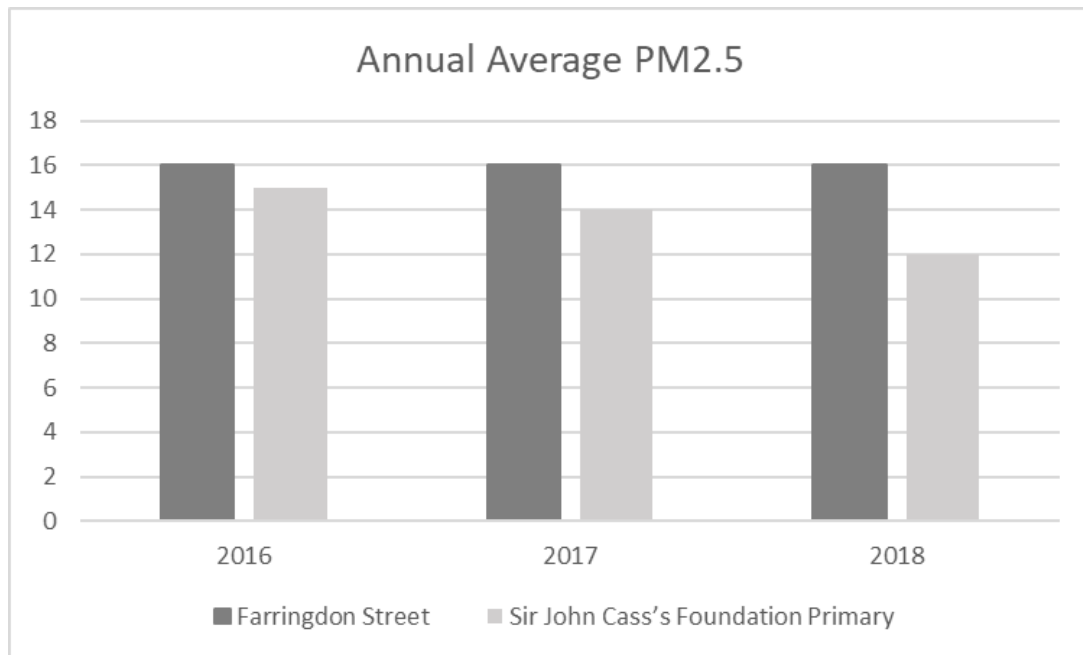
Site	Annual Mean (μgm^{-3})						
	2012	2013	2014	2015	2016	2017	2018
John Cass's Foundation Primary School	19	22	20	23	24	23	21
Beech St	28	32	25	28	25	23	24
Upper Thames St	34	39	34	41	35	32	32



4. PM_{2.5} Data

EU limit value is 25µg m⁻³, World Health Organisation Guideline is 10µgm⁻³

Site	Annual Mean (µgm ⁻³)		
	2016	2017	2018
Farringdon Street	16	16	16
Sir John Cass's Foundation Primary	15	14	12



5. Air quality action plan update

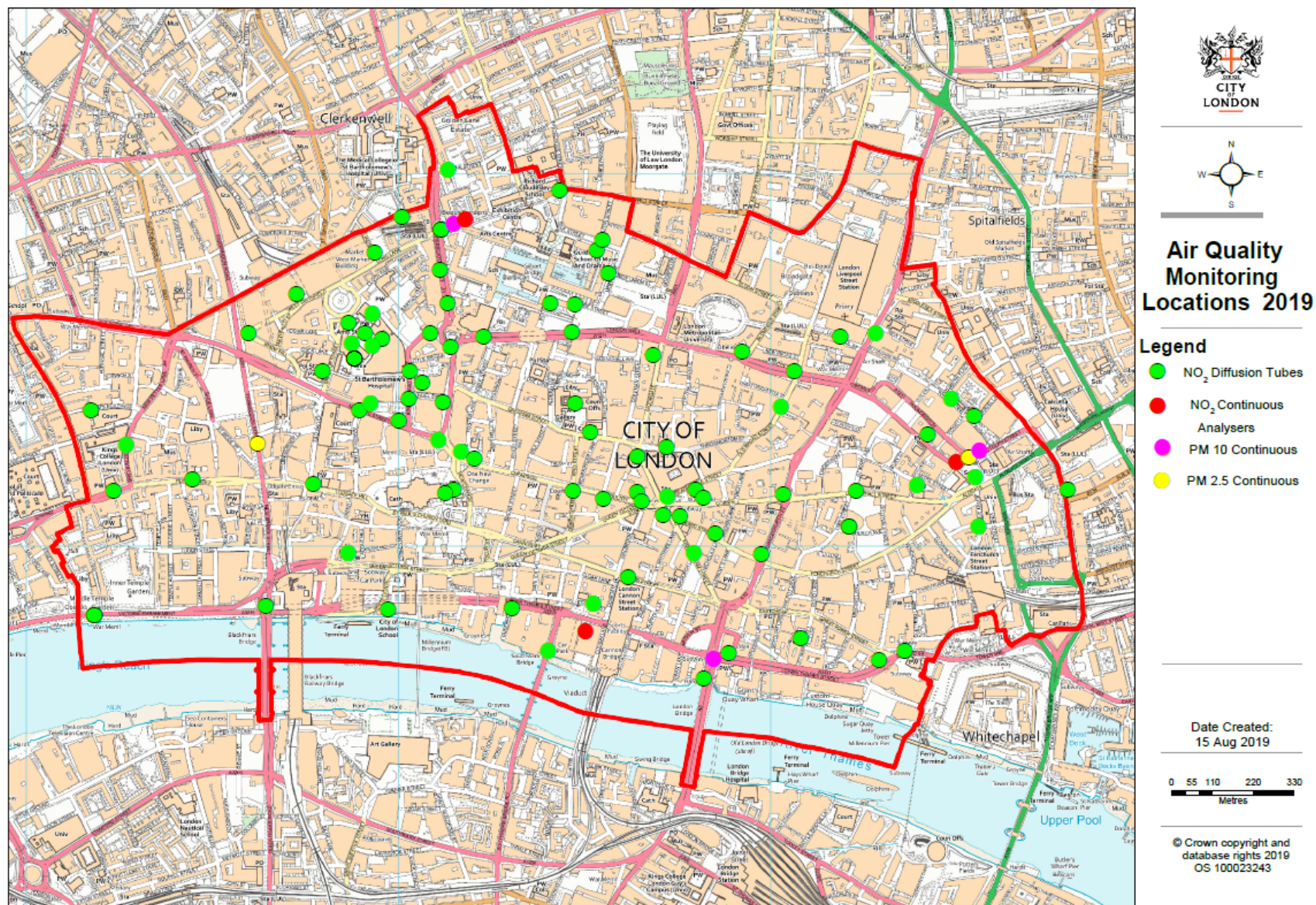
The City Corporation has an Air Quality Strategy which details action being taken to improve air quality. Example of actions in 2018 include:

- Completion of a range of pilot interventions as part of a Low Emission Neighbourhood (LEN) programme.
- An electric vehicle charging pilot trial was undertaken by residents on the Barbican Estate
- The LEN funded Smithfield cargo bike delivery trial developed into an independently run permanent cargo-bike delivery service.
- Air Quality was embedded into the new Transport Strategy, the Responsible Business Strategy and the draft City Plan (Local Plan).
- Proposals were developed for an Emission Reduction Bill, to provide adoptive powers for London local authorities to control emissions from a range of combustion plant.
- The City Corporation idling engine action days project continued to expand with 19 London Boroughs involved.
- Levels of nitrogen dioxide at Sir John Cass's Foundation Primary School reduced even further, to $32\mu\text{g}/\text{m}^3$.
- 33 large businesses pledged to take action to improve air quality.
- The City Corporation added an additional 3 electric vehicles to its fleet and updated vehicles where necessary for compliance with the Mayor of London Ultra Low Emission Zone.
- A bi-monthly air quality e-newsletter has been produced.

6. Monitoring locations

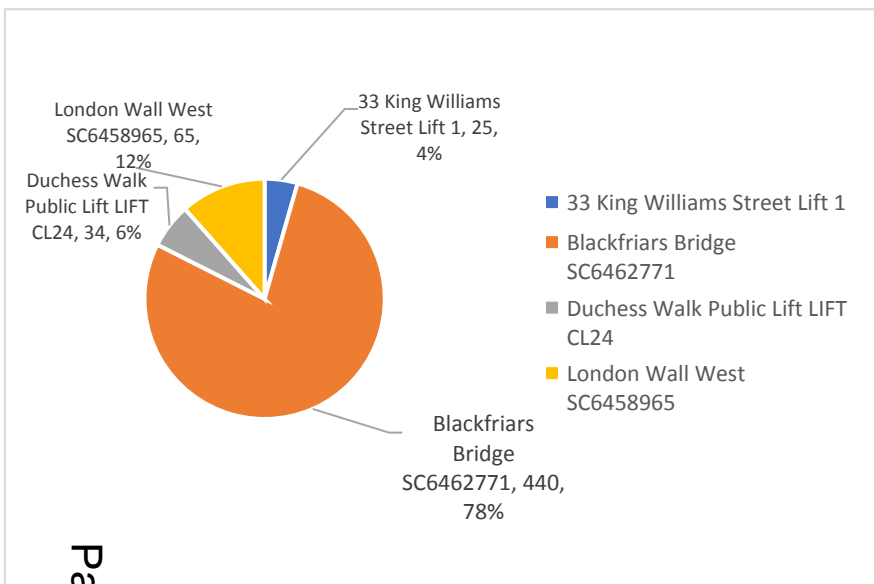
Air quality monitoring locations are reviewed annually. There are a number of core monitoring sites that are maintained. Other sites are added and removed according to the needs of research projects, planned programmes and local investigations or concerns. Locations at which monitoring is taking place during 2019 are shown in Figure 1 overleaf.

Figure 1: Air quality monitoring locations, 2019



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PLANNING AND TRANSPORTATION COMMITTEE REPORT 31/01/2020 – 20/02/2020



EMU	Name	Time OOS	Availability
0916	Glass South Tower SC6459244	477	99.46%
0929	Millenium Bridge Inclinator SC6459245	480	100.00%
0944	London Wall Down Escalator SC6458958	456	95.05%
0945	London Wall Up Escalator SC6458959	480	100.00%
0978	Atlantic House SC6458966	462	96.69%
7345	Speed House Public Lift SC6459146	480	100.00%
7730	Wood Street Public Lift 13 SC6458970	480	100.00%
7740	Moor House SC6458968	480	100.00%
7921	Little Britain SC6458967	460	95.86%
7963	London Wall East SC6458964	480	100.00%
7998	Public Lift Lift 1	480	100.00%
7999	Scenic Lift 1	480	100.00%
0976	Pilgrim Street SC6458969	480	100.00%
0924	Duchess Walk Public Lift LIFT CL24	446	90.98%
7960	London Wall West SC6458965	415	86.96%
7964	Blackfriars Bridge SC6462771	440	8.34%
7997	33 King Williams Street Lift 1	455	94.90%
Average:			75.69%

Points to Note:

- There are 17 Public Lifts/Escalators in the City of London estate. The report below contains details of the 4 - public escalator/lifts that were out of service more than 95% of the time.
- The report was created on 21st February 2020 and subsequently since this time the public lifts or escalators may have experienced further breakdowns which will be conveyed in the next report.
- The report covers the period 31st January 2020 to 20th February 2020.

Location	Status as of 20/02/20	% of time in service	Number of times reported	Time Not in Use	Comments Where the service is less than 95%
London Wall West	In Service	86.96%	1	65 hours	02/02/2020 – Engineer attended site found lift stopped on lower level. Wrong direction error logged on controller display, parts required. Return visit when parts arrived engineer repaired and left in service
33 King William St	In Service	94.90%	1	25 hours	09/02/2020 – Door fault occurred at weekend, returned to service following day
Duchess Walk	In Service	90.98%	1	44 hours	19/02/2020 – FM team instructed lift to be taken out of service, due to water ingress. Lift still out of service at end of reporting period.
Blackfriars Bridge SC6462771	In service	8.40%	1	440 hours	31/01/2020 – Lift out of service at beginning of reporting period due to lift car damage, brought back into service on the 13/02/2020.

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Committee(s)	Dated:
Planning and Transportation	6 th March 2020
Subject: Delegated decisions of the Chief Planning Officer and Development Director	Public
Report of: Chief Planning Officer and Development Director	For Information

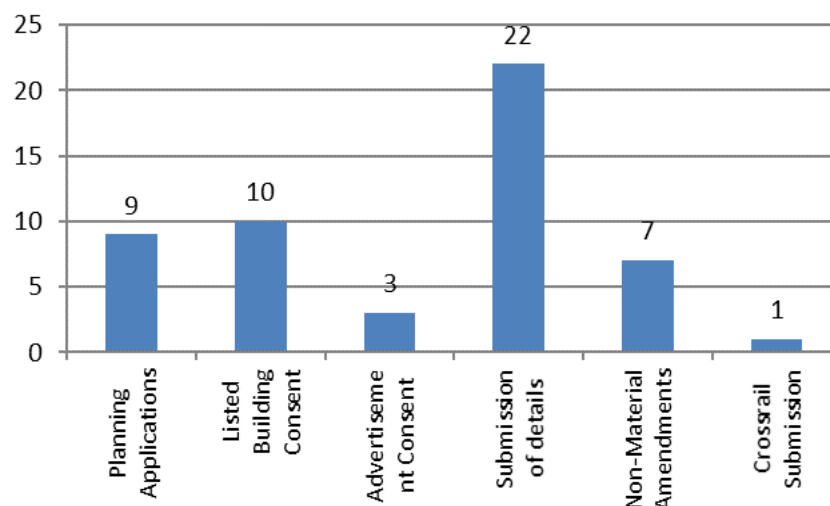
Summary

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

In the time since the last report to Planning & Transportation Committee, Fifty-two (52) matters have been dealt with under delegated powers.

Twenty-two (22) relate to conditions of previously approved schemes, Ten (10) relate to works to Listed Buildings, Seven (7) Non- Material amendment applications, One (1) Crossrail Construction Arrangement, and Three (3) applications for Advertisement Consent, as well as Nine (9) full applications of which One (1) is a change of use 132sq.m of 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.

Details of Decisions

Registered Plan Number & Ward	Address	Proposal	Decision & Date of Decision	Applicant/Agent Details
19/01085/ADVT Aldgate	65 Fenchurch Street London EC3M 4BE	Installation and display of: (i) two internally illuminated fascia signs measuring 0.6m high by 3.6m wide located at a height above ground of 2.9m; and (ii) two externally illuminated projecting signs measuring 0.6m high by 0.6m wide located at a height above ground of 2.85m.	Approved 11.02.2020	Pret A Manger (Europe) Limited
19/01250/LBC Aldgate	6 Lloyd's Avenue London EC3N 3AX	Erection of internal partitions to the rear left unit of the fourth floor.	Approved 18.02.2020	CLS Lloyds Avenue Limited
19/01041/NMA Bishopsgate	100 Liverpool Street & 8-12 Broadgate London EC2M 2RH	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission 17/00276/FULL dated 05.06.2017 to for alterations to the Octagon Mall kiosk; alterations to the Bus Station Wall; repositioning of the western boiler flue shroud and installation of a self-closing gate and guarding for access to the southern roof; increase in height of the Level 9 balustrade; changes to the configuration of	Approved 04.02.2020	Bluebutton Properties UK Ltd

		the retail unit to the north of Octagon Mall; repositioning of the roller shutter for Network Rail security; omission of bollards on Eldon Street.		
19/01245/MDC Bishopsgate	Premier Place 2 And A Half Devonshire Square London EC2M 4BA	Details of a plant noise assessment pursuant to condition 3(b) of planning permission 18/01083/FULL dated 19 December 2018.	Approved 04.02.2020	Premier Place Acquico S.A.R.L.
19/00895/MDC Bishopsgate	Exchange Square London EC2A 2BR	Details of a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site during deconstruction of the existing building; a Construction Logistics Plan to manage all freight vehicle movements to and from the site during construction of the development and a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects pursuant to conditions 2, 3 and 4 of planning permission 19/00214/FULL dated 23 May 2019.	Approved 11.02.2020	Bluebutton Properties UK Ltd

19/01347/FULL Bishopsgate	9 Devonshire Square London EC2M 4YF	Installation of temporary louvres on the eastern facade of 9 Devonshire Square.	Approved 11.02.2020	DP9 Ltd
19/01358/MDC Bishopsgate	100 Liverpool Street & 8 - 12 Broadgate London EC2M 2RH	Details of a Building Evacuation Management Strategy pursuant to condition 17 of planning permission 17/00276/FULL dated 5 June 2017.	Approved 11.02.2020	Bluebutton Properties UK Ltd
19/01275/MDC Bishopsgate	100 Liverpool Street & 8-12 Broadgate London EC2	Details of particulars and samples of the materials to be used on the external faces of the building pursuant to condition 23a (part) of planning permission 17/00276/FULL dated 5 June 2017.	Approved 18.02.2020	Bluebutton Properties UK Ltd
20/00094/NMA Bishopsgate	1 - 2 Broadgate London EC2M 2QS	Non-material amendment under Section 96A of the Town and Country Planning Act to planning permission dated 28 March 2019 (18/01065/FULEIA) to amend the description of development and to add a condition in relation to the land uses.	Approved 18.02.2020	Bluebutton Properties UK Limited
19/01120/MDC Bread Street	25 Cannon Street London EC4M 5TA	Submission of: (i) a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects (ii) a Deconstruction Logistics Plan to manage all freight	Approved 06.02.2020	Cannon Street Limited

		vehicle movements to and from the site during deconstruction of the existing building pursuant to conditions 2 and 4 of planning permission 18/00859/FULL dated 15.11.18.		
19/01131/MDC Bread Street	25 Cannon Street London EC4M 5TA	Submission of: (i) a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during construction and (ii) a Construction Logistics Plan to manage all freight vehicle movements to and from the site during construction of the development pursuant to conditions 3 and 5 of planning permission 18/00859/FULL dated 15.11.18.	Approved 06.02.2020	Cannon Street Limited
19/00727/FULL Broad Street	12 Throgmorton Avenue London EC2N 2DL	Installation of two sets of revolving doors with side access doors to replace two existing sliding entrance doors and side panels.	Approved 06.02.2020	Blackrock
19/01229/FULL Broad Street	14 Austin Friars London EC2N 2HE	Installation of a stone skirting at ground floor level on the western facade.	Approved 11.02.2020	Austin Friars S.A.R.L.

19/01230/LBC Broad Street	14 Austin Friars London EC2N 2HE	Installation of a stone skirting at ground floor level on the western facade.	Approved 11.02.2020	Austin Friars S.A.R.L.
20/00071/MDC Candlewick	29 Martin Lane London EC4R 0DJ	Submission of details of an archaeological watching brief pursuant to condition 3 of the planning permission dated 21st November 2019 (application number 19/00523/FULL) and condition 2 of the Listed Building Consent dated 21st November 2019 (application number 19/00524/LBC)	Approved 06.02.2020	HGG London
19/01092/MDC Castle Baynard	66 Shoe Lane London EC4A 3BQ	Submission of an Air Quality Report pursuant to condition 9 of Planning Permission 18/01004/FULL dated 08.03.19.	Approved 06.02.2020	Endurance Land (Shoe Lane) Ltd
19/01086/FULL Cheap	1 - 3 Frederick's Place London EC2R 8AE	Alterations comprising: (i) new door design at 1 Frederick's Place; (ii) installation of a new lantern to 2 Frederick's Place entrance; (iii) alterations to rainwater pipes at 2 and 3 Frederick's Place; (iv) installation of an aerial to roof of 3 Frederick's Place; and (v) removal of one external soil pipe from 3 Frederick's Place.	Approved 18.02.2020	The Mercer's Company

19/01087/LBC Cheap	1 - 3 Frederick's Place London EC2R 8AE	Alterations comprising: (i) new door design at 1 Frederick's Place; (ii) installation of a new lantern to 2 Frederick's Place entrance; (iii) alterations to rainwater pipes at 2 and 3 Frederick's Place; (iv) installation of an aerial to roof of 3 Frederick's Place; and (v) removal of one external soil pipe from 3 Frederick's Place.	Approved 18.02.2020	The Mercer's Company
19/01172/NMA Coleman Street	74 Coleman Street London EC2R 5BT	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to vary Condition 13 of planning permission 18/01309/Full dated 14th March 2019 for alterations to the lower ground floor lightwell elevation.	Approved 06.02.2020	Stirling Securities Ltd
19/00908/MDC Cordwainer	39-53 Cannon Street, 11-14 Bow Lane And Watling Court London EC4	Submission of a Travel Plan pursuant to condition 30 of Planning Permission 13/00339/FULMAJ dated 27.02.2014.	Approved 11.02.2020	Morgan Capital Partners LLP
19/01249/ADVT Cornhill	38 Threadneedle Street London EC2R 8AY	Installation and display of (i) one internally illuminated projecting sign measuring 0.8m high by 0.6m wide at a height above ground of 3.93m; (ii) two internally illuminated menu boxes	Approved 04.02.2020	Piazza Italiana Ltd

		measuring 0.77m high by 0.4m wide at a height above ground of 1.2m and (iii) one non illuminated brass logo measuring 0.28m high by 0.65m wide at a height above ground of 1.87m.		
19/01262/LBC Cornhill	38 Threadneedle Street London EC2R 8AY	Installation of (i) one internally illuminated projecting sign; (ii) two internally illuminated menu boxes; (iii) one non illuminated brass logo and (iv) three window vinyl logos.	Approved 04.02.2020	Piazza Italiana Ltd
19/01238/LBC Cripplegate	Barbican Arts And Conference Centre Silk Street London EC2Y 8DS	Internal alterations at Level 2 to improve accessibility, connectivity and way-finding with associated reconfiguration of furniture and lighting layout.	Approved 04.02.2020	Barbican Centre
19/01244/LBC Cripplegate	317 Crescent House Golden Lane Estate London EC1Y 0SN	Internal refurbishment of studio flat including: insertion of sliding screens; alterations to existing partitions and insertion of new joinery.	Approved 04.02.2020	TYPE Studio
19/00213/MDC Cripplegate	Former Richard Cloudesley School Golden Lane Estate London EC1Y	Submission of a scheme for sound insulation and noise control measures pursuant to condition 18 of planning permission 17/00770/FULL dated 19th July 2018.	Approved 11.02.2020	ISg

19/01236/LBC Cripplegate	314 Gilbert House Barbican London EC2Y 8BD	General refurbishments, re-modelling internal walls and door layout of bathroom, kitchen and dressing room. Replacement of several internal doors and door frames.	Approved 11.02.2020	Mr & Mrs Nigel & Susan Gilbert
19/00680/MDC Cripplegate	Former Bernard Morgan House 43 Golden Lane London EC1Y 0RS	Details of the green roof pursuant to condition 23 of planning permission dated 30th August 2017 (16/00590/FULL).	Approved 12.02.2020	Taylor Wimpey UK Limited
19/00928/MDC Cripplegate	Cromwell Tower Cromwell Place Barbican London EC2Y 8DD	Submission of detailed drawings and materials pursuant to condition 2(b), 2(c), 2(d), 2(e), 2(g), 2(h), 2(i) of planning permission 18/01355/FULL and Listed building consent 18/01356/LBC.	Approved 12.02.2020	Mr Christian Keesing
19/01317/ADVT Dowgate	68 - 70 Cannon Street London EC4N 6AE	Installation and display of one fascia sign with illumination to the lettering only measuring 0.905m high by 1.425m wide at a height above ground of 2.75m.	Approved 06.02.2020	Starboard PM Ltd
19/01213/MDC Farringdon Within	6 Middle Street London EC1A 7JA	Particulars and samples of materials and windows pursuant to condition 3 (a) and (b) of planning permission 19/00623/FULL dated 12.09.2019	Approved 04.02.2020	Trust For London

19/01270/NMA Farringdon Within	6 Middle Street London EC1A 7JA	Application for a non-material amendment under S.96A of the Town and Country Planning Act 1990 (as amended) for the variation of condition 8 of planning permission 19/00623/FULL to allow for the submission and approval of a bespoke Sustainability Plan in place of a post-construction BREEAM assessment.	Approved 06.02.2020	Trust For London
19/01357/MDC Farringdon Within	Procession House 55 Ludgate Hill London EC4M 7JW	Submission of details of the timber composite decking and external terrace lighting finishes pursuant to condition 2 (a) (in part) of planning permission 17/00897/FULL dated 3rd November 2017.	Approved 18.02.2020	Greycoat LLP
20/00034/XRAIL Farringdon Without	Snow Hill Basement Smithfield London EC1A 2AL	Worksite restoration scheme pursuant to Schedule 7 of Crossrail Act 2008.	Approved 04.02.2020	Crossrail Ltd
19/01316/LDC Farringdon Without	Dickens House 15 Took's Court London EC4A 1LB	Details of the new light fittings; the cooling/heating units and the new internal doors and alterations to existing doors pursuant to condition 2 (a) and (c) of listed building consent dated 22nd October 2019 (19/00708/LBC).	Approved 11.02.2020	Milner Investments Heckmondwike Ltd

19/01251/MDC Farringdon Without	St Dunstan In The West 186A Fleet Street London EC4A 2HR	Submission of details of replacement glazing and roof lights pursuant to condition 2(a) (in part) of planning permission and listed building consent dated 30/05/2017 (app. nos. 17/00303/FULL & 17/00304/LBC).	Approved 18.02.2020	The Worshipful Company of Carmen St Dunstan Heritage Trust
19/01261/NMA Farringdon Without	St Dunstan In The West 186A Fleet Street London EC4A 2HR	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission dated 30/05/2017 (app. no. 17/00303/FULL) to allow for minor internal alterations to the approved scheme.	Approved 18.02.2020	The Worshipful Company of Carmen St Dunstan Heritage Trust
19/01274/LBC Farringdon Without	St Dunstan In The West 186A Fleet Street London EC4A 2HR	Application under Section 19 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to vary condition 5 of listed building consent dated 17/05/2017 (app. no. 17/00304/LBC) to allow for amendments to partition layouts, omission of replacement dropped ceiling and revised height to wall panelling.	Approved 18.02.2020	The Worshipful Company of Carmen

19/01350/LBC Farringdon Without	1 & 2 Garden Court Middle Temple London EC4Y 9BL	Internal alterations including: partial removal of the upper purlin to the Fifth Floor landing and installation of new steel structural beam, over-cladding and installation of new padstone to match existing to be retained; removal of lower purlin to the 5th Floor to accommodate the lift enclosure approved under application 17/00938/LBC and installation of replacement steel structural beam to top of lift shaft, over-cladding and installation of new concrete padstone to be recessed into the stair wall.	Approved 18.02.2020	Indigo Planning
19/01353/LBC Farringdon Without	St Dunstan In The West 186A Fleet Street London EC4A 2HR	Insertion of a timber staircase from first to second floor; insertion of an internal glazed balustrade; and replacement of a secondary staircase.	Approved 18.02.2020	The Worshipful Company of Carmen St Dunstan Heritage Trust
19/01191/FULL Langbourn	34 Lime Street London EC3M 7AT	External alterations to the existing building including new paving and new light fittings to the soffit.	Approved 11.02.2020	Oktra Limited

19/01271/NMA Lime Street	3 St Helen's Place London EC3A 6AB	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 18/01336/FULMAJ dated 18th October 2019 to allow the following amendments: omission of twelve windows on the rear elevation; provision of two service vents at rear ground floor level; replacement of rear windows at ground floor and mezzanine levels with curtain walling.	Approved 04.02.2020	The Leather-sellers' Company
19/00856/MDC Lime Street	22 Bishopsgate London EC2N	Details of a landscaping scheme pursuant to Condition 17 of planning permission 16/00849/FULEIA dated 11.09.2017.	Approved 11.02.2020	DP9 Ltd
19/01224/NMA Portsoken	Aldgate House 33 Aldgate High Street London EC3N 1AH	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 18/00361/FULL dated 23rd October 2018 to allow the following amendments: i) replacement of existing means of escape doors to be replaced with new back painted glass doors in anthracite grey (RAL 7016); ii) removal of a smoke	Approved 11.02.2020	Alphagate Jersey Trustees 1 & 2 Ltd

		extract grill; iii) alterations to the mullions; iv) installation of a new powder coated corner closing panel in signal black (RAL 9004); and v) replacement of single door to the gym main entrance with a double door.		
19/01280/FULL Tower	8 - 14 Cooper's Row London EC3N 2BQ	Installation of three retractable awnings on the Coopers Row elevation.	Approved 04.02.2020	Queensgate GEM LLH SPV 2 Limited
19/01281/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 (in part) of planning permission dated 20/01/2016 (app. no. 15/00702/FULMAJ).	Approved 04.02.2020	Partners Group Fenchurch IC Limited (Guernsey)
19/01310/MDC Tower	35 Vine Street London EC3N 2PX	Details of the reinstatement of all retained parish markers and commemorative plaques, fixing details and locations, pursuant to condition 9 of planning permission dated 16th July 2018 (Application number 18/00193/FULMAJ).	Approved 11.02.2020	Urbanest
19/01340/MDC Tower	76 - 86 Fenchurch Street, 1 - 7 Northumberland Alley & 1 & 1A Carlisle Avenue London EC3N 2ES	Submission of details of steel levels, paving and drainage pursuant to condition 14 of planning permission dated 20/01/2016 (app. no. 15/00702/FULMAJ).	Approved 11.02.2020	Gerald Eve LLP

19/01181/FULL Vintry	Warwick House 65 - 66 Queen Street London EC4R 1EB	Change of use of part ground floor and part lower ground floor from office (Class B1) to retail (Class A1) use, and replacement of corner window with fully glazed door.	Approved 04.02.2020	Cooley Architects
19/01222/FULL Vintry	Senator House 85 Queen Victoria Street London EC4V 4AB	Minor external alterations comprising: (i) installation of stainless steel cable trellis to cladding at sixth floor terrace; (ii) installation of a brise- soleil structure at roof level; and (iii) installation of a satellite dish and aerial at roof level.	Approved 12.02.2020	Quilter
19/01218/FULL Walbrook	60 Gresham Street London EC2V 7BB	Installation of traditional decorative cast iron grilles in lieu of the upper parts of three windows at third floor level.	Approved 12.02.2020	Bank of China
19/01256/LDC Walbrook	The Mansion House Mansion House Street London EC4N 8BH	Details of the final colour finish for static dome, fully functional dome camera and ANPR camera and details of containment and cables to all cameras including routes and colour finish pursuant to conditions 2 (a) and (b) of listed building consent dated 25th July 2019 (19/00183/LBC).	Approved 20.02.2020	City Surveyor's Department

19/01257/MDC Walbrook	The Mansion House Mansion House Street London EC4N 8BH	Details of the final colour finish for static dome, fully functional dome camera and ANPR camera and details of containment and cables to all cameras including routes and colour finish pursuant to conditions 2 (a) and (b) of planning permission dated 25th July 2019 (19/00182/FULL).	Approved 20.02.2020	City Surveyor's Department
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Committee(s)	Dated:
Planning and Transportation	6 th March 2020
Subject: Valid planning applications received by Department of the Built Environment	Public
Report of: Chief Planning Officer and Development Director	For Information

Summary

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

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

Details of Valid Applications

Application Number & Ward	Address	Proposal	Date of Validation	Applicant/ Agent Details
20/00082/FULL Aldgate	Creechurch House, 24 Creechurch Lane, London, EC3A 5JX	Change of use of part of the basement level to a gym (Use Class D2).	21/01/2020	Crown Fitness Ltd
20/00117/FULL Billingsgate	5 - 10 Great Tower Street, London, EC3R 5AA	Removal of 1no. ATM and infilling of aperture with material to match existing elevation.	10/02/2020	The Royal Bank of Scotland
19/01258/FULL Bishopsgate	15 St Helen's Place, London, EC3A 6DE	Installation of 1 no. boiler flue at roof level.	16/12/2019	Equinox Fitness
20/00081/FULL Bishopsgate	222 Bishopsgate, London, EC2M 4QD	Internal and external alterations at the ground floor, including re-location of ground floor uses, and alterations to the plant at roof level. Creation of an additional 9sq.m retail (Class A1).	31/01/2020	Concept Wisdom Limited

20/00045/FULLR3 Bishopsgate	Footbridge Over Wormwood Street, City Walkway - Over Wormwood Street, London, EC2	Retention of the sculpture 'Bridging Home' by Do Ho Suh for a temporary period until 31 May 2022.	03/02/2020	City of London Corporation
20/00093/FULL Bishopsgate	17-18 Widegate Street, London, E1 7HP	Change of use of the basement and ground floor from retail (Use Class A1) to a flexible for either A1, A2, A3, A4, B1 or D1 use.	03/02/2020	Eurobridge Property Limited
19/01299/FULL Broad Street	83 Old Broad Street, London, EC2M 1PR	Removal of existing louvres and replacement with one large louvre, and renovations to existing shopfront for a new colour scheme.	31/01/2020	Starbucks Coffee Company
20/00110/FULL Castle Baynard	97 Fleet Street, London, EC4Y 1DH	Replacement of aluminium glazed shopfront with a wood framed shopfront including relocation of the entrance.	29/01/2020	SSD Studio
20/00105/FULL Castle Baynard	23 Bride Lane, London, EC4Y 8DT	Change of use from restaurant (Use Class A3) to a bar (Use Class A4).	06/02/2020	City of London Distillery Limited
20/00052/FULL Coleman Street	Basildon House, 7 - 11 Moorgate, London, EC2R 6AF	Change of use at part ground floor level from office (Class B1) use to flexible office (Class B1) or non-residential institution (Class D1) Use. [340sq.m GIA]	14/01/2020	7 Moorgate SARL
20/00126/FULL Coleman Street	87 Moorgate, London, EC2M 6SA	Change of use of the second and third floors from Class B1 (office) to a flexible use for either office (Class B1a) or medical clinic (Class	04/02/2020	Acupuncture Success Ltd

		D1); and installation of internal partitions to create three rooms at second floor level and three rooms at third floor level.		
20/00162/FULL Coleman Street	34 London Wall, London, EC2M 5QX	Removal of existing external steps, re-use of existing entrance door to new location, new central glazed section to match existing materials.	12/02/2020	TSB Bank
20/00161/FULL Coleman Street	44 Moorfields, London, EC2Y 9AL	Alterations to the building comprising: (i) relocation of entrance door on east elevation; (ii) installation of a new entrance on the west elevation; (iii) removal of suspended ceiling and installation of new lighting within undercroft; (iv) extension of the existing bin store; (v) removal of metal cladding around the columns and exposure of original marble cladding; (vi) installation of an electric vehicle charging point near the south parking space at ground floor; and (vii) installation of twelve condensers on the roof.	12/02/2020	British Red Cross
20/00077/FULL Cordwainer	69 Cheapside, London, EC2V 6AZ	Relocation of existing ATM on Cheapside elevation; Replacement of existing solid over-door panel with new glazed panel; Replacement aluminium framed	21/01/2020	Santander

		shopfront with glazed double door and ventilation grilles for bin storage area to part Queen Street elevation.		
20/00054/FULL Farringdon Within	68 Long Lane, London, EC1A 9EJ	Installation of an air conditioning unit on the rear elevation.	24/01/2020	Sparta Capital Properties
20/00102/FULL Farringdon Within	10 Fleet Place, London, EC4M 7RB,	Change of use of Unit 1 at ground and mezzanine from flexible Use Class A1 (Retail) or Use Class A3 (Restaurant and Cafe) to a flexible use for either Use Class A1 (retail), Use Class A2 (Financial and Professional Services), Use Class A3 (Restaurant and Cafe), Use Class B1 (Office), Use Class D1 (Health/Medical Facility) or Use Class D2 (Gym/Fitness).	27/01/2020	10 Fleet Place Trustee I Ltd & 10 Fleet Place Trustee II Ltd
19/01309/FULL Farringdon Without	St Andrew Holborn, London, EC4A 3AF	Change of use of part of the north-western area of the churchyard for the installation of a horsebox for the sale of coffee with associated tables and chairs.	28/01/2020	Guild Church of St Andrew Holborn
20/00115/FULL Farringdon Without	Buchanan House, 24 - 30 Holborn, London, EC1N 2HS	Creation of terrace at sixth floor level, installation of balustrade and provision of enclosure to existing air conditioning units.	30/01/2020	Loop Interiors Ltd
20/00119/FULL Farringdon Without	4 Snow Hill, London, EC1A 2DJ	Replacement of air conditioning equipment internally and at roof level,	31/01/2020	Fordlink International Limited

		minor increase to existing roof level screen and associated works.		
20/00148/FULL Farringdon Without	St Sepulchre Without Newgate, Holborn Viaduct, London, EC1A 2DQ	The installation of one equipment cabinet at ground level and associated development.	07/02/2020	NET on behalf of Cornerstone
20/00072/FULL Lime Street	Lloyds Building, 1 Lime Street, London, EC3M 7DQ	Replacement of all external building maintenance units.	31/01/2020	Lloyd's of London
20/00101/FULL Portsoken	Duke of Somerset Public House, 15 Little Somerset Street, London, E1 8AH	Application under section 73 of the Town and Country Planning Act 1990 to vary condition 6 (external beer garden hours of opening) of planning permission dated 26 September 2019 (19/00470/FULL).	27/01/2020	Stonegate Pub Company

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

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
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By virtue of paragraph(s) 3, 5 of Part 1 of Schedule 12A
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