



## **Planning and Transportation Committee**

### **INFORMATION PACK**

N.B: These matters are for information and have been marked \* and circulated separately. These will be taken without discussion, unless the Committee Clerk has been informed that a Member has questions or comments prior to the start of the meeting.

**Date:** TUESDAY, 19 JULY 2022  
**Time:** 10.30 am  
**Venue:** LIVERY HALL, GUILDHALL

11. **LONDON RENTAL E-SCOOTER TRIAL AND DOCKLESS VEHICLE UPDATE\***  
Report of the Executive Director of Environment

**For Information**  
(Pages 3 - 14)

12. **DISTRICT SURVEYORS ANNUAL REPORT 2021/22\***  
Report of the Executive Director of Environment

**For Information**  
(Pages 15 - 26)

13. **CONSULTATION STRATEGY FOR THE PLANNING ADVICE NOTE: WHOLE LIFECYCLE CARBON OPTIONEERING\***  
Report of the Executive Director of Environment

**For Information**  
(Pages 27 - 36)

14. **REVENUE OUTTURN 2021/22\***  
Report of the Chamberlain, the Executive Director of Environment and the City Surveyor

**For Information**  
(Pages 37 - 48)

15. **PUBLIC LIFT REPORT\***  
Report of the City Surveyor
- For Information**  
(Pages 49 - 50)
16. **VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT ENVIRONMENT\***  
Report of the Chief Planning Officer and Development Director
- For Information**  
(Pages 51 - 54)
17. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR\***  
Report of the Chief Planning Officer and Development Director
- For Information**  
(Pages 55 - 62)
18. **OUTSTANDING ITEMS\***  
Report of the Town Clerk
- For Information**  
(Pages 63 - 66)
24. **WALBROOK WHARF FEASIBILITY 2027 AND BEYOND**  
Report of the City Surveyor and the Executive Director of Environment
- For Information**  
(Pages 67 - 92)

<b>Committee:</b> Planning & Transportation	<b>Dated:</b> 19/07/22
<b>Subject:</b> London rental e-scooter trial and dockless vehicle update	<b>Public</b>
<b>Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?</b>	9
<b>Does this proposal require extra revenue and/or capital spending?</b>	N
<b>If so, how much?</b>	£
<b>What is the source of Funding?</b>	n/a
<b>Has this Funding Source been agreed with the Chamberlain's Department?</b>	Y/N
<b>Report of:</b> Environment Director	<b>For Information</b>
<b>Report author:</b> Giacomo Vecia, Senior Strategic Transportation Officer	

## Summary

In July 2020 the Planning & Transportation Committee agreed to participate in the pan-London rental e-scooter trial. Since joining the trial in July 2021 over 1 million trips have been taken across London and the Government has announced plans to introduce a new vehicle class to legalise and regulate e-scooters.

Following the Department for Transport's announcement that UK trials were being extended until the end of November 2022 Transport for London announced that the London trial had also been extended until 20 November 2022.

On 28th June 2022 the DfT briefly announced that ministers have approved an 18-month extension of the current e-scooter trials to 31st May 2024. The DfT has committed to providing additional details regarding this extension over the summer and has stated that the deadline for local authorities to inform the DfT of their decision whether to withdraw or extend their trial must be made before 31st October 2022.

Following an additional kerbside space review in 2021 the City Corporation is seeking to install an additional 13 mixed-use rental e-scooter and dockless bike parking bays across the Square Mile. All planned bays are located in under-utilised locations on carriageway. No loss of parking space is planned as part of these works.

The Government has also stated its plans to introduce controls to enable the rental market to be regulated in cities. This would extend to rental bikes and e-bikes as well as e-scooters. No timetable has yet been confirmed for the legislative process, but it is expected that new regulations governing the whole micromobility rental market in London could come into force during 2024 or 2025.

On dockless bikes, Freebike and Beryl have ended their dockless schemes in the City and new operators Lime and HumanForest were given approval to operate schemes in the City over the pandemic. As efforts to adopt the pan-London dockless vehicle byelaw have been deferred, due to anticipated new national legislation, it will likely be necessary to continue formalising individual agreements with operators to improve dockless cycle hire in the City until the Government introduces planned controls.

HumanForest has launched dockless e-mopeds in London. Their scheme provides dockless e-mopeds initially for commercial riders such as courier and delivery drivers exclusively. Officers have been engaging with HumanForest and the dockless e-moped industry to communicate concerns around road danger and moped use in central London.

### **Recommendation(s)**

Members are asked to note the report.

### **Main Report**

#### **E-scooter trial update**

1. As part of their e-scooter review and in response to reduced public transport capacity as a result of the COVID-19 pandemic the Government fast-tracked legal processes to allow trials of rental e-scooter schemes in the summer of 2020.
2. In July 2020, the Planning & Transportation Committee agreed to participate in the pan-London rental e-scooter trial coordinated by Transport for London and London Councils. The trial commenced in June 2021 and the City Corporation formally joined in July 2021 following additional preparations and engagement.
3. The City Corporation joined the trial with 17 confirmed carriageway bays to accommodate both dockless cycles and e-scooters. Space for approximately 170 e-scooters was allocated to be shared by the three operators selected for the trial – Dott, Lime and TIER.
4. At present 10 boroughs and the Canary Wharf Group are participating in the trial and the three operators have permission to operate a combined fleet of 4,100 e-scooters across the trial area.
5. Following the Department for Transport's announcement that UK trials were being extended until the end of November 2022 Transport for London announced that the London trial had also been extended until 20 November 2022.
6. London's trial is one of 32 around the UK authorised by the DfT. The trials are gathering data to inform any changes to the legal status of e-scooters that Government may choose to introduce. The trial is also exploring whether e-

scooters contribute to London's transport mix, reduce carbon emissions and enable a sustainable recovery from the pandemic.

7. Private e-scooters remain illegal for use on public land and highways, including pavements and cycle lanes. Details of proposed legislation on legalising e-scooters for use on public land and highways is provided in paragraphs 33 – 37.

## **E-scooter trial monitoring**

8. Several metrics are being tracked as part of the monitoring and evaluation of the e-scooter trial. TfL publish these statistics at the end of each four-week trial period.
9. TfL, e-scooter operators, the Metropolitan Police and the City of London Police work together to report collisions involving rental e-scooters. As of 8 May 2022 (11 months of trialling), there had been 16 serious injuries and zero deaths involving rental e-scooters reported by operators across the trial area. None of the serious injuries reported occurred in the City. By comparison, there were 1,346 serious injuries involving all modes across the trial area in 2021.
10. Additional rental and private e-scooter collision and casualty data is collected by the Metropolitan Police and the City of London Police and processed by the DfT. Presently there is no standard way for police forces to record e-scooter collisions and casualties. In practice those collisions involving e-scooters are either recorded as cycle or 'other' vehicles. Attending officers or members of the public self-reporting are then encouraged to include additional details in open text fields separate to vehicle classification fields. This can lead to significant inconsistencies and misrepresentation of e-scooter collisions and casualties in police and DfT datasets.
11. Following a manual review of e-scooter casualty data the DfT published a report<sup>1</sup> suggesting there were nine recorded collisions involving e-scooters in the City of London in 2021. The severities of the casualties were not provided as part of the DfT data report nor was a breakdown of whether private or rental e-scooters were involved.
12. At time of writing over 1.1 million trips have been taken as part of the trial covering a total distance of 2.86 million kilometres or 1.78 million miles (equivalent to over 60 circumnavigations of the globe). 54,300 trips had been taken to or from the City of London or 4.9% of all trial trips. This figure is roughly equivalent to the proportion of trial e-scooter parking spaces located in the City (170 of 4,100 or 4.1%).
13. The majority of rental e-scooter trips to or from destinations in the City are made between 16:00 and 21:00, suggesting most rental e-scooter use in the City is post-work commuting or leisure. 31% of all rental e-scooter trips to or

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<sup>1</sup> <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-e-scooter-factsheet-2021/reported-road-casualties-great-britain-e-scooter-factsheet-2021-provisional>

from destinations in the City are taken on the weekends, suggesting a significant proportion of rental e-scooter trips in the City are for leisure.

14. The DfT has also been collecting data and metrics on the London e-scooter trial alongside data from other UK trials. Their data collection includes mode shift data from end of ride surveys and demographic data directly from user surveys.
15. The DfT cancelled the release of their interim UK e-scooter trial data and findings report. We are not aware of the reasons for this. Participating local authorities are expecting to receive more DfT data in November but the timeline for this is unclear given the DfT's recent trial extension announcement.

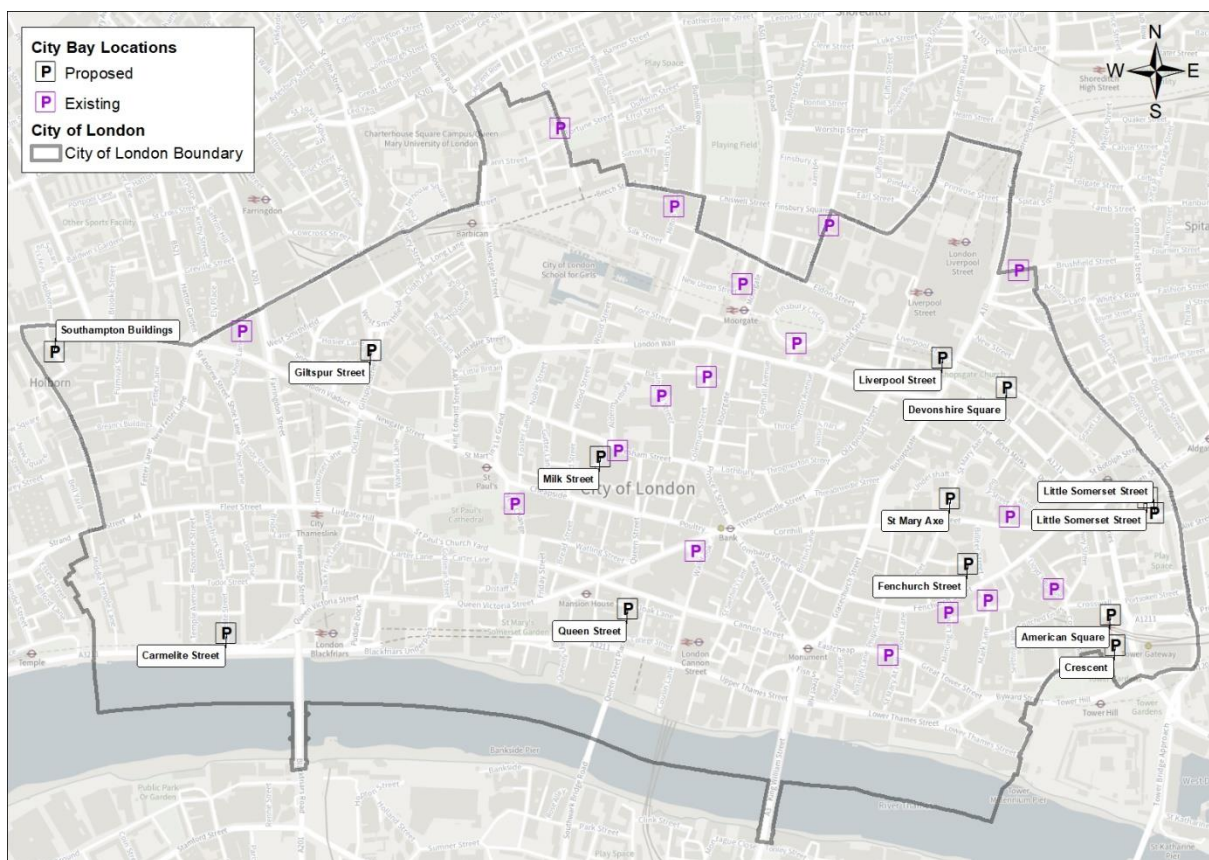
### **Additional e-scooter metrics**

16. The City of London Police have confirmed that they seized 36 private e-scooters between August 2021 and January 2022. This represented 26% of all vehicle seizures during this time period.
17. We will continue to work with the City of London Police to collect and request enforcement and incident-related data, including on unlawful use of private e-scooters. We will request this data quarterly and include any received data in our periodic e-scooter trial updates.
18. We have included e-scooter riders in our most recent biannual traffic count survey and will continue to do so on all subsequent traffic surveys commissioned throughout the trial and in the future. In the October 2021 City Streets strategic traffic count e-scooters represented 0.7% of all vehicle traffic observed on City streets over a 24-hour period (traffic count providers are not yet able to distinguish private and rental e-scooters). By comparison, pedal cycles represent 23% of vehicular traffic.
19. The relatively small number of e-scooters on City streets suggests that even if volumes were to double or more, e-scooters will remain a relatively small proportion of overall traffic.
20. Although not currently planned, other targeted surveys and studies may take place during the trial as needed, such as research on pavement riding rates, e-scooter/vehicle interactions, riding behaviours and other topics of interest.

### **E-scooter trial expansion**

21. As part of the City Corporation's Phase 3 Covid-19 interventions several on-street car parking bays were temporarily converted to accommodate dockless cycle parking in autumn 2020. These bays were also used for rental e-scooter trial parking.

22. In total 17 mixed-use dockless vehicle bays have been implemented across the City and will continue to be used in the trial (Figure 1).
23. Additional parking bays were also identified on carriageway in locations where it was believed that there was space to support dockless cycle and e-scooter parking without significantly impacting the network. Locating dockless parking bays on carriageway in underutilised space is intended to minimise impacts on people using pavements. Locating new dockless vehicle parking on pavements is only considered in exceptional circumstances when carriageway space is not available and when there is sufficient spare pavement space adjacent to the carriageway to avoid obstructions.
24. E-scooter parking locations may be suspended or removed at any time during the trial.
25. Following an additional kerbside space review in 2021 the City is seeking to install an additional 13 mixed-use rental e-scooter and dockless bike parking bays across the Square Mile. All planned bays are located in under-utilised locations on carriageway. No loss of parking space is planned as part of these works.
26. A map of these locations is shown in Figure 1 below.



**Figure 1 – Existing and proposed mixed-use dockless vehicle bay locations**

27. As the trial progresses or transitions into business as usual operations it is intended that more parking spaces will be made available for operators and

users. A report will be brought to the Streets & Walkways Committee or be approved under delegated authority as appropriate regarding any increase in e-scooter or dockless vehicle parking places or spaces for the purposes of the trial.

### **Future of e-scooter trials and planned legislation**

28. On 28<sup>th</sup> June 2022 the DfT announced that ministers have approved an 18-month extension of the current e-scooter trials to 31<sup>st</sup> May 2024. The extension will be restricted to existing trial areas only and will allow local authorities and the DfT to gather further evidence where gaps are identified and build on the findings of the current trials.
29. The DfT has committed to providing additional details regarding this extension over the summer and has stated that the deadline for local authorities to inform the DfT of their decision whether to withdraw or extend their trial must be made before 31<sup>st</sup> October 2022.
30. A report will be brought to this Committee in September or early October for decision on trial extension and on traffic orders supporting the existing trial. We are awaiting more information from the DfT on the specific process that local authorities will need to follow to implement new or extend existing traffic orders to enable any potential trial extension in the City.
31. We are also awaiting more information from TfL on whether they will extend the London trial and continue their trial coordination role.
32. As long as the trial is operational, TfL and participating boroughs will continue to collect data and insights and will publish an evaluation report after the trial ends.
33. In May 2022, the Government announced that the forthcoming Transport Bill would introduce a new category of low-speed, zero-emission vehicles with a view to legalising the use of e-scooters on public land and highway following a public consultation. This new vehicle category is likely to include e-scooters and would be separate to the existing cycle and motor vehicle categories.
34. The Government has also stated its plans to introduce new controls to enable the rental market to be regulated in cities given the lack of existing powers local authorities have. This would extend to rental bikes and e-bikes as well as e-scooters. London Councils currently anticipates that these controls would be introduced via secondary legislation after the Transport Bill has received Royal Assent following a public consultation.
35. No timetable has yet been confirmed for the legislative process, but it is expected that new regulations governing the whole micromobility rental market in London could come into force during 2024 or 2025 according to TfL and London Councils.



36. While London Councils previously considered introducing a byelaw to regulate parking in the rental e-bike market, we would expect this to be superseded by any new regulatory controls introduced by Parliament. Any byelaw would require agreement from all London boroughs (and City), ministerial approval and public consultation, resulting in a lengthy process.
37. Given that Central Government is expected to put in place regulation in the next few years, London Councils' and TfL's emerging view is that the byelaw may no longer be the right solution for improving the rental e-bike market in London.

### **Dockless cycle hire update**

38. Following the departure of Freebike from the City in 2019 Members approved a refresh to the City's dockless cycle hire policy to allow operators who satisfied the following conditions to apply to operate in the City:
- a. Agreement to meet certain SLAs, including but not limited to removing inappropriately parked bikes within agreed time limits and limiting overall fleet size among other requirements
  - b. Evidence of ongoing operations in an adjacent London borough with agreement from the borough
  - c. Agreement to an upfront payment of funds and ongoing maintenance transfers to support dockless-related expenditures in the City
  - d. Evidence of good financial standing and sufficient insurance and indemnity coverage
39. Since 2019 Beryl has also ended their dockless scheme and new operators Lime and HumanForest were given approval to operate schemes in the City.
40. While meeting these criteria makes an operator eligible to apply for approval to operate a scheme in the City it is not a guarantee of operational approval. Consideration is given to the amount of available dockless vehicle parking in the City not currently allocated to other dockless cycle and rental e-scooter operators and the standing of the eligible operator with the City and other London Boroughs.
41. As efforts to adopt the pan-London dockless vehicle byelaw are unlikely to proceed while awaiting new national legislation it will be necessary to continue formalising individual agreements with operators to improve dockless cycle hire in the City until the Government introduces planned controls as discussed above.
42. Officers have begun to review the approval criteria to drop requirements for daily vehicle cleaning adopted during the pandemic and to ensure that operators continue to contribute to the installation and maintenance of new and existing dockless vehicle parking bays.
43. A change to the upfront payment as laid out in paragraph 38 is being considered to move to a per-vehicle-per-month charge similar to charges used in the pan-London rental e-scooter trial. Any proposed changes to

charges will be submitted to the Environment Director in consultation with the Chairman and Deputy Chair of this committee for delegated approvals.

### **Dockless e-mopeds**

44. A number of dockless e-moped scheme operators have approached the City as part of early engagement exercises ahead of prospective launches in London over the last 18 months.
45. At time of writing one operator no operators are actively running dockless e-moped schemes. HumanForest has expressed that a launch of their scheme is likely in the near future. Their scheme will provide dockless e-mopeds initially for exclusive use by commercial riders such as courier and delivery drivers. Users will be required to park these vehicles within certain public parking areas and solo motorcycle bays (in accordance with the highways code for powered two-wheelers) which will be marked and visible within the HumanForest app.
46. The requirements to hire a dockless e-moped will include uploading a valid Compulsory Basic Training certificate or driver's license into HumanForest's app for automatic verification.
47. Following legal advice it is understood that e-moped scheme providers will not require any permissions or approvals from highways authorities to operate their schemes on City streets. Given this, we believe that the City's role will focus on encouraging operators to meet certain safety standards and working with operators to ensure their users follow the highway code at all times when riding and parking their e-mopeds.
48. The City has been engaging with HumanForest and the dockless e-moped industry to communicate concerns around road danger and moped use in central London. In particular, City officers have advocated for enhanced in-app CBT and license verification, re-verification at regular intervals, in-app compulsory training, AI-assisted camera-based helmet verification and speed limiting of e-mopeds through geofencing.
49. Officers will work with HumanForest and future operators to monitor the number of dockless e-mopeds parking in the City. Officers will also work with the City of London Police to update collision and casualty reporting procedures to take into account private or rental status when report moped collisions.
50. Any obstructions caused by dockless e-mopeds will be dealt with under existing procedures and in accordance with existing highways legislation.

### **Corporate & Strategic Implications**

51. Dockless cycle hire and the e-scooter trial support the delivery of Corporate Plan Outcome 9: We are digitally and physically well-connected.

52. The City of London Transport Strategy (Proposal 28) sets out our approach to improving cycle hire in the Square Mile. While rental e-scooters schemes technically fall outside the remit of this proposal their benefits and challenges will be similar. The need for designated parking areas is also included in Proposal 17: Keep pavements free of obstructions.
53. The trial will provide data to help understand how e-scooters might impact the City of London Transport Strategy and Mayor's Transport Strategy (MTS), as well as helping to inform the DfT's position on the statutory basis and legislative requirements for e-scooters to be used in England, Scotland and Wales, following the trials
54. The trial forms part of the Future City Streets Programme (Proposal 42).
55. The trial also supports our Climate Action Strategy through providing a potentially zero emission alternative to short car and taxi trips.
56. The trial will contribute to activities to deliver the Recovery Taskforce recommendation to pilot and scale innovative solutions.
57. There is a possible reputational risk to the City Corporation if innovative approaches to supporting Covid-19 recovery and increasing sustainable and healthy transport modes are not carefully considered. There are also possible reputational risks if potential adverse impacts of rental e-scooter scheme operations are not carefully managed.

### **Legal implications**

58. The City Corporation has no jurisdiction over the legality of e-scooters. The London e-scooter trial is fully compliant with any laws and regulations as set out by the DfT.
59. The trial will help inform Corporation policy and possible representations on and consultations to future legislation to legalise scooters for general use.

### **Financial implications**

60. A permitting scheme has been agreed with operators that will generate revenue for boroughs and TfL during the trial, offsetting some of the costs associated with preparing for and participating in the trial.
61. Costs of deploying additional parking bays for e-scooters and dockless cycles will likely be met by contributions from operators.
62. Additional costs will be incurred if the City Corporation has to remove e-scooters deemed to be causing a danger from the streets in default of the operator removing them. Removal and storage costs would be incurred in these circumstances and will be recovered through charging operators for removal.

### **Health Implications**

63. Well managed rental e-scooter schemes have the potential to reduce the number of car journeys within central London, and potentially shift journeys from short taxi, private-hire and public transport trips, with associated benefits to air quality and public health.
64. Concerns exist around the safety of travelling by e-scooter, with some evidence suggesting users of e-scooters may be at higher risk of injury or

casualty than other road users on comparable vehicles such as e-bikes and mopeds in areas with higher speed limits. DfT has deemed this risk to be manageable and mitigatable given its decision to legalise rental e-scooters in the UK.

## **Equality Implications**

65. A detailed Equalities Impact Assessment has been undertaken in consultation with internal and external stakeholders, including the City of London Police and protected characteristic groups.
66. E-scooter activity in the City is being closely monitored throughout the trial to understand impacts on vulnerable road users (e.g. visually impaired, wheelchair users). This is consistent with the public sector equality duty.
67. The EQIA identifies a number of issues, particularly around safety of e-scooter users and other road users, especially people walking.
  - Increased risk of Covid-19 transmission to riders.
  - Speeding and irresponsible riding behaviours.
  - Irresponsible parking leading to e-scooters being abandoned and becoming street litter that could causing obstructions or injury.
  - Increased fears for people's safety and wellbeing on the City's Streets.
  - Increased risk of collisions for those riding e-scooters.
  - Increased risk to people walking on our streets, due to e-scooters not being seen or heard, e-scooters speeding in shared use areas, and/or illegal or poor rider behaviour.
68. Mitigating the safety impacts of the trial is of utmost importance. For this reason, TfL in collaboration with London Borough Councils and the City Corporation are taking a co-ordinated approach to the trial. In this way the safety standards, accessibility standards and environmental standards can be collectively determined and agreed upon. This process will assist in mitigating and reducing the severity of many of the negative impacts identified.
69. In addition to the mitigation measures put in place by TfL the City of London will address measures by restricting where scooters can travel and park.
70. Engagement and enforcement on the legal and safe use of scooters will be undertaken in partnership with City of London Police.
71. Full details on the issues of concern to all protected characteristic groups and associated mitigation measures are available in the TfL EQIA here ([link](#)) and the CoL EQIA (available upon request).
72. In summary we have concluded that the application of mitigation measures and the benefits from safe use of an e-scooter trial outweigh the negative impacts, or potential impacts of those in protected characteristics groups.

## **Conclusion**

73. Following the DfT's recent announcement work will need to be done over the summer to understand the steps the City will need to take to prepare for a possible trial extension to 31<sup>st</sup> May 2024. A report will be brought to this

Committee in September or early October for decision on trial extension and on traffic orders supporting the existing trial.

74. The Government has stated it plans to introduce controls to enable the rental market to be regulated in cities. Until these powers come into effect and given plans to adopt the pan-London dockless vehicle byelaw have been dropped it will be necessary to work with operators to improve dockless cycle hire in the City.

75. We will continue to engage with the dockless e-moped industry to communicate concerns around road danger and moped use in central London. We will continue to update this committee as the dockless e-moped market develops and update Members of any new schemes launched in the City.

### **Background Papers**

- Rental e-scooter trial report Planning & Transportation Committee 14 July 2020 (link to [report](#))
- Rental e-scooter trial delegated authority report April 2021 (available on request).

### **Giacomo Vecia**

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<b>Committee(s)</b>	<b>Dated:</b>
Planning & Transportation	<b>July 2022</b>
<b>Subject:</b> District Surveyors Annual Report 2021/22	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Information</b>
<b>Report author:</b> Gordon Roy, District Surveyor	

## Summary

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

## Recommendation(s)

Members are asked to:

- Note the report for information.

## Main Report

### Background

1. The principal role of the District Surveyor's Building Control Service is to ensure that all building work complies with the requirements of the Building Act 1984 and the Building Regulations 2010. Building Regulations are minimum standards laid down by Parliament to secure the health and safety of people in or about buildings with an increasing emphasis on improving energy efficiency, sustainability and accessibility. The building control section is also responsible for notices submitted under Section 30, London Building Act (Amendment) Act 1939 for temporary demountable structures.
2. In offering this Building Regulation regulatory service within the City, the District Surveyor's Office is in direct competition with approximately 90 private firms operating as corporate Approved Inspectors authorised to offer a building regulations approval service.
3. In addition, Dangerous Structures within Inner London are dealt with under the London Building Acts 1930-1939. Responsibility for dealing with them is delegated, by your committee to the District Surveyor. This service is provided on a continuous basis, 24 hours a day throughout the year to ensure public safety. A record of all calls is maintained on the CAPS Uniform software.
4. Other responsibilities placed upon the District Surveyor include:
  - Maintaining a register of all work under the control of Approved Inspectors.
  - Registering certificates under the Competent Persons Schemes.
  - Processing and recording Demolition Notices.

- Advice to the Community and Children's Services on Marriage Licence applications for the technical standards in relation to Health and Safety.
  - Advice to the Planning Service on major Planning Applications on the design of Sustainable drainage systems. This service was extended in April 2020, to include Fire Safety and Energy Statements, which are additional requirements for major planning applications under the Local Plan.
5. Advice and guidance on technical and procedural requirements are made freely available to other areas of the City of London Corporation and the public upon request.
  6. The Engineering Team are responsible for the structural inspection and maintenance of approximately 80 Highway Structures, the City's 5 river Bridges and a number of Statutory Reservoirs on which they have reported separately to your committee, Bridge House Estates Board and Open Spaces Committees respectively. The Engineering Team also provide advice on major Infrastructure Projects to protect the City's interests.
  7. The Environmental Resilience Team, formed in June 2019, aims to improve the resilience of the City Corporation and the Square Mile to environmental impacts including flooding, and fulfilling the City Corporation's statutory duties as Lead Local Flood Authority under the Flood and Water Management Act 2010.
  8. The District Surveyor is also responsible for monitoring delivery of projects within the Environment Department, designed to deliver the Corporate Climate Action Strategy.

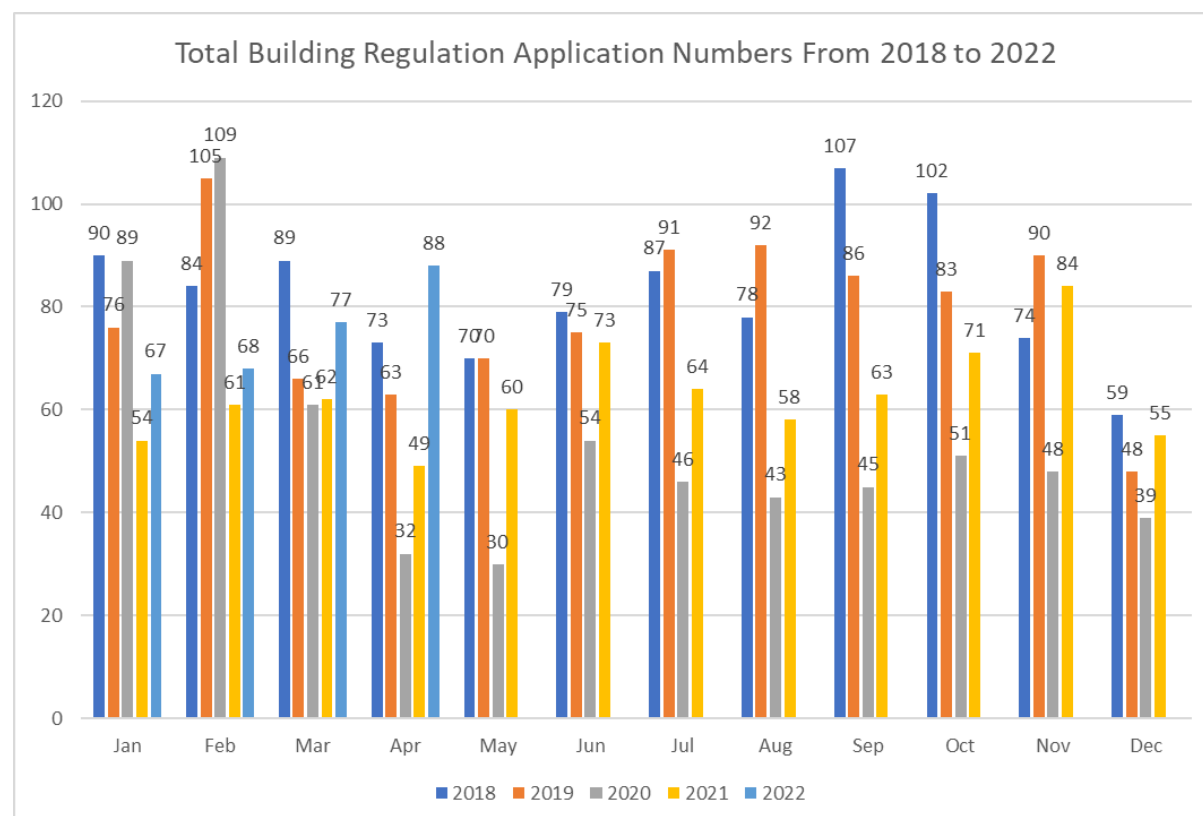
### **Current Position**

9. As referenced earlier in the report, the Building Regulations function of the District Surveyor's Office is open to extensive competition and is affected by the fluctuating extent of building work within the City. During 2020/21 workload was affected severely by the Covid-19 pandemic where applications received by both the Approved Inspectors and The District Surveyors Office dropped by around 50% from previous years. During 2021/22, the number of applications started to increase as the pandemic affects decreased, and the following bar chart (Table1)



shows the number of applications and Initial Notices received by the District Surveyors Office over the last few years identify the fluctuating pattern.

**Table 1**



10. Applications received by the Building Control Service for 2021/22 and the resulting market share are shown in Table 2.

**Table 2**

Market Share					
	Yr. 2017/18	Yr. 2018/19	Yr. 2019/20	Yr. 2020/21	Yr. 2021/22
City of London Applications	248	244	300	158	222
Initial Notices Received	773	791	697	418	574
Total Number of Applications	1021	1035	997	576	796
City of London Market Share	24%	24%	24%	27%	28%

11. Market share was 28% and therefore towards the top end of our 22-30% range.

12. A summary of the all the Building Control Service workload for 2021/22, is shown in table 3:

**Table 3**

Building Control Statistics					
	2017/18	2018/19	2019/20	2020/21	2021/22
Corporate Complaints	0	0	0	0	0
Jobs Commenced	237	205	278	151	210
Jobs Completed	188	142	186	121	164
Full Plans Applications Submitted	159	110	174	100	118
Building Notice Applications submitted	63	73	78	46	78
Partnership Applications	9	24	10	8	9
Regularisations	17	28	29	12	14
Cross Boundary applications	N/A	9	9	2	3
Total Number of Applications	248	244	300	158	222
Competent Person Notifications	739	827	376	554	508
Dangerous Structure Call Outs	29	33	23	12	22
Site Inspections	1603	1537	1759	894	1256
Income	£874,660	£957,150	£1,058,245	£810,533	£1,025,501
Market Share	24%	24%	30%	27%	28%

13. Other areas where Building Control services have been requested include:

- Special and Temporary and Special Structures- 23 applications.
- Approvals in Principle for the Engineering Team- 48 applications.
- Marriage Act applications to carry out a technical assessment for the premises prior to a Licence being issued- 6 applications.
- Sustainable Urban Drainage System (SuDS) - providing the technical advice and assessment for major planning applications - 42 applications.
- Demolition Notices - 24.

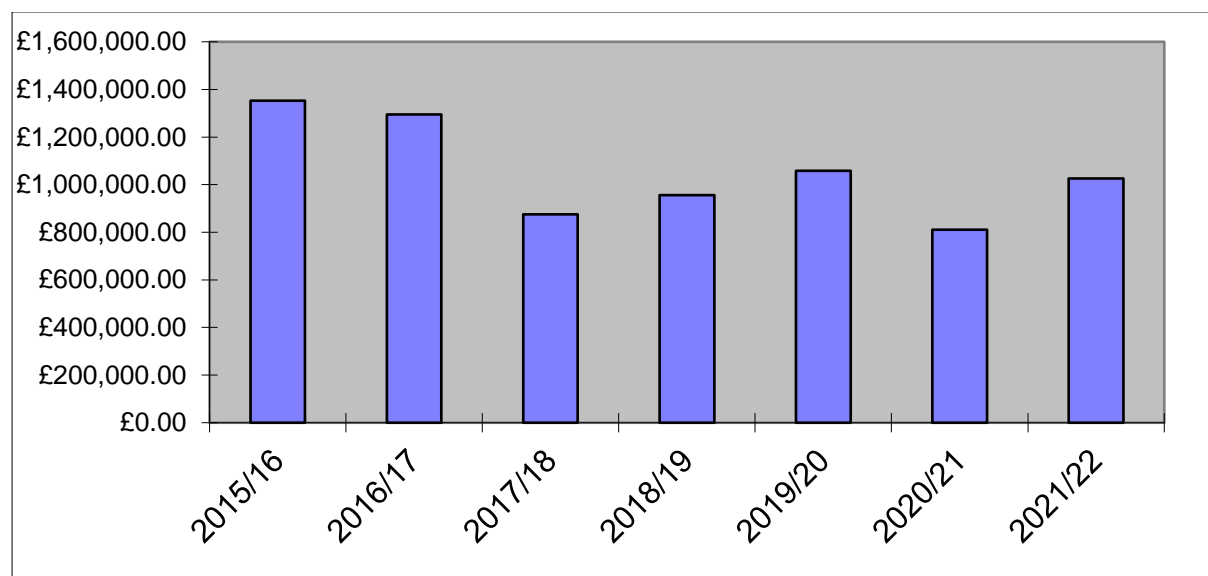
14. Tables 2 and 3, show the total number of Building Regulation applications dropped significantly during 2020/21 but started to increase again during 21/22. This general recovery in Building Regulation applications can also be seen across all development related work, with significant increases in demolition

notices, Temporary Structures applications, Approval in Principles and Marriage Licence inspections.

15. The Covid Pandemic in April 2020, required Building Control to stop all physical site inspections of on-going building work, with surveyors having to adopt a new remote inspection process, where photographs, Facetime, video, and similar electronic methods of completing a remote inspection, were used. While this remote method is not ideal, it allowed contractors to proceed with their works, while keeping the surveyors safe. Working with Corporate Health & Safety team, and the Construction Leadership Council's Covid guidelines, a revised Covid-19 Risk Assessment was produced and agreed, and physical site inspections recommenced during the summer 2020, with a very strict protocol being implemented and contractors being asked to supply in advanced Covid Secure site inspection plans. The District Surveyors Office has adopted a pragmatic attitude to the Covid pandemic, and this has allowed the construction industry within the City to continue during this time.

16. As application numbers started to recover in 2021/22, income also increased. Table four shows fee generation from applications between 2013 to 2021 to use as a comparison.

**Table 4**



17. Income received in a year can be difficult to use as a measure of new business activity as large projects which have already started, are invoiced throughout their construction period and can disguise market activity. To analysis new business activity, applications received in a calendar year and their respective fee income is checked and the results are listed in table 5:

**Table 5**

<b>Table 5 Building Control Applications 2015-2022</b>		
Year	Number of Application	Fees Generated
2015	280	£1,210,007
2016	228	£847,099
2017	236	£778,279
2018	246	£778,279
2019	266	£1,091,256
2020	191	£810,533
2021	210	£1,391,085

18. The analysis of Table 5 suggests that although application numbers have increased slightly, income generated from these applications has grown significantly. This suggest that new large scale construction activity which during 2020/21 paused due to the pandemic, has started to recommence with a number of very large schemes now submitted.
19. Fees and charges for Building Regulation work are governed by The Building (Local Authority Charges) Regulations 2010 and the City are required to approve a Building Regulation Charges Scheme. In 2010 the charges scheme was approved and has been reviewed annually to ensure the principles of the Regulations, to ensure full cost recovery of the Building Regulation part of the service, was being maintained. The scheme was amended in 2018, 2020, and in 2022. As requested by the Committee, an annual report relating to the fees was submitted to review the current charges scheme ensuring fees are set at an appropriate rate. This report recommended some changes to the scheme, for commencement from May 2022, which was agreed and has been implemented.
20. Dangerous structure call-out inspections returned to their normal level during 21/22 but 8 reported dangerous structure call out requests resulted from a storm which passed through the City on the 18th February 2022. Following this event, we have reviewed our dangerous structure procedures, to ensure adequate recourses are available to deal with any potential increase in call out requests, during similar events.

### **Major Projects that Completed in 2021/22**

21. Construction work during 2021/22 was still affected by the COVID pandemic but works to a number of major buildings still completed during the year. These included:
- 150 Bishopsgate.
  - 35 Vine Street

- Fit out works for 5 Appold Street
  - Fit out works for 1 Bartholomew Close and
  - Multiple fit out works for 22 Bishopsgate.
22. While the number of large projects that completed was small, fit out works at 22 Bishopsgate and, 150 Bishopsgate continue and completion and fit out of 100 Liverpool Street continues.

### ***Engineering Team***

23. Recently your Engineer has been heavily involved with the Bank Station Upgrade project where the scheme has failed to comply with the legal agreement for the reinstatement of Arthur St, and are now trying to find resolution that can protect the City in conjunction with colleagues in the City Surveyor's through a property agreement
24. With the ongoing relocation of the Museum of London to Smithfield's, the Engineering Team have been working in collaboration with the development's project team, for their contractor to waterproof a number of bridges around Smithfield and Snow Hill, as well as carrying out investigations to the bridge at Lindsey Street, and endeavouring to protect the City's Highways
25. The increased development activity referenced above has also been matched by increased abnormal load movements, crane notification etc.

### **Environmental Resilience Team**

26. The Environmental Resilience Team has continued its leading-edge work to ensure that the City is resilient to the risks we face from climate change (flooding, heat stress, water shortages, biodiversity loss, emerging pests & diseases and disruption to food, trade and infrastructure).
27. Implementation of the City's Local Flood Risk Management Strategy 2021-27 is underway. This work has advanced in parallel with our contribution to the Environment Agency's second cycle Flood Risk Management Plan. These tasks contribute to fulfilling the City Corporation's duties as Lead Local Flood Authority for the Square Mile under the Flood and Water Management Act 2010 and the Flood Risk Regulations 2009.
28. In order to address the increased risk of flooding from the tidal Thames as a result of sea level rise, the team has progressed a pilot Riverside Strategy, part funded by the Thames Regional Flood and Coastal Committee. This strategy was adopted in November 2021 and demonstrates how the City can adapt the riverside to cope with higher tides whilst maintaining a well-designed and

accessible riverside for all. Implementation of the strategy has begun and the City is engaging with the Environment Agency's Thames Estuary 2100 team on their 10-year review which includes an assessment of funding options for flood defence raising.

29. The Cool Streets & Greening programme of pilot projects is underway to assess suitable climate resilience measures such as sustainable drainage (SuDS), climate resilient greening and tree planting, which will protect the Square Mile from climate related changes in our weather. Construction is complete on six sites and designs are progressing for a further 9 sites. Monitoring is underway, using smart sensors, to assess the effectiveness of these interventions in reducing overheating and flood risk.
30. The Environment Resilience Team is working with British Geological Survey on the NERC funded "Cubic Mile" project which entails below ground mapping to identify opportunities for SuDS, tree planting and cool spaces. This will feed into the identification of future sites for Cool Street and Greening Programme.
31. As part of the Climate Action Strategy's Mainstreaming Resilience project, the team worked with Buro Happold to produce climate risk assessments for City Corporations three service directorates (environment, Community & Children's services and Innovation & Growth) and risk assessment and action plan for climate resilience of the City's wholesale markets. We have run a series of "Climate Chats" to communicate climate change issues to a wider audience and we represent the City at regional forums addressing flood risk and climate resilience.

## **Staff**

32. During the Target Operating Model changes to form the Environment Department, the District Surveyors Office structure had had only limited changes. The overall team of 30, including 24 in the Building Control Team, 5 in the Engineering Team, and the District Surveyor post. In addition, the Environmental Resilience Team has been consolidated to ensure delivery of the Climate Action Strategy objectives and now has a team of 2.5 officers with another officer about to be recruited. The District Surveyors Office has officers of various seniority and specialisms to reflect the work we do. These include structural engineers, chartered surveyors, fire engineer, services engineers and environmental specialists. All members of the Engineering Team are civil engineers.
33. Over the last few years, the Building Control Team has been in transition with a number of staff members retiring. At the end of March 2021, 3 members of the team, who had a combined service to the Office in excess of 110 years, retired. Recruitment to fill these positions is extremely difficult due to the National shortage of Building Control Surveyors, competition from Approved Inspectors, and constraints due to corporate Grading structures. In 2021, we were successful in appointing to one of the positions but the officer subsequently resigned due to being offered an enhanced financial package from their previous employer. A

further recruitment in 2021 for a Mechanical & Electrical engineer resulted in a trainee engineer being appointed. No qualified engineers applied.

34. Building Control recruitment market remains extremely difficult and a recent recruitment for a new surveyor and an engineer, resulted in only an engineer being recruited, on a part time basis only.
35. Whilst Building Control is committed to training apprentices for the long-term, short-term recruitment of new staff, is becoming extremely difficult due to limited financial packages that we can offer. A review will be undertaken shortly to review potential financial package options, to retain and recruit professional staff.
36. We continue to actively seek out potential clients and win new work, with discussion continuing with major developers and landowners, such as British land. Pre application agreements have been signed regarding, Avenue, Custom House, 55 and 70 Gracechurch Street. We also work with British Land on their framework agreement for redeveloping the whole of Broadgate. Applications for 1-2 Broadgate, 30-34 New Bridge Street, 2-3 Finsbury Avenue, 120 Fleet Street, 81 Newgate Street and the Fleet Street Courts project have recently been submitted. We are therefore very optimistic for the future and continue to market the service at every opportunity.
37. The London District Surveyors Association (LDSA) represents the heads of Building Control in the 33 London authorities. The District Surveyor office continues to support the work of the LDSA and is represented on all its major committees, including its executive committee. Gordon Roy, the District Surveyor is the Vice President in 2022 and will have his Presidential year from March 2023.
38. Regular reviews of our workload and performance are carried out and reviewed in the light of regular customer surveys.
39. Performance standards are measured by means of Key Performance Indicators which indicated in table six, KPI's 2021.

**Table 6**

	LBC1	5 week apps 90% within 19 working days			LBC2	8 week apps 90% within 26 working days			LBC3	Completion Certificates Issued 85% within 10 working days		
		Apps.	Success	%		Apps.	Success	%		Final Inspections	Success	%
<b>2021/22</b>												
Apr		2	2	100%		3	2	67%		8	7	88%
May		1	1	100%		5	5	100%		11	11	100%
Jun		6	6	100%		7	7	100%		17	17	100%
Jul		7	7	100%		3	2	67%		13	13	100%
Aug		4	4	100%		4	4	100%		18	18	100%
Sept		7	7	100%		3	2	67%		13	13	100%
Oct		1	0	0%		1	1	100%		12	12	100%
Nov		5	5	100%		9	6	67%		19	19	100%
Dec		11	10	91%		5	4	80%		12	12	100%
Jan		1	1	100%		6	4	67%		9	9	100%
Feb		1	1	100%		4	4	100%		11	11	100%
Mar		6	5	83%		6	6	100%		17	17	100%
<b>YEAR TOTAL</b>		52	49	94%		56	47	84%		160	159	99%

40. The Building Control division operate a Quality Management System which was externally audited in August 2021 and received re-accreditation. This re-accreditation of the Building Control Quality Management System means that the

division has been providing an accredited management system, continuously for 28 years.

41. The District Surveyor's office uses the Building Control module of CAPS Uniform software to record all applications and records. This is the same software that the Planning department use for their purposes. The use of a common system enables easy abstraction of information for building searches and shared information. The software is part of the corporate IDOX/M3 replacement programme which should be concluded shortly.

## Building Safety

42. Following the Grenfell tragedy, the Government appointed Dame Judith Hackitt to conduct a review into the Building Regulations and Fire Safety, and in the summer of 2019 the government published proposals for reforming the building safety system. In 2021, The Building Safety Bill was published and in April 2022, this Bill received Royal Assent with the publication of the Building Safety Act 2022. This new Act is designed to ensure people are and feel safe in and around buildings and affects all buildings within the built environment.
43. The Act will see major changes to the Building Control system, which will include.
- The introduction of the Building Safety Regulator as part of the Health & Safety Executive.
  - All building control surveyors having to register with the Regulator as "Building Control Inspectors"
  - All "building control Inspectors" to be able to demonstrate their competence
  - The Building Safety Regulator will become the Building Control authority for high-risk buildings (high rise residential buildings over 18m in height), rather than the Local Authority or an Approved Inspector.
  - The Building Safety Regulator will be able to require a Local Authority to provide services to them as the Building Control Authority.
  - Introduction of industry wide Performance Standards and indicators, with the Building Safety Regulator being able to issue Improvement Notices on a Local Authority.
  - Improved building control enforcement procedures with the introduction of Compliance and Stop Notices.
  - Introduction of Gateway's 2 and 3. This will require developments on high-risk buildings (high rise residential buildings over 18m in height), to not proceed into construction or occupation without Building Control approval.
  - The introduction of new safety protocols for existing high rise residential buildings, including the need to produce and have approved, Building Safety Cases, to ensure people are and feel safe.
44. The District Surveyor Building Control team is well progressed, with implementing additional training of staff to be able to demonstrate competence and is currently working with other London Borough building control teams to ensure delivery of local authority building control to the new Regulator.



## **Conclusion**

45. This report describes the background of Building Control, the Engineering Team and the Environmental Resilience Team within the City of London and the work of the District Surveyor's office over the last year plus looks positively forward to the challenges ahead.

### **Gordon Roy**

District Surveyor

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<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation Committee	19 July 2022
<b>Subject:</b> Consultation Strategy for the Planning Advice Note: Whole Lifecycle Carbon Optioneering	<b>Public</b>
<b>Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?</b>	<b>1, 5, 7, 10, 11, 12</b>
<b>Does this proposal require extra revenue and/or capital spending?</b>	<b>N</b>
<b>If so, how much?</b>	<b>£0</b>
<b>What is the source of Funding?</b>	<b>n/a</b>
<b>Has this Funding Source been agreed with the Chamberlain's Department?</b>	<b>n/a</b>
<b>Report of:</b> Juliemma McLoughlin, Executive Director, Environment	<b>For Information</b>
<b>Report author:</b> Rob McNicol, Environment Department	

## Summary

This report provides information on the consultation strategy for the Whole Lifecycle Carbon Optioneering Planning Advice Note. It sets out the consultation requirements for this type of document as well as summarising the bespoke approach that is being taken for this Planning Advice Note.

## Recommendation(s)

Members are asked to:

- Note the report (and Appendix 1 – WLC PAN Consultation Strategy)

## Main Report

### Background

1. On 7 June 2022, the Planning and Transportation Committee approved the draft Whole Lifecycle Carbon Optioneering Planning Advice Note (WLC PAN) for public consultation.
2. At that meeting, Members suggested that the WLC PAN should be widely consulted on, and feedback should be sought particularly from industry experts and other relevant stakeholders. This report and the accompanying

consultation strategy (see Appendix 1) sets out the planned approach to consultation on the WLC PAN, for Members' information.

### **Consultation and the Planning System**

3. The National Planning Policy Framework makes it clear that the planning system should provide “a platform for local people to shape their surroundings”. Plans should be “shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees” (NPPF, paragraphs 15 and 16).
4. In recent years, there has been increasing public interest in the planning system and widespread recognition that communities, businesses and other stakeholders play an important role in informing policies, strategies and planning guidance. This is reflected in the Government's proposal – set out alongside the Levelling Up and Regeneration Bill in May 2022 – to produce new guidance on community engagement in planning, which is forthcoming.

### **Consultation Requirements**

5. The City Corporation has an adopted Statement of Community Involvement (SCI), from 2016. The SCI sets out how the Corporation will consult as it develops planning policy documents (including the Local Plan and Supplementary Planning Documents, or SPDs) and how it will consult communities regarding planning applications. The SCI is being updated and will be brought to the Planning and Transportation Committee in autumn 2022, prior to public consultation. While the approach to consultation for the WLC PAN is coming ahead of the updated SCI, it is intended to be an early exemplar as well as an opportunity to learn from.
6. The SCI does not set out how Planning Advice Notes should be consulted on – however, the aspects of the SCI relating to SPDs has informed the engagement strategy for the WLC PAN. Planning Advice Notes can vary considerably in their substance, and there are no statutory requirements for how to consult on them – therefore bespoke approaches are warranted. The PAN is intended to inform the forthcoming Sustainability SPD, which will also be subject to public consultation.
7. Following the decision by Committee to agree consultation on the WLC PAN, a news release was issued by the Corporation. The draft WLC PAN was also published as part of the committee papers, and therefore from this point stakeholders could provide consultation responses should they wish – however, the formal start to the consultation is the sending of notifications on 6<sup>th</sup> July 2022.

### **WLC PAN Consultation Strategy**

8. The Whole Life Cycle Optioneering Planning Advice Note will be used by developers and those designing new development. It is a technical document,

standardising the information and process required for an applicant to demonstrate their proposed development is optimising whole lifecycle carbon.

9. This is also an issue that has widespread public interest, including from City residents and others. These stakeholders will want to understand the approach being proposed and to share their views as to whether this aligns with their priorities. For this reason, the engagement strategy includes reaching out to residents groups and facilitating one or more public meetings (depending on interest). We will also publicise the PAN more widely, to seek consultation responses from wider audiences who may be interested in the document.
10. It is important that a wide variety of stakeholders who are involved in developments both scrutinise and buy into the approach set out in the PAN. The consultation strategy therefore involves a number of expert workshops with representatives from specific groups including applicants, land owners, architects, planning consultants, sustainability experts, and others.
11. We also want to learn from others who are involved in this topic and ensure our approach complements the work of other London government bodies and best practice more broadly. The engagement strategy therefore includes meetings with expert organisations such as the UK Green Building Council and LETI as well as London boroughs and the GLA.
12. The consultation was launched on 6 July 2022, with email notifications sent to a wide variety of recipients, including around 500 groups or individuals that are signed up to the Local Plan consultation database as well as a range of other stakeholders. Full details can be seen in the consultation strategy, set out in Appendix 1. (Documents were loaded to the website prior to the notifications being sent, in order to verify information and validate links.) Given the timing of the consultation, it will run across the summer and through to 30 September 2022, giving stakeholders full opportunity to engage. This twelve week consultation period is substantially longer than the four week period that the regulations require for Supplementary Planning Documents. Engagement events will be held in September, to maximise availability, and notifications about those events will be sent in advance of them, once dates have been set.
13. This bespoke approach is additional to following the steps set out in paragraph 2.80 of the SCI. These requirements include making the document available, consulting interested parties, consulting residents, businesses and landowners, and notifying the corporation's Local Plan consultation database.
14. Feedback will be taken from stakeholders at all of the meetings, as well as from written submissions that are sent in, and a consultation statement will be produced alongside the final PAN, setting out how the engagement informed the final document.
15. Stakeholders will be kept notified throughout the engagement, after it is closed, and as the document is adopted.

## Corporate & Strategic Implications

16. **Strategic implications-** By seeking widespread and expert feedback on the WLC PAN, the consultation strategy will help to ensure the WLC PAN supports the delivery of the following outcomes in the Corporate Plan:
- Outcome 1: People are safe and feel safe
  - Outcome 5: Businesses are trusted and socially and environmentally responsible
  - Outcome 7: We are a global hub for innovation in financial and professional services, commerce and culture
  - Outcome 10: We inspire enterprise, excellence, creativity and collaboration
  - Outcome 11: We have clean air, land and water and a thriving and sustainable natural environment
  - Outcome 12: Our spaces are secure, resilient and well-maintained.
17. **Financial implications-** There are no financial implications arising from this report.
18. **Resource implication-** Delivery of the consultation on the Planning Advice Note will be through existing Environment Department staff resources.
19. **Equalities implications-** Communications and events will be designed to be accessible.
20. **Climate implications-** Delivery of the Planning Advice Note will contribute towards meeting the objectives of the Climate Action Strategy. Ensuring buy-in from a wide range of stakeholders, including sustainability experts, will help to ensure the PAN is making the best possible contribution to sustainable development.
21. **Legal implications** -There are no legal implications arising from this report.
22. **Risk implications** - There are no additional new risks arising from this report.
23. **Security implications** - There are no security implications arising from this report.

## Conclusion

24. By facilitating widespread and expert engagement, the consultation strategy for the WLC PAN will help to ensure that the WLC PAN is a robust, practical document that can be used to inform development proposals, helping the City to reach its goal of achieving net zero for the Square Mile by 2040.

## Appendices

- Appendix 1 – WLC PAN Consultation Strategy

**Report author**

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# Consultation and publicity strategy for the Whole Lifecycle Carbon Optioneering Planning Advice Note

## Key lines

For the Square Mile to reach net zero by 2040, new development proposals need to minimise all carbon emissions – whether they come from running the building, or the carbon embodied in the building itself. We have developed a Whole Lifecycle Carbon Optioneering Planning Advice Note (WLC PAN) to help achieve this, which was approved for consultation by the Planning and Transportation Committee on 7<sup>th</sup> June 2022.

The PAN sets out how planning proposals should go through an ‘optioneering’ exercise to look at different types of refurbishment that retain existing fabric, as well as a more substantial redevelopment of the site, involving demolition. The PAN will be consulted on over the summer and early autumn.

## Consultation overview

The aims of the public consultation are:

- To obtain feedback from stakeholders on the draft PAN and use that feedback to improve the document and inform the final version.
- To ensure stakeholders are aware of the WLC PAN and use it to inform development proposals.
- To seek broad consensus from sustainability consultants and other stakeholders for the final version of the PAN, in order to support a consistent high standard for new development.

The consultation will run from **6<sup>th</sup> July to 30<sup>th</sup> September 2022** and will be open to anyone to respond to. We will hold a number of public specialist events, in order to gather feedback.

## What specific questions do we want stakeholders to help us answer?

1. Is the purpose/output of the assessment considered useful as a basis for applicant decisions and for pre-app discussions with LPA?
2. Can the proposed methodology provide consistent, comparable and realistic results?
3. Would the proposed timing of carrying out the assessment help with influencing development decisions at the earliest and right time?
4. Should the optioneering exercise just be considering carbon impacts or should other sustainability impacts of the options, such as circularity, urban greening/biodiversity potentials etc., be weighed in?
5. Would the assessment contribute to an evidence base for WLC carbon emissions for development types?

6. Would the dashboard provide and distil the most relevant information to aid decision making?
7. What other feedback, expertise, views and information would improve the PAN?

## What engagement will we undertake?

The requirements of the Statement of Community Involvement relating to SPDs will be followed. In addition to the SCI requirements, the following will take place. Specific dates will be identified and publicised in advance of those events.

Format	Stakeholders	Date
Public consultation via website <sup>1</sup>	All	6 July 2022 – 30 September 2022
Emails to stakeholders <sup>2</sup>	All	6 July 2022 (and appropriate follow-ups)
Public meeting	All, especially residents	TBC (September 2022)  Further sessions could be held if interest is high
Expert workshop 1	Developers and landowners  Planning agents and architects	TBC (September 2022)
Expert workshop 2	Environmental consultants	TBC (September 2022)
Expert workshop 3	London government Professional bodies and expert organisations	TBC (September 2022)

### Format details:

- **Public meeting** – a presentation of the PAN by the authors and an open forum for discussion, questions and suggestions.
- **Expert workshop** – a presentation of the PAN by the authors followed by a guided discussion on specific themes, looking at detailed aspects of the PAN that are relevant to the expertise of the stakeholders.

## Stakeholder mapping

The following groups and individuals will be notified about the WLC PAN and the engagement events. This is not an exhaustive list and additional stakeholders may be identified as the consultation progresses.

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<sup>1</sup> Documents may be loaded to the website prior to the formal start date of the consultation, in order to ensure links operate correctly.

<sup>2</sup> The consultation formally begins when email notifications are sent to stakeholders.

Stakeholder type	Specific stakeholder
City of London members	All City of London Members
Local Plan Consultation Database	All groups and individuals that are signed up to the database (Includes around 500 consultees, including statutory consultees)
City of London residents	<p> Barbican Association Security &amp; Crime Committee  Barbican Residential Association  Barbican Wildlife Group  City of London Access Group  Golden Lane Residents Association  Golden Lane Tenants Forum  Queens Quay Residents' Association  Residents Association, 63 West Smithfield  Seddon House Group  Shakespeare Tower House Group  Aldgate Estate Residents' Association  Barbican Estate Office  Barbican Tuesday Club  Ben Jonson House Group  Defoe House Group  Queenhithe Residents' Association  Queens Quay Residents' Association  Shakespeare Tower House Group  Speed House Group </p> <p><i>Other residents' groups may be identified as the consultation progresses, and are welcome to be involved.</i></p>
Environmental consultants	<p> Hilson Moran (<i>the authors of the PAN</i>)  Arup  Aecom  Sweco  Buro Happold  Waterman Building Services  Greengage  3XN  Hoare Lea  Ramboll  Atelier 10  Chapmanbdsp  Tft consultants </p>
Professional bodies and expert organisations	<p> Institute of Structural Engineers  Royal Institute of Chartered Surveyors  Royal Town Planning Institute  Royal Institute of British Architects  LETI (<i>formerly Low Energy Transformation Initiative</i>)  UK Green Building Council </p>

	Historic England The Architects' Journal New London Architecture Carbon Trust Architects Climate Action Network Business Improvement Districts Building Research Establishment
Planning agents, developers and landowners	Gerald Eve DP9 Shaw Corporation Montague Evans Turley Lichfield Savills Dominus British Land Stanhope Land Securities Orion London First City Property Association
London government	Greater London Authority London boroughs London Councils

## How will we manage feedback and written responses?

- Verbal feedback from the events will be noted and analysed.
- We will invite stakeholders to send written responses by email.
- A consultation statement will be produced setting out the issues raised during consultation and how the final PAN has taken these into account.

## Project information

**Lead officer:** Kerstin Kane

**Supporting officers:** Peter Shadbolt; Rob McNicol

**Version Control:** Version 1 - July 2022

*Note: This is a live document that will be updated with additional versions as required.*

<b>Committee(s)</b>	<b>Dated:</b>
Planning & Transportation Committee	19 <sup>th</sup> July 2022
<b>Subject:</b> Revenue Outturn 2021/22	<b>Public</b>
<b>Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?</b>	N/A
<b>Does this proposal require extra revenue and/or capital spending?</b>	N/A
<b>If so, how much?</b>	N/A
<b>What is the source of Funding?</b>	N/A
<b>Has this Funding Source been agreed with the Chamberlain's Department?</b>	N/A
<b>Report of:</b> Chamberlain Executive Director Environment The City Surveyor	<b>For Information</b>
<b>Report author:</b> Dipti Patel, Chamberlain's Department	

## Summary

This report compares the revenue outturn for the services overseen by your Committee in 2021/22 with the final budget for the year. Overall total net expenditure across all risks during the year was £14.510m, whereas the total budget was £15.493m, representing an underspend of £983,000 as set out below.

<b>Summary Comparison of 2021/22 Revenue Outturn with Final Agreed Budget</b>				
	<b>Original Budget</b>	<b>Final Budget</b>	<b>Revenue Outturn</b>	<b>Variation Better/ (Worse)</b>
	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>
<b>Direct Net Expenditure</b>				
Executive Director Environment	(3,065)	(3,895)	(2,993)	902
The City Surveyor	(1,168)	(958)	(753)	205
<b>Total Direct Net Expenditure</b>	<b>(4,233)</b>	<b>(4,853)</b>	<b>(3,746)</b>	<b>1,107</b>
<b>Capital &amp; Support Services</b>	<b>(10,156)</b>	<b>(10,640)</b>	<b>(10,764)</b>	<b>(124)</b>
<b>Overall Total</b>	<b>(14,389)</b>	<b>(15,493)</b>	<b>(14,510)</b>	<b>983</b>

Chief Officers have submitted requests to carry forward underspendings and subject to the approval of the Chamberlain in consultation with the Chairman and Deputy Chairman of the Resource Allocation Sub-Committee.

### Recommendation(s)

Members are asked to:

- Note the report and the carry forward of local risk underspending to 2022/23

### Main Report

#### Revenue Outturn for 2021/22

1. Actual net expenditure across all risks for your Committee's services during 2021/22 totalled £14.510m, an underspend of £983,000 compared to the final budget of £15.493m. A summary comparison with the final budget for the year is tabulated below. In this and subsequent tables, expenditure and adverse variances are presented in brackets. Only significant variances (generally those greater than £50,000) have been commented on.

<b>Table 1 - Summary Comparison of 2021/22 Revenue Outturn with Final Budget</b>				
	<b>Original Budget £'000</b>	<b>Final Budget £'000</b>	<b>Revenue Outturn £'000</b>	<b>Variation Better/ (Worse) £'000</b>
<b>Local Risk</b>				
Executive Director Environment	(10,253)	(10,585)	(10,013)	572
The City Surveyor	(278)	(267)	(219)	48
<b>Total Local Risk</b>	<b>(10,531)</b>	<b>(10,852)</b>	<b>(10,232)</b>	<b>620</b>
<b>Central Risk</b>	<b>7,188</b>	<b>6,690</b>	<b>7,020</b>	<b>330</b>
<b>Cyclical Works Programme</b>	<b>(890)</b>	<b>(691)</b>	<b>(534)</b>	<b>157</b>
<b>Capital and Support Services</b>	<b>(10,156)</b>	<b>(10,640)</b>	<b>(10,764)</b>	<b>(124)</b>
<b>Overall Total</b>	<b>(14,389)</b>	<b>(15,493)</b>	<b>(14,510)</b>	<b>983</b>

2. The most significant local risk variations comprise:
  - **Executive Director Environment £572,000 underspend:**
    - (i) **Employees underspend £1,656,000** – staff vacancies and recruitment freeze due to the process of TOM implementation.
    - (ii) **Supplied & Services underspend £424,000** – spend not required for printing and postage, professional fees, communication and computing costs, internal legal fees, conference/subscription expenses and other running expenses.
    - (iii) **Thame Tideway SLA £263,000** – income from Bazalgette Tunnel Ltd for contribution towards staff costs relating to the delivery of the Thames Tideway Tunnel project at Blackfriars Bridge Foreshore.
    - (iv) **Committee Contingency overspend (£1,511,000)** – due to the Committee's share of the Department's unidentified savings mainly relating to TOM, which was held as a contingency and not allocated to individual services across the department during the ongoing TOM implementation process.
    - (v) **Off Street Parking overspend (£585,000)** – income shortfall mainly due to reduced car park fee income as a result of COVID restrictions.
3. Executive Director Environment central risk underspend of £330,000 comprises of the following most significant variations:
  - (i) **Off-Street Parking underspend £644,000** – increased transfer from the Parking Reserve Account as a result of an overall increase in local risk operating costs caused mainly by reduced parking income.
  - (ii) **On Street Parking overspend (£337,000)** – decrease in PCN income. This has been off-set by a reduced transfer of funding to the Parking Reserve Account, reduced net local risk operating costs, reduced bad debt provision and other central risk underspends.
4. The Cyclical Works Programme (CWP) underspend was mainly due to Highways works at Shoe Lane Bridge coming under budget and works at Charterhouse Street and Farringdon Street Bridge now being carried out in 2022/23 as a result of contractor and consultant resource availability due to COVID-19. The CWP does not form part of the City Surveyor's local risk budget and any variances will be carried over to 2022/23. This is a programme of works over multiple financial years and the carry over of unspent balances to 2022/23 was reported to and approved by Operational Property and Project Sub Committee (OPPSC) in May.
5. The (£124,000) overspend on capital and support services is due to changes in the cost re-allocation of central support services, mainly relating to IS and Admin Building recharges.

6. Appendix A and B provides a more detailed comparison of the local and central risk outturn against the final budget, including explanation of significant variations.
7. Appendix C shows the movement from the 2021/22 original budget to the final budget.

### **Local Risk Carry Forward to 2022/23**

8. The Executive Director Environment has a local risk underspending of £572,000 on the activities overseen by your Committee. The Director had net local risk underspendings totalling £945,000 on activities overseen by other Committees. The Director is proposing that a total of £500,000 of her maximum eligible underspend be carried forward, of which £147,000 relates to activities overseen by your Committee for the following purpose:
  - £70,000 towards the Aldgate Square Commission supporting emerging artists in the UK. Twelve artists nominated by members of the Sculpture in the City Arts Advisory Group were invited to submit a proposal for a temporary site-specific public artwork for Aldgate Square, considering the cultural and historical significance of the local area, subject to further clarification.
  - £77,000 for reinstating additional IT monitors, docking stations and desk equipment at Guildhall to accommodate returning to the office 3 days per week. Additionally, work to return two offices on the 6th floor to hybrid meeting rooms and dual use as director rooms with meeting tables and AV equipment as agreed.

### **Corporate & Strategic Implications**

Strategic implications – none.

Financial implications – none.

Resource implications – none.

Legal implications – none.

Risk implications – none.

Equalities implications – none.

Climate implications – none.

Security implications – none.



**Report author**

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**Appendices:**

**Appendix A** – Planning & Transportation Committee – Comparison of 2021/22 Local Risk Revenue Outturn with Final Budget

**Appendix B** – Planning & Transportation Committee – Comparison of 2021/22 Central Risk Revenue Outturn with Final Budget

**Appendix C** – Planning & Transportation Committee – Movement in 2021/22 Original Budget to Final Budget

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**Planning & Transportation Committee****Comparison of 2021/22 Revenue Outturn with Final Budget – Local Risk**

	<b>Original Budget £'000</b>	<b>Final Budget £'000</b>	<b>Revenue Outturn £'000</b>	<b>Variation Better/ (Worse) £'000</b>	<b>Notes</b>
<b>LOCAL RISK</b>					
<b>Executive Director Environment</b>					
City Fund					
Town Planning	(2,992)	(3,094)	(2,082)	1,012	1
Planning Obligations	0	0	0	0	
Transportation Planning	(628)	(611)	(542)	69	2
Directorate	(1,242)	(1,276)	(956)	320	3
Road Safety	(330)	(315)	(332)	(17)	
Street Scene	(70)	(70)	(70)	0	
Building Control	(646)	(668)	(361)	307	4
Structural Mtce/Inspections	(621)	(614)	(393)	221	5
Highways	(2,818)	(2,870)	(2,732)	138	6
Traffic Management	974	987	1,187	200	7
Off-Street Parking	465	466	(119)	(585)	8
On-Street Parking	(3,685)	(3,669)	(3,381)	288	9
Drains & Sewers	(370)	(362)	(232)	130	10
Committee Contingency	1,710	1,511	0	(1,511)	11
Total City Fund	(10,253)	(10,585)	(10,013)	572	
<b>Total Executive Director Environment</b>	<b>(10,253)</b>	<b>(10,585)</b>	<b>(10,013)</b>	<b>572</b>	
<b>The City Surveyor*</b>					
Town Planning	(12)	(10)	0	10	12
Highways	(152)	(147)	(80)	67	
Off-Street Parking	(114)	(110)	(139)	(29)	
<b>Total City Surveyor</b>	<b>(278)</b>	<b>(267)</b>	<b>(219)</b>	<b>48</b>	
<b>TOTAL LOCAL RISK</b>	<b>(10,531)</b>	<b>(10,852)</b>	<b>(10,232)</b>	<b>620</b>	

(\*excludes the Cyclical Works Programme)

**Reasons for significant Local Risk variations**

1. **Town Planning** – underspend due to reduced salary costs as a result of vacancies and a freeze on recruitment due to TOM £641,000, additional income from Planning Fees, Planning Performance Agreements and Thames Tideway SLA income £318,000, reduced internal legal fee costs £102,000, reduced consultant's fees

£61,000. This has been offset by increase in advertising costs due to change in supplier as result of the pandemic £110,000.

2. **Transportation Planning** – underspend due to reduced salary costs as a result of vacancies and a freeze on recruitment due to TOM £220,000, reduced internal legal fee costs £65,000 and other running cost savings £19,000. This was largely offset by decrease in staff cost recovery income from capital projects £235,000 due to vacancies.
3. **Directorate** – underspend due to reduced salary costs as a result of vacancies and a freeze on recruitment due to TOM £162,000 and spend not required for professional fees £55,000 communication and computing costs £55,000, conference/subscription expenses £28,000 and other running expenses £20,000.
4. **Building Control** – underspend due to reduced salary costs as a result of vacancies and a freeze on recruitment due to TOM £180,000, increase in income from Building Regulation fees and Approvals in Principle income £95,000 and other running cost savings £32,000.
5. **Structural Maintenance** – underspend due to Thames Tideway SLA income for works £128,000, highway structures breakdown maintenance works not required £46,000 and reduced inspection contract costs due to access issues £44,000.
6. **Highways** – underspend due to:
  - Reduced salary costs as a result of vacancies and a freeze on recruitment due to TOM £201,000.
  - Reduced electricity costs due to credit notes received relating to the previous financial year £103,000.
  - Reduced repairs & maintenance works required £27,000.
  - This was partly offset by shortfall in staff cost recovery from capital projects due to vacancies £166,000 and implementation of consultancy and on-boarding new contract costs for Highways Management system £27,000.
7. **Traffic Management** – underspend due to:
  - Increase in road closure fees, road permitting fees and Thames Tideway SLA income £237,000.
  - Reduced salary costs as a result of vacancies and a freeze on recruitment due to TOM £79,000.
  - This was offset by increase in advertising costs due to change in supplier as result of the pandemic £50,000 and shortfall in Hoarding and Scaffolding fees £66,000.
8. **Off Street Parking** – overspend due to shortfall in car parking fees £551,000 due to the impact of the pandemic and contract management variation costs £41,000, which was offset by reduction in running costs £7,000.
9. **On Street Parking** – underspend due to:
  - Reduced salary costs as a result of vacancies and a freeze on recruitment due to TOM £247,000.
  - A drop in printing and postage costs £109,000.
  - Other running cost savings £54,000.
  - This was offset by increase in enforcement variation contract costs £122,000.

10. **Drains & Sewers** – underspend as a result of increase in pipe subways openings and admin fee income due to demand going up post lockdown £130,000.
11. **Contingency** - overspend of £1,511,000 due to the Committee's share of the Department's unidentified savings, which was held as a contingency and not allocated to individual services across the Department during the ongoing TOM implementation.
12. **City Surveyor** - underspend of £67,000 due to reduced fixed cost works on Highways Structures.

**Planning & Transportation Committee****Comparison of 2021/22 Revenue Outturn with Final Budget – Central Risk**

	<b>Original Budget £'000</b>	<b>Final Budget £'000</b>	<b>Revenue Outturn £'000</b>	<b>Variation Better/ (Worse) £'000</b>	<b>Notes</b>
<b>CENTRAL RISK</b>					
<b>Director of Built Environment</b>					
City Fund					
Town Planning	580	497	522	25	
Transportation Planning	0	(32)	(32)	0	
Street Scene	0	46	46	0	
Highways	2,050	1,975	1,957	(18)	
Traffic Management	0	(50)	(50)	0	
Off-Street Parking	483	100	744	644	13
On-Street Parking	4,030	4,109	3,772	(337)	14
Structural Maintenance	60	60	61	1	
Committee Contingency	(15)	(15)	0	15	
<b>TOTAL CENTRAL RISK</b>	<b>7,188</b>	<b>6,690</b>	<b>7,020</b>	<b>330</b>	

**Reasons for significant Central Risk variations**

13. **Off-Street Parking** – underspend due to increase in funding transfer required from the Parking Reserve Account mainly as a result of shortfall in local risk car park income.
14. **On-Street Parking** – overspend due to decrease PCN income £3,209,00. This has been off-set by reduced transfer of funding to the Parking Reserve Account £1,161,000, increase in dispensation, suspension and parking meter income, £882,000, decrease in bad debt provision £489,000, reduced net local risk operating costs and other central risk underspends £340,000.

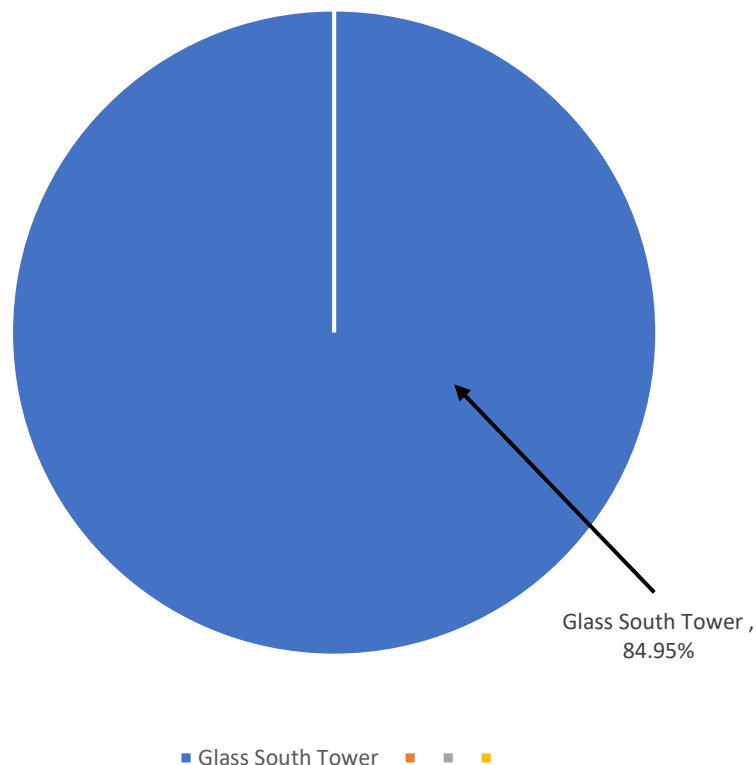
**Planning & Transportation Committee Analysis of Movements 2021/22 Original Budget to Final Budget**

	<b>£000</b>
<b>Original Local Risk Budget (incl Cyclical Works Programme)</b>	<b>(11,421)</b>
Adjustments (City Fund):	
Carry-forward from 2020/21	(27)
Pay Award allocation from central pot	(12)
Departmental allocation approved items	(14)
Central funding of apprentice posts towards the corporate target	(163)
Budget transfer from IS Division for GIS Team costs transferring to Environment Department.	(116)
Decrease in City Surveyor's repairs and maintenance costs	210
<b>Final Local Risk Budget</b>	<b>(11,543)</b>
<b>Original Central Risk Budget</b>	<b>7,188</b>
Adjustments (City Fund):	
Transfer to/from Parking Reserve Account	(329)
Central funding of flexible retirement pension strain costs	(235)
Supplementary revenue project adjustment for:	66
• Cultural Hub Public Realm Projects	
<b>Final Central Risk Budget</b>	<b>6,690</b>
<b>Original Capital &amp; Support Services Budget</b>	<b>(10,156)</b>
Adjustments (City Fund):	
Increase in capital charges for Highways Infrastructure Asset Depreciation	(508)
Increase in Equipment Depreciation	(17)
Decrease in Building Depreciation	138
Increase Support Service Budgets	(174)
Increase in recharges within fund	77
<b>Final Capital &amp; Support Service Budget</b>	<b>(10,640)</b>
<b>TOTAL Original Approved Budget</b>	<b>(14,389)</b>
Movement in Local Risk Budget	(122)
Movement in Central Risk Budget	(498)
Movement in Capital & Support Services Budget	(484)
<b>TOTAL Final Approved Budget</b>	<b>(15,493)</b>

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Availability



Code	Name	Time OOS	Availability
0924	Duchess Walk Public Lift CL24	0 00:00	100%
0945	London Wall Up Escalator SC6458959	0 00:00	100%
0976	Pilgrim Street SC6458969	0 00:00	100%
0978	Atlantic House SC6458966	0 00:00	100%
7345	Speed House Glass/Public Lift SC6459146	0 00:00	100%
7730	Wood Street Public Lift SC6458970	0 00:00	100%
7740	Moor House SC6458968	0 00:00	100%
7921	Little Britain SC6458967	0 00:00	100%
7963	London Wall East SC6458964	0 00:00	100%
7964	Blackfriars Bridge SC6462771	0 00:00	100%
7998	Tower Place Public Lift SC6458962	0 00:00	100%
7999	Tower Place Scenic Lift SC6458963	0 00:00	100%
	1 London Wall Lift 1	0 00:00	100%
7960	London Wall West SC6458965	0 09:08	97.89%
0944	London Wall Down Escalator SC6458958	0 19:52	95.40%
7997	33 King Williams Street SC6462850	0 21:27	95.03%
0916	Glass South Tower SC6459244	2 17:02	84.95%

## Points to Note:

- There are 17 Public Lifts/Escalators in the City of London estate. The report below contains details of the 1 - public escalators/lifts that was available less than 95% of the time.
- The report was created on 05 July 2022 and subsequently since this time the public lifts or escalators may have experienced further breakdowns which will be conveyed in the next report.

## PLANNING AND TRANSPORTATION COMMITTEE REPORT 16/06/2022 – 03/07/2022

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Location	Status as of 16/06/2022	% of time in service Between 16/06/2022 and 03/07/2022	Number of times reported Between 16/06/2022 and 03/07/2022	Period of time Not in Use Between 16/06/2022 and 03/07/2022	Comments Where the service is less than 95%
Glass South Tower SC6459244	In Service	84.95%	1	65 hours	Job logged on Saturday 2 July 2022. Lift over travelled on top floor, reported as potential contactor failure. Lift Returned to service Monday 4 <sup>th</sup> July.

<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation	19 <sup>th</sup> July 2022
<b>Subject:</b> Valid planning applications received by Department of the Built Environment	<b>Public</b>
<b>Report of:</b> Chief Planning Officer and Development Director	<b>For Information</b>

## Summary

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

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

## Details of Valid Applications

<b>Application Number &amp; Ward</b>	<b>Address</b>	<b>Proposal</b>	<b>Date of Validation</b>	<b>Applicant/ Agent Name</b>
22/00497/FULL Aldgate	Marlow House, 1A Lloyd's Avenue, London, EC3N 3AA	Replacement of 79 windows on a like for like basis and the refurbishment of an additional 15 windows	20/06/2022	Marlow House Limited
22/00512/FULL Bishopsgate	Unit 1, The Avenue, Devonshire Square EC2M 4AE	Change of use from restaurant (Class E) to Karaoke Bar (Sui Generis).	23/06/2022	Lucky Voice (Soho) Limited

22/00388/FULL Bridge And Bridge Without	Retail Unit 3, 2A Eastcheap, London, EC3M 1AA	External works to shopfront including (i) removal and replacement of front window to create a pass through window for takeaway orders; (ii) installation of a retractable fabric canopy above the front window; (iii) installation of a new fascia and works associated with signage; and (iv) other associated repair works to the facade.	06/06/2022	Starbucks Coffee Company
22/00442/FULL Castle Baynard	Holyer House, 20 - 21 Red Lion Court, London, EC4A 3EB	Refurbishment and extension of the existing office building to include; external works to facades, new windows and doors throughout, infilling of the rear lightwell over basement and ground level, alterations to the existing roof structure to facilitate an occupiable external terrace, and extension of the existing lift shaft and stair core by 1 additional floor to create terrace access.	16/06/2022	Dentists' Provident
22/00501/FULMAJ Coleman Street	74 Moorgate, London, EC2M 6SE	(i)Change of use from Class F1 (Education) to Class E (Retail and Offices) at basement level; and (ii) demolition of the existing building to basement level and redevelopment to provide a nine storey (ground plus eight levels) building comprising Class E (Retail and Offices) accommodation including a plant room, green wall and terrace at roof level, and associated cycle storage at basement level.	21/06/2022	The Mayor And Commonalty And Citizens of The City of London
22/00450/FULL Cornhill	19 Old Broad Street, London, EC2N 1DS	Use of private land to which the public have access for the siting of 11 tables, 38 chairs, 2 heaters, 2 parasols and 4 canopies for 24 months in connection with the City of London Club.	31/05/2022	The City of London Club

22/00459/FULL Cornhill	1-3 Royal Exchange Buildings, London, EC3V 3LF	Alterations to include (i) replacement of existing first floor window, (ii) replacement of existing second floor sash window with doors to give balcony access, (iii) the lowering of the spandrel by approx. 400mm to give access to the second floor balcony, (iv) the removal of existing flagpoles of second floor balcony, and (v) the placing of a planter with a railing to the second floor balcony.	06/06/2022	Strathclyde Pension Fund
22/00422/FULL Cornhill	78 Cornhill, London, EC3V 3QQ	Application under Section 73 of the Town and Country Planning Act 1990 (as amended) to vary condition 3 (approved drawings) of planning permission 21/00420/FULL (dated 15/07/2021) to allow for the reinstatement of the lower ground floor clerestory window on Finch Lane.	10/06/2022	AXA UK Pension Trustees Ltd C/o AXA Real Estate Investment
22/00415/FULL Tower	6 - 7 Crescent, London, EC3N 2LY	Installation of glazing to replace two existing mechanical louvres at lower ground floor level.	23/05/2022	LS Estates (City)
22/00470/FULL Tower	14 Trinity Square, London, EC3N 4AA	Retention of a change of use of ground and basement from Class E(b) (restaurant) to Sui Generis (drinking establishment) use.	08/06/2022	McMullen & Sons

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<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation	19 <sup>th</sup> July 2022
<b>Subject:</b> Delegated decisions of the Chief Planning Officer and Development Director	<b>Public</b>
<b>Report of:</b> Chief Planning Officer and Development Director	<b>For Information</b>

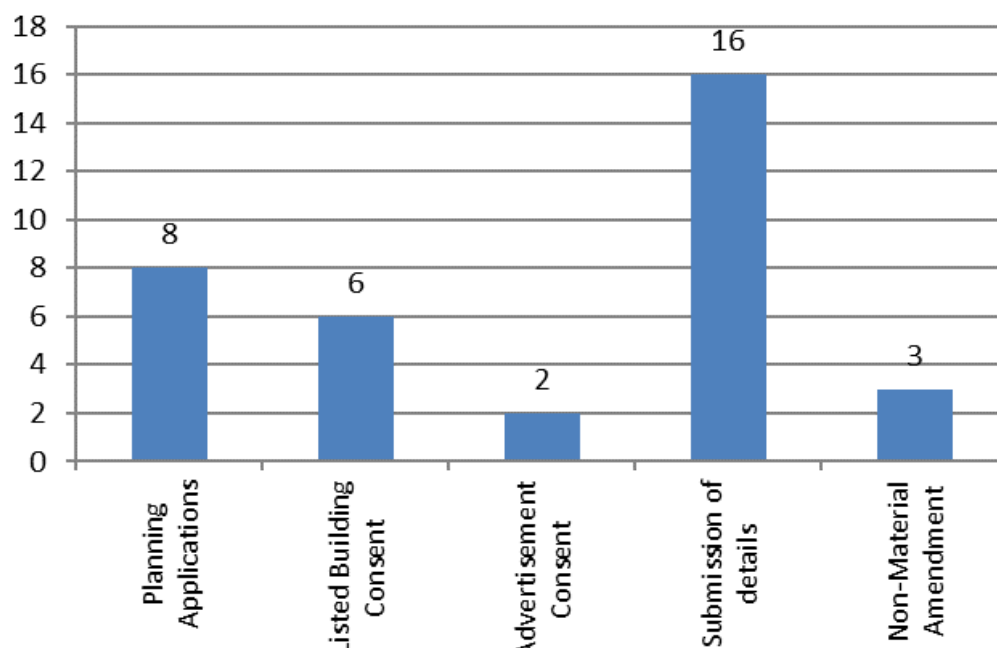
## Summary

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

In the time since the last report to Planning & Transportation Committee Thirty Five (35) matters have been dealt with under delegated powers. Six (6) relate to works to Listed Buildings, Two (2) applications for Advertisement Consent. Sixteen (16) relate to conditions of previously approved schemes, Three (3) relate to Non-Material Amendment.

Seven (7) Full applications for development have been approved, with 277 sq.m of created floorspace. One (1) Full application has been refused.

## Breakdown of applications dealt with under delegated powers



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

### Details of Decisions

Registered Plan Number & Ward	Address	Proposal	Decision & Date of Decision	Applicant/ Agent Name
22/00208/NMA Aldgate	Site Bounded By 19-21 & 22 Billiter Street, 49 Leadenhall Street, 108 & 109-114 Fenchurch Street, 6-8 & 9-13 Fenchurch Buildings London EC3	Application under Section 96A of the Town and Country Planning Act 1990 for a non-material amendment to planning permission dated 29th May 2014 (13/01004/FULEIA) to enable minor internal alterations to the ground floor layout to provide a new Changing Places Facility (Sui Generis) and an enlarged post room ancillary to the office use.	Approved 30.06.2022	Vanquish Properties
22/00312/FULL Aldgate	52 - 54 Leadenhall Street London EC3A 2DA	Proposed installation of four condensers on the fifth-floor roof and two condensers on the sixth-floor roof.	Approved 01.07.2022	Modus Workspace Ltd
21/00963/MDC Bassishaw	City Tower And City Place House 40 - 55 Basinghall Street London EC2V	Submission of details of an updated Energy Strategy pursuant to condition 10 of planning permission dated 29th September 2021 (ref. 21/00116/FULMAJ).	Approved 28.06.2022	Knighton Estates Ltd
21/00964/MDC Bassishaw	City Tower And City Place House 40 - 55 Basinghall Street London EC2V	Submission of a Whole Life Cycle Carbon Assessment Template pursuant to the discharge of condition 4 of planning permission dated 29th September 2021 (21/00116/FULMAJ).	Approved 30.06.2022	Knighton Estates Ltd



21/00536/LBC Bishopsgate	Andaz Hotel 40 Liverpool Street London EC2M 7QN	Investigations and repair works to the Temple Room ceiling.	Approved 23.06.2022	The Andaz Hotel
22/00151/MDC Bishopsgate	Eldon House 2 - 3 Eldon Street London EC2M 7LS	Submission of details pursuant to condition 2(a)(Deconstruction Logistics Plan) and condition 4 (part) (Scheme of Protective Works for deconstruction) of planning permission 21/00300/FULL (dated 20.08.2021) relating to the lower ground and ground floor works.	Approved 15.06.2022	Eldon Street Limited
22/00152/MDC Bishopsgate	Eldon House 2 - 3 Eldon Street London EC2M 7LS	Submission of details pursuant to condition 3(a)(Construction Logistics Plan) and condition 4(part)(Scheme of Protective Works for construction) of planning permission 21/00300/FULL (dated 20.08.2021) relating to the lower ground and ground floor works.	Approved 15.06.2022	Eldon Street Limited
22/00266/FULL Bishopsgate	Kings Stores Public House 14 Widegate Street London E1 7HP	Installation of a retractable black canvas awning fitted above the existing fascia sign, including the installation of electric heating and replacement of 12no. cowl sign lights with trough lights with LED down lighting.	Refused 20.06.2022	Greene King PLC
22/00370/MDC Bishopsgate	2 Finsbury Avenue London EC2M 2PF	Submission of a Climate Change Resilience Sustainability Statement pursuant to condition 14 of planning permission 20/00869/FULEIA granted on 19.08.2021.	Approved 21.06.2022	Bluebutton Properties UK Limited

22/00465/NMA Bishopsgate	Exchange House 12 Primrose Street London EC2A 2EG	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 21/00052/FULL (dated 25.05.2021) to allow for changes to the lift overrun position including 125mm increase in height to allow for level access to the terrace, and amendments to the arrangement of the bar and accessible WC.	Approved 30.06.2022	Bluebutton Properties UK Limited
22/00380/NMA Broad Street	60 London Wall London EC2M 5TQ	Non-Material Amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission 21/00812/FULL dated 16th November 2021 to change doors from sliding to inward opening hinged doors	Approved 15.06.2022	Mondrian Investment Partners
21/01110/FULL Candlewick	Capital House 85 King William Street London EC4N 7BL	Alterations to ground floor facades on King William Street and Abchurch Lane in association with internal works which include enlargement of office lobby; and relocation of existing bin store to basement level.	Approved 30.06.2022	Capital House
22/00350/LBC Castle Baynard	5 Pemberton Row London EC4A 3BA	Addition of a small exhaust vent at the basement level, below the external stairs in the front courtyard, to draw air from the existing vault to alleviate the damp issues.	Approved 30.06.2022	Weisz Family Holdings
22/00393/MDC Castle Baynard	Land Bounded By Fleet Street, Salisbury Court, Salisbury Square, Primrose Hill & Whitefriars Street, London, EC4Y	Submission of details of a Standing Building Survey for 72-78 and 80-81 Fleet Street, Level 2 Building Record, pursuant to condition 32 (in part) of planning permission dated 30 July 2021 (application number 20/00997/FULEIA).	Approved 28.06.2022	City of London Corporation

22/00427/ADVT Cheap	81 Newgate Street London EC1A 7AJ	Installation and display of a non-illuminated ground floor hoarding displayed at heights of between 2.4m and 4.4m around the perimeter of the site at St Martins Le Grande, Newgate Street, King Edward Street and Angel Street.	Approved 15.06.2022	NG Devco Limited
21/00887/FULL Coleman Street	Salisbury House 28 - 31 Finsbury Circus London EC2M 7DT	Redevelopment of the lightwell, installation of roof to lightwell, relocation of plant and enclosures to roof level, external alterations to shop front to London Wall and associated internal alterations at lower ground and ground floor levels.	Approved 30.06.2022	Workspace Salisbury Ltd
21/00888/LBC Coleman Street	Salisbury House 28 - 31 Finsbury Circus London EC2M 7DT	Redevelopment of the lightwell, installation of roof to lightwell, relocation of plant and enclosures to roof level, external alterations to shop front to London wall and associated internal alterations at lower ground and ground floor levels.	Approved 30.06.2022	Workspace Salisbury Ltd
22/00276/FULL Coleman Street	8 Moorfields London EC2Y 9AA	Installation of a sculpture 'Manifold' by Conrad Shawcross in association with the Crossrail Art Foundation.	Approved 23.06.2022	Mr Tom Noble
22/00307/FULL Coleman Street	Unit 4B/5, Blomfield Street 20 Finsbury Circus London EC2M 1UT	Shopfront alterations comprising replacement of customer entrance, together with installation of louvres to the rear of the site.	Approved 28.06.2022	City of London Corporation
22/00277/LBC Cornhill	Units 7, 8, 30 & 31 Royal Exchange Threadneedle Street London EC3V 3DG	Proposed internal works, removal of modern items and partitions and installation of a cavity drainage system to the vaulted areas in the basements of Retail Units 7, 8, 30 and 31.	Approved 15.06.2022	Royal Exchange Investments Limited

22/00293/LDC Cornhill	5 White & Case Llp Old Broad Street London EC2N 1DW	Submission of details pursuant to condition 3 of listed building consent 21/00748/LBC dated 02/11/2021. relating to particulars and samples of materials to be used in all external surfaces including contrast nosing, window/door framing and cladding.	Approved 28.06.2022	GENO Lion Plaza GmBH & Co.KG
22/00309/MDC Cornhill	1/2 And 1/4 Royal Exchange London EC3V 3LL	Submission of a Plant Noise Assessment pursuant to Condition 10(b) of Planning Permission ref. 21/00349/FULL dated 11.11.2021.	Approved 15.06.2022	Incipio Group Limited
22/00326/MDC Cornhill	1/2 And 1/4 Royal Exchange London EC3V 3LL	Submission of a Plant Noise Assessment pursuant to Condition 2(b) of Planning Permission ref. 21/00347/FULL dated 11.11.2021.	Approved 15.06.2022	Incipio Group Limited
22/00328/MDC Cornhill	5 Old Broad Street London EC2N 1DW	Submission of details pursuant to condition 3 of planning permission 21/00747/FULL dated 02/11/2021. relating to particulars and samples of materials to be used in all external surfaces including contrast nosing, window/door framing and cladding.	Approved 28.06.2022	GENO Lion Plaza GmBH & Co.KG
22/00014/MDC Dowgate	Skinners' Hall 8 Dowgate Hill London EC4R 2SP	Submission of details of a programme of archaeological work for a Phase 2 Archaeological Excavation and Watching Brief pursuant to condition 7 (in part) and details of protective works to the Committee Room pursuant to condition 9 (in part) of the planning permission dated 4 February 2021 (application number 20/00514/FULL)	Approved 15.06.2022	Worshipful Company of Skinners

22/00355/MDC Farringdon Within	150 Aldersgate Street 3-4 Bartholomew Place London EC1A	Submission of details of sewer vent pipes pursuant to condition 9 of planning permission 20/00371/FULMAJ dated 20.05.2021.	Approved  28.06.2022	Arindel Properties Limited
22/00387/MDC Farringdon Within	Stonecutter Court 1 Stonecutter Street London EC4A 4TR	Submission of details pursuant to condition 7 (b) and (c), relating to measures to prevent flooding during the construction phase of development, of planning permission 18/00878/FULMAJ, dated 28.03.2019.	Approved  28.06.2022	The Stonecutter Court Unit Trust
22/00394/LDC Farringdon Within	Central Criminal Court Old Bailey London EC4M 7EH	Submission of details pursuant to condition 3 of listed building consent 21/01039/LBC (dated 22.02.2022) relating to details and colour of new louvre.	Approved  15.06.2022	City of London Corporation
22/00396/MDC Farringdon Within	Central Criminal Court Old Bailey London EC4M 7EH	Submission of details pursuant to condition 3 of planning permission 21/01038/FULL (dated 22.02.2022) relating to details and colour of new louvre.	Approved  15.06.2022	City of London Corporation
22/00187/LBC Farringdon Without	11 Staple Inn London WC1V 7QH	Listed building consent to form openings and amend the internal layout and associated fit out works at first, second and third floor levels.	Approved  21.06.2022	Benesco Charity Ltd
22/00283/LBC Langbourn	Leadenhall Market London EC3V 1LR	Temporary installation of a sculpture for a period of up to 24 months, as part of the 11th edition of Sculpture in the City, to be taken down on or before 28 May 2024: Invasion by Shezad Dawood.	Approved  23.06.2022	City of London Corporation

22/00262/FULLR3 Lime Street	Pavement O/S 1 Great St Helen's London EC3A 6AP	Temporary installation of a sculpture for a period of up to 24 months, as part of the 11th edition of Sculpture in the City, to be taken down on or before 28 May 2024: Sandwich by Sarah Lucas.	Approved 15.06.2022	City of London Corporation
21/00645/MDC Queenhithe	Ocean House, Fur Trade House, Queensbridge House, 10 Little Trinity Lane, London EC4	Details of treatment of retained structure over Upper Thames Street pursuant to condition 10(k) of planning permission (application no. 11/00572/FULMAJ) dated 20th March 2012.	Approved 23.06.2022	Other Pinboard Limited
22/00265/ADVT Tower	Retail Unit 60 Fenchurch Street London EC3M 4AD	Installation and display of signage including: (i) one internally illuminated hanging sign measuring 0.38m high by 0.39m wide at a height of 4.44m above ground; (ii) one non-illuminated fascia sign measuring 0.61m high by 0.63m wide at a height of 2.73m above ground; and (iii) one non-illuminated fascia sign measuring 0.61m high by 0.63m wide at a height of 2.47m above ground.	Approved 15.06.2022	Royal London UK Real Estate Fund
22/00299/FULL Tower	2-6 India Street London EC3N 2AF	Insertion of a door and level access to the eastern elevation of the building.	Approved 28.06.2022	Vine Street Limited C/o Crosstree Real Estate

## PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

Item	Date	Action/ Responsible Officer	Progress Update and Date to be progressed/completed
1	6 March 2020 2 June 2020 23 June 2020 14 July 2020 8 Sept 2020 6 Oct 2020 27 Oct 2020 17 Nov 2020 15 Dec 2020 5 Jan 2021 26 Jan 2021 16 Feb 2021 24 Feb 2021 9 March 2021 30 March 2021 22 April 2021 12 May 2021 8 June 2021 29 June 2021 20 July 2021 7 Sept 2021 21 Sept 2021 26 Oct 2021 16 Nov 2021 14 Dec 2021 11 Jan 2022 1 Feb 2022 22 Feb 2022	<p><b><u>Daylight/Sunlight – Alternative Guidelines</u></b></p> <p><b>Chief Planning Officer and Development Director</b></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>	UPDATE (20 July 2021) – see action 1a)

1a)	5 March 2020 30 March 2021 22 April 2021 12 May 2021 8 June 2021 29 June 2021 20 July 2021 7 Sept 2021 21 Sept 2021 26 Oct 2021 16 Nov 2021 14 Dec 2021 11 Jan 2022 1 Feb 2022 22 Feb 2022 26 April 2022 17 May 2022 7 June 2022	<p style="text-align: center;"><b><u>Radiance Studies</u></b></p> <p style="text-align: center;"><b>Chief Planning Officer and Development Director</b></p> <p>A Member referred to a training session that had taken place for the Committee earlier this morning, and in which a consultant had expressed a view that radiance studies were the best way for laymen to assess the impact of developments on daylight where there was a genuine concern about this issue. The consultant felt that, in appropriate cases, the applicant should be asked to provide a radiance study.</p> <p>In view of this, the Member asked Officers to undertake, when future applications were received in which daylight will be an issue, to ask the applicant to prepare a radiance study to be provided to this Committee so that Members could make an informed assessment of the issue.</p>	<p><b>UPDATE (21 September 2021)</b> - The Chief Planning Officer and Development Director underlined that, ultimately, Officers would be producing a planning advice note in order to create more clarity on the methodology and that they were still working through this with the BRE and other stakeholders to deliver this. He added that, to date, Officers had not had any pushback from the industry when requiring the provision of radiance studies for relevant planning applications.</p> <p><b>To be completed: Further report to Committee setting out/providing updates on these points by Winter 2021.</b></p>
2	17 Nov 2020 15 Dec 2020 5 Jan 2021 26 Jan 2021 16 Feb 2021 24 Feb 2021 9 March 2021 30 March 2021 22 April 2021 12 May 2021 8 June 2021 29 June 2021 20 July 2021 7 Sept 2021 21 Sept 2021 26 Oct 2021	<p style="text-align: center;"><b><u>Member Training</u></b></p> <p style="text-align: center;"><b>Chief Planning Officer and Development Director / Director of the Built Environment</b></p> <p>A Member questioned whether there would be further training provided on Daylight/Sunlight and other relevant planning matters going forward. She stated that she was aware that other local authorities offered more extensive training and induction for Planning Committee members and also requested that those sitting on the Planning Committee signed dispensations stating that they had received adequate training.</p>	<p>UPDATE: (17 November 2020): Members were of the view that more formal training should be offered by the Department to any newly appointed members of the Committee in line with the principles of the Planning Protocol.</p> <p><b>To be completed: Training offering for new Members to be considered in 2021 with a view to implementing this for the new municipal year.</b></p>



	16 Nov 2021 14 Dec 2021 11 Jan 2022 1 Feb 2022 22 Feb 2022 26 April 2022 17 May 2022 7 June 2022	The Chair asked that the relevant Chief Officers consider how best to take this forward. He also highlighted that the request from the Town Clerk to all Ward Deputies seeking their nominations on to Ward Committees states that Members of the Planning & Transportation Committee are expected to undertake regular training.	
3.	11 Jan 2022 1 Feb 2022 22 Feb 2022 26 April 2022 17 May 2022 7 June 2022	<p style="text-align: center;"><b><u>Sustainability SPD</u></b></p> <p style="text-align: center;"><b>Chief Planning Officer and Development Director</b></p> <p>A Member questioned whether the production of a Sustainability SPD could feature on the list of outstanding actions.</p> <p>The Chief Planning Officer and Development Director stated that he would be liaising with his sustainability officers to provide a more targeted timeline around the production of the Sustainability SPD and agreed to include this information in the list of outstanding actions.</p>	
4.	22 Feb 2022 26 April 2022 17 May 2022 7 June 2022	<p style="text-align: center;"><b><u>Update to Statement of Community Involvement</u></b></p> <p style="text-align: center;"><b>Chief Planning Officer and Development Director</b></p> <p>The Chief Planning Officer agreed that now would be an appropriate time to fundamentally review the DBE Users Panel and look again at how best to</p>	Report to Committee in Autumn 2022

		engage with all stakeholders given that DBE no longer existed as a department with a new, wider Environment Department with a wider remit now established. He reported that work on this was already being undertaken at present and that a key element of this would be a review of the Statement of Community Involvement. It was hoped that Officers would be in a position to report back to Committee on this in Autumn 2022 as to future options around receiving feedback about how engagement with various stakeholders could be improved.	
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