



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 Clerk has been informed that a Member has questions or comments prior to the start of the meeting.

Date: TUESDAY, 3 OCTOBER 2023

Time: 10.30 am

Venue: LIVERY HALL - GUILDHALL

4. **OUTSTANDING ACTIONS***

Report of the Town Clerk.

8. **UPDATE ON ACTIVITY RELATING TO WARDMOTE RESOLUTIONS FROM THE WARDS OF ALDRSGATE AND CANDLEWICK***

Report of the Interim Executive Director, Environment.

9. **BUSINESS PLANS 2023/24 PROGRESS REPORT (PERIOD 1, APRIL-JULY 2023)***

Report of the Interim Executive Director, Environment.

10. **PUBLIC LIFT & ESCALATOR REPORT***

Report of the City Surveyor.

11. **GOVERNMENT CONSULTATIONS ON PERMITTED DEVELOPMENT AND PLANNING REFORMS***

Report of the Interim Executive Director, Environment.

12. **REPORT OF ACTION TAKEN***

Report of the Town Clerk.

13. **TO NOTE THE DRAFT MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE - 21 JULY 2023***

To note the draft public minutes of the meeting held on 21 July.

Ian Thomas CBE
Town Clerk and Chief Executive

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PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

Item	Date	Action/ Responsible Officer	Progress Update and Date to be progressed/completed
1	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 26 April 2022 17 May 2022 7 June 2022 1 July 2022 19 July 2022 20 Sept 2022 11 Oct 2022 1 Nov 2022 10 Jan 2023 7 March 2023 11 May 2023 18 July 2023	<p style="text-align: center;"><u>Member Training</u></p> <p style="text-align: center;">Chief Planning Officer and Development Director / Director of the Built Environment</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>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.</p>	<p>UPDATE: (18 July 2023): New Committee Members are provided with training on key aspects. A programme of wider Member training is being implemented in 2023. The first of the recordings (regarding Material Planning Considerations) were sent to members with a Q&A on this topic prior to the 11 May 2023 Planning and Transportation Committee meeting. The next member training material will be sent in advance of the next committee.</p>

2.	<p>11 Jan 2022 1 Feb 2022 22 Feb 2022 26 April 2022 17 May 2022 7 June 2022 1 July 2022 19 July 2022 20 Sept 2022 11 Oct 2022 1 Nov 2022 10 Jan 2023 7 March 2023 11 May 2023 18 July 2023 3 October 2023</p>	<p style="text-align: center;"><u>Sustainability SPD</u></p> <p style="text-align: center;">Chief Planning Officer and Development Director</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>	<p>UPDATE (3 OCTOBER 2023):</p> <p>The Sustainability SPD is being developed and will be brought to the Committee in December 2023, before public consultation.</p>
3.	<p>18 July 2023 3 October 2023</p>	<p style="text-align: center;"><u>Whole Life-Cycle Carbon Emission Data Monitoring In Major Planning Applications</u></p> <p style="text-align: center;">Planning and Development Director</p> <p>A Member asked if consideration was being given to the scope for schemes the City had permitted and whether this could feature on the list of outstanding actions.</p>	<p>UPDATE (3 OCTOBER 2023):</p> <p>Work on publishing the WLC emissions data of major applications on the Climate Action Strategy dashboard is well underway, and this will be completed in the coming weeks.</p>

Agenda Item 8

Committee(s): Planning & Transportation	Dated: 03/10/2023
Subject: Update on activity relating to Wardmote resolutions from the Wards of Aldersgate and Candlewick	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	N/A
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Interim Executive Director, Environment	For Information
Report author: Bruce McVean and Peter Wilson, Environment Department	

Summary

At its last meeting, this Committee received Wardmote resolutions from the Wards of Aldersgate, relating to the dangerous use of pavements and walkways by people riding bikes and scooters, and Candlewick, relating to public realm improvements in the Ward and the building development on Abchurch Lane. This report provides an update on the activity underway in relation to these resolutions.

Activity to tackle the riding of cycles and e-scooters on pavements includes:

- The City of London Police targeting dangerous and nuisance behaviour by people cycling or using e-scooters.
- The City of London Corporation preparing to request authority from the Commissioner to adopt Community Safety Accreditation Scheme (CSAS) powers, including the ability to enforce cycling on the pavement.
- Officers working with Lime and Forest to improve parking compliance for dockless cycles. This includes operators fining and banning users who leave bikes in such a way as to cause an obstruction.

Current and recent projects to improve the public realm, accessibility and user experience of streets in the Ward of Candlewick include:

- Pavement widening along the length of King William (Due to commence Spring 2024).
- Improvements to Nicholas Lane and Cannon Street (Completed February 2023).
- TfL are also at the early stages of developing proposals to improve Monument junction (Start date t.b.c.).
- Improvements to Abchurch Lane to be delivered as part of the S278 for the development over the new underground entrance (Start date t.b.c.).

Officers have raised concerns about the hoardings around the development on Abchurch Lane with TfL who have responded positively. An update will be provided to the Candlewick Ward Newsletter.

Recommendation(s)

Members are asked to note the report.

Main Report

Background

1. At its last meeting, this Committee received Wardmote resolutions from the Wards of Aldersgate and Candlewick.
2. The resolution from the Ward of Aldersgate:
 - a. “The Aldersgate Wardmote deplors the dangerous use of pavements and walkways by bicycles and scooters and electric versions thereof and urges the Grand Court of Wardmote to take action to prevent such abuse of the pavements and walkways.”
3. The resolution from the Ward of Candlewick:
 - a. “The Ward of Candlewick commented that they were keen to continue working closely and collaboratively with officers at the City Corporation to get the maximum impact for the Ward of Candlewick from a public realm perspective, and to develop and deliver a plan that would work well long term and provide accessible and user-friendly streets across the City.”
 - b. “With regard to progress of the building development on Abchurch Lane, the Ward of Candlewick asked that this matter be raised with the City Corporation’s officers and an update provided in a future Candlewick Ward Newsletter. In the event that the project was unlikely to be completed in the near future, scope to have the hoardings updated would also be explored with officers from the Planning and Transportation Department.”
4. Members noted the wardmote resolutions and requested Officers to report back to the next meeting on the progress made against the Wardmote resolutions.

Current Position

Resolution from the Ward of Aldersgate

5. The use of pavements by people riding cycles or e-scooters is illegal and enforcement against this is undertaken by the City of London Police.
6. In addition to engagement and enforcement as part of routine policing activity, the City Police have recently completed 12-weeks of specific activity targeting dangerous and nuisance behaviour by people cycling or using e-scooters. This was being undertaken by a new cycle squad under Operation Lewis.
7. The first eight weeks of the operation has resulted in:
 - a. 1573 visible hours on patrol.

- b. 3256 key messages around crime prevention (theft and snatches) and cycle safety delivered.
 - c. 976 cycle offence warnings, i.e. engagement at the roadside, where other people can see the individual being stopped and spoken to, and with details taken.
 - d. 299 fixed penalty notices with the option of online cycle safety course or £50 fine.
 - e. 38 e-bikes seized.
8. To complement the City Police's role, a report is being drafted to enable the City Corporation to request authority from the Commissioner to adopt Community Safety Accreditation Scheme (CSAS) powers. This would enable several police-type functions to be undertaken by accredited individuals or organisations.
 9. CSAS powers include the ability to enforce cycling on the pavement and to issue Fixed Penalty Notices for certain offences.
 10. Liaison between the City Corporation and City Police in relation to dangerous and nuisance cycling is led by the Transport Strategy team through the Road Danger Reduction Partnership.
 11. The Transport Strategy team also lead on the management of dockless cycles and e-scooter hire.
 12. E-scooter hire is permitted through the City Corporation's participation on the London-wide trial. The parking of rental e-scooters in designated bays is a requirement for all operators in this trial, and there are high levels of compliance from users.
 13. Two operators – Lime and Forest – currently have agreements to operate dockless cycle hire in the City of London. Other operators largely respect this agreement and do not allow their users to end hires in the Square Mile. Note that dockless cycle hire schemes fall outside the existing legislative framework and the City Corporation does not have powers to prevent dockless cycle hire schemes from operating in the City.
 14. Despite the City Corporation's longstanding requirement for dockless cycles to be parked in designated bays, there are ongoing issues with users ending hires outside of designated parking areas, which can result in an obstruction.
 15. Officers are continuing to work with Lime and Forest to raise issues and improve parking compliance. This includes operators fining and banning users who leave bikes in such a way as to cause an obstruction, as well pushing messaging to their users on parking requirements.
 16. The Government has stated its plans to introduce controls to enable the regulation of the dockless vehicle rental market. This would extend to rental bikes as well as e-scooters. A timetable for the legislative process has not yet been confirmed.
 17. London Council's Transport and Environment Committee (TEC) has been considering how to address the current unregulated approach to dockless cycle rental services. London Councils and TfL are working on a proposal to have a single coordinated contract let on behalf of London Councils, London local

authorities and TfL, to deliver services for rental e-bikes and e-scooters in London. The proposed launch of the new coordinated service is summer 2025.

18. Further details on our approach to managing dockless cycles is provided in the recent reports to the Streets & Walkways Sub Committee that are listed under background papers. A summary of legal advice on dockless bike obstructions and dangers is included as an appendix to these reports.

Resolution from the Ward of Candlewick – a. Public realm

19. Current and recent projects to improve the public realm, accessibility and user experience of streets in the Ward of Candlewick include:

- a. Upcoming pavement widening along the length of King William Street as part of the Pedestrian Priority Programme. Accessibility improvement include installing raised crossings at side street junctions. Widening the pavements will provide space for tree planting at several points along the street. Construction is due to start in spring 2024, following the completion of All Change at Bank.
- b. Improvements to Nicholas Lane and Cannon Street including pavement widening outside the new Underground entrance to Bank Station and raising the carriageway on Nicholas Lane. These works were completed in February 2023. A new crossing is due to be installed on Cannon Street by March 2024.
- c. TfL are at the early stages of developing proposals to improve Monument junction, with a focus on improving safety and accessibility for people walking and cycling. Officers will work with TfL to support this project. There is currently no date confirmed for when proposals will be ready to share with Members and stakeholders or for delivery.
- d. TfL are also finalising proposals to close Arthur Street at its junction with King William Street to vehicles (except cycles and emergency services vehicles). Arthur Street has been temporarily closed to vehicles at this point since 2015 to facilitate the Bank Station Capacity Upgrade (BSCU) works. The closure of this junction will provide more priority for people walking, improve the safety of people cycling and may provide opportunities for further public realm enhancements. There is currently no date confirmed for delivery.

20. Improvements to Abchurch Lane will be delivered as part of the S278 for the development over the new underground entrance. The details and programme for this are still to be confirmed.

21. In the longer term we will develop a Healthy Streets Plan for the Bank and Cheapside area. This will set the framework for further improvements to streets and the public realm in the area, including Candlewick ward. Work on the plan is expected to start in 2025 following completion of works at Bank and on King William Street and Cheapside. Ward Members and local stakeholders will be engaged as part of the plan development process.

Resolution from the Ward of Candlewick – b. Abchurch Lane development

22. The hoardings form the back edge of the footway to Cannon Street, Abchurch Lane and King William Street, this being the site extent for the Over Station

Development (OSD) associated with the Bank Station upgrade and new entrances. The hoardings are currently blue and have been in place since the commencement of works for the station delivery.

23. The hoardings are required to be retained as the development hits the non-operational phase, i.e. the commencement of the OSD.
24. Officers have raised this matter with TfL who have responded positively to the replacement of the existing hoardings with more aesthetically pleasing as part of the OSD scheme as it comes forward which will also be subject to any required hoarding license.
25. Discussions will be ongoing as the OSD works progress and engagement with the Wardmote and local stakeholders. An update reflecting this will be provided to the Candlewick Ward Newsletter.

Corporate & Strategic Implications

Strategic implications

26. None

Financial implications

27. None

Resource implications

28. None

Legal implications

29. None

Risk implications

30. None

Equalities implications

31. None

Climate implications

32. None

Security implications

33. None

Conclusion

34. A range of activities are being delivered by both the City Corporation and the City of London Police to tackle the dangerous riding of cycles and e-scooters on pavements and to reduce the number of dockless cycles that are parked outside designated bays.
35. Several projects to improve the public realm in the Ward of Candlewick have recently completed, are underway or will start soon. In the longer-term opportunities for further improvements will be identified through the development of a Healthy Streets Plan covering the area.

36. Officers have raised concerns about the hoardings around the development on Church Lane with TfL who have responded positively. An update will be provided to the Candlewick Ward Newsletter.
37. Members are asked to note the above activities that relate to the Wardmote resolutions from the Wards of Aldersgate and Candlewick that were received at the last meeting of this Committee.

Appendices

- None

Background Papers

- Dockless Cycles Policy and Legal Powers Update, Streets & Walkways Sub Committee, January 2023 - <https://democracy.cityoflondon.gov.uk/mgAi.aspx?ID=135779>
- Extended Review of Dockless Operator Lime, Streets & Walkways Sub Committee, July 2023 - <https://democracy.cityoflondon.gov.uk/mgAi.aspx?ID=141842>

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Committee(s): Planning and Transportation Committee	Dated: 3 October 2023
Subject: Business Plans 2023/24 Progress Report (Period 1, April-July 2023)	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	9, 10, 11, 12
Does this proposal require extra revenue and/or capital spending?	No
Report of: Bob Roberts, Interim Executive Director, Environment	For Information
Report author: Joanne Hill, Business Planning and Compliance Manager	

Summary

This report provides an update on progress made during Period One (April-July) 2023/24 against the High-Level Business Plan 2023/24 (Appendix 1) for the service areas of the Environment Department which fall within the remit of your Committee. Key performance information is provided within the covering report and at Appendix 2.

A budget monitoring update is included in the report, with details provided at Appendix 3.

Recommendation

Members are asked to:

- Note the content of this report and its appendices.

Main Report

Background

1. The 2023/24 High-Level Business Plan sets out the key workstreams and key performance indicators (KPIs) of the services within the remit of your Committee for the year ahead.
2. To ensure your Committee is kept informed, an update on progress made against the High-Level Business Plan 2023/24 will be reported to you on a periodic (four-monthly) basis, along with current financial information. This approach allows Members to ask questions and have a timely input into areas of particular importance to them.

Current Position

3. This report provides an update on progress made against the 2023/24 High-Level Business Plan during Period One (April-July 2023) by the following service areas of the Environment Department:
 - The Planning and Development Division, including the District Surveyor
 - The City Operations Division: Highways and Transportation services
4. Appendix 1 presents key performance information.
5. Updates on progress against key workstreams and other achievements during the period are summarised below:

a) **Climate Action Strategy**

The Environment Department is responsible for delivering several workstreams within the Climate Action Strategy. Progress during Period One included:

- **Cool Streets and Greening** - Completion of the scheme at Bevis Marks; new location identification for tree planting during 2023/24; and, progression on the further project phases.
Mainstreaming Climate Resilience - Completion of the Climate Resilient Measures Catalogue 2.0; further work on the Environment Department Climate Adaption Action Plans; and, a horizon scanning review of Pests and Diseases.
Square Mile - Implementation of the Planning Advice Note on Carbon Optioneering Guidance, following approval at Planning and Transportation Committee in March. A draft of the Square Mile Local Area Energy Plan has been developed and will be presented to Policy and Resources Committee in September.

b) **Transport Strategy**

Progress made in delivering the Transport Strategy projects and initiatives included approval to retain pedestrian priority measures on Cheapside, Old Broad Street and Threadneedle Street. Construction is underway on King Street pavement widening. All Change at Bank delivery is ongoing. Bank restrictions are also ongoing, with the Court of Common Council agreeing in July to pause traffic modelling to focus on establishing the need for change.

A decision to not introduce a permanent zero emission restriction on Beech Street, but instead to work on a Healthy Neighbourhood Plan for the wider area, is being taken forward (in partnership with Islington). There has been ongoing engagement with industry, BIDs, TfL, and neighbouring boroughs on 'Last Mile' and consolidation.

c) **City of London Lighting Supplementary Planning Document (SPD)**

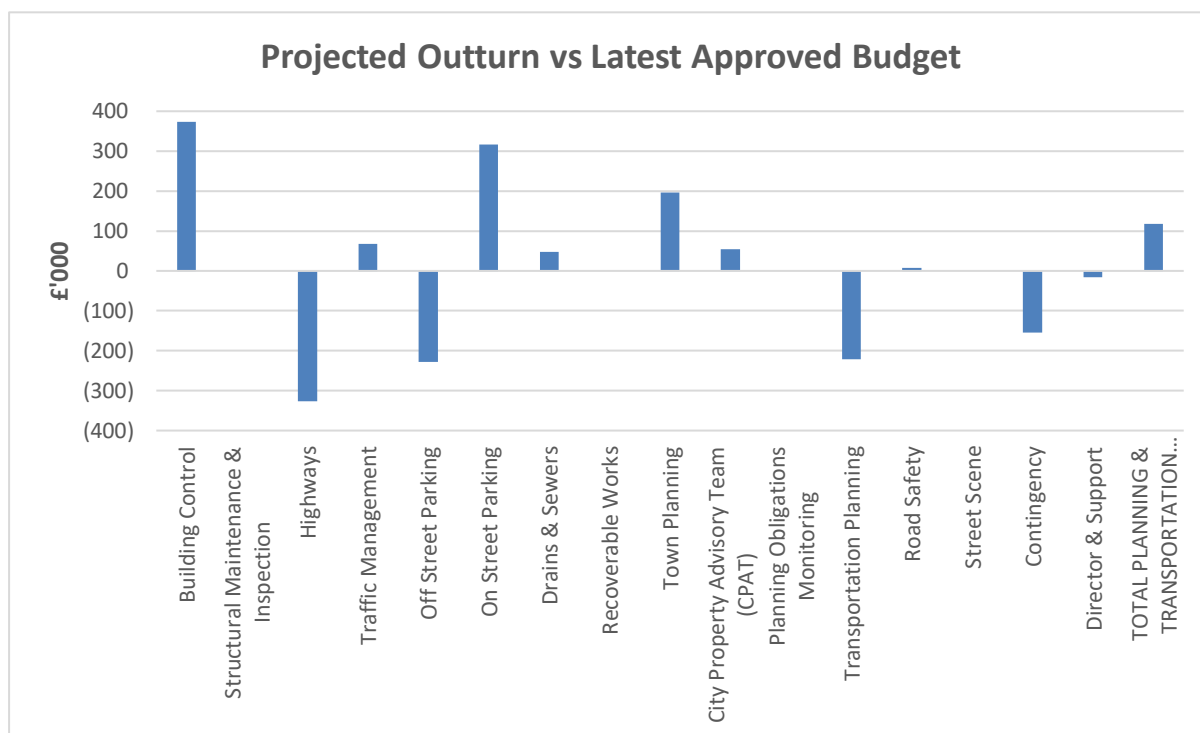
Your Committee has approved the City of London Lighting Supplementary Planning Document (SPD); this is due to be adopted in the coming weeks.

- d) **Support for maintaining the bridges**
The Engineering Team continues to support the Bridge House Estate's (BHE) primary function of maintaining the river crossings. This has been achieved through the ongoing management of the structural inspection programme and implementation of the 50-year plan for inspection and maintenance. The team is also responsible for major projects, such as the refurbishment of Blackfriars Bridge, and has protected BHE's interests through critical challenge of the implementation of other major projects, such as the Tideway Tunnel.
- e) **Traffic Orders Review**
Completed and reported to the Court of Common Council in April.
- f) **On and off-street parking tariffs and controls review**
The Kerbside Review is ongoing. A report including off-street parking tariff changes is due to be presented in the Autumn.
- g) **Infrastructure Strategy**
An Infrastructure Strategy for the City's long term utility requirements will go out for consultation in September and a Members' briefing has been arranged for October.
- h) **Sustainable Funding Strategy**
The On-street Parking Reserve (OSPR) funding bid process to readdress Cleansing and Highway revenue budgets is now in place.
- i) **Operational Property Review**
Bi-weekly meetings take place within the City Operations Division to review the operational property requirements.
- j) **Align BID strategic priorities**
Steering groups have been established and will report to the City BIDs Strategic Partnership Board in October.
- k) **Introduction of the Building Safety Act 2022**
Three staff training sessions have been completed. All surveyors are preparing for Competency validation and registration.
- l) **London HUB for Building Safety Regulator (BSR)**
Officers are working with Local Authority Building Control and the Building Safety Regulator to develop workflows for the HUB.
- m) **Provide building regulation approval services.**
An application for Clothworkers Hall is due in September 2023. Officers continue to work with other developers on their projects.

Financial information

- 6. The end of July 2023 monitoring position for the Environment Department shows a projected year end overspend of £2.005m overall.

7. Within that overall total, the Executive Director is forecasting a projected year end underspend of £118k for their services reporting to the Planning and Transportation Committee.
8. Appendix 3 sets out a more detailed financial analysis of each division of service relating to this Committee, including reasons for significant budget variations (those over £50k).



Notes:

1. Zero is the baseline latest approved budget for each Division of Service.
2. Graph shows projected outturn position against the latest approved budget.
3. A variance above the baseline is favourable i.e., either additional income or reduced expenditure.
4. A variance below the baseline is unfavourable i.e., additional expenditure or reduced income.
5. Overall the Committee is forecasting an underspend of £118k at year end.

9. The projected underspend for this Committee is primarily due to:
 - Additional income from Planning Performance Agreements and road closure fees.
 - Salary savings as a result of staff vacancies (net of vacancy factor).
 - Parking enforcement and car park management contract cost savings.
10. These underspends have been partly offset, by:
 - Increased energy costs.
 - Local Plan consultancy costs.
 - Reductions in income from car park rent and from staff costs recharged to capital projects.
11. The Executive Director is continuing to seek further opportunities to address the projected overspend for the Department.

Corporate & Strategic Implications

Strategic implications – The monitoring of key improvement objectives and performance measures links to the achievement of the aims and outcomes set out in the Corporate Plan 2018-23.

Financial implications – Financial implications are addressed within this report, with further detail included in the appendices.

Resource implications – None.

Legal implications – None.

Risk implications – Risks to achieving the objectives set out in the Business Plan of each service area are identified and managed in accordance with the City of London Risk Management Framework. Risk Registers are reported to this Committee on a regular basis.

Equalities implications – None.

Climate implications – Delivery of the Climate Action Strategy is a key workstream for the Environment Department and an update on progress is provided within this report.

Security implications – None.

Appendices

Appendix 1 – High-level Business Plan 2023/24 (Planning and Transportation Committee)

Appendix 2 - Key performance information

Appendix 3 - Financial information

Contact

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The Environment Department

Shaping sustainable future environments

The Environment Department is the largest in the organisation and provides a diverse range of services to London and the South East.

Within the ‘square mile’ we deliver many local authority and regulatory functions including planning and development; building control; engineering; highways and transportation; cleansing and waste; environmental health, licensing and trading standards.

Further afield, we manage over 4,500 hectares of green spaces; run the City of London Cemetery and Crematorium; operate the Heathrow Animal Reception Centre; provide animal health services London-wide; and, as the London Port Health Authority, undertake controls on imported food and feed through London’s ports. The Department’s aims, activities and vision are presented in the diagram below.

Due to the complexity and scope of the department, three separate High-Level Business Plans have been produced to reflect our three key Committee ‘clusters’. This plan covers the service areas which fall within the remit of the Planning and Transportation Committee.



Services within the remit of the Planning & Transportation Committee:

Planning and Development, including the District Surveyor's Office; Highways and Transportation

Looking back: what we achieved in 2022/23...

- The **new Environment Department** came into existence on 1 April 2022, bringing together two and a half former departments.
- The Senior Leadership Team began to embed **consistent working practices** across the new department and identify synergies and opportunities for collaboration and partnership working.
- All service areas continued to work in partnership with relevant **internal and external partners** to fulfil their statutory duties and deliver high-quality regulatory services to the public and City businesses.

Planning and Development

- Introduced of a new scheme development **Planning Performance Agreement (PPA) service** to generate additional revenue (£280,000), and created a fast-track, 5-day per week delegated decision approach to increase throughput of decision making.
- Produced, and consulted on, the **Whole Lifecycle Carbon Optioneering Planning Advice Note**; the **Lighting SPD**; a new **Sustainability SPD**; and a new **Statement of Community Involvement**, including a Developer Engagement Guidance note.
- Made substantial progress, and undertook engagement, on the **City Plan**, including commissioning of new evidence.
- Made significant progress on **Climate Action Strategy** square mile workstreams, including the Square Mile Local Area Energy Plan and the Historic Building Sustainability Challenge.
- Established the Eastern Cluster and Fleet Street Quarter **Business Improvement Districts (BIDs)** and the City of London City BIDs Strategic Partnership. The BID Proposal for Culture Mile Partnership was signed off for Ballot.
- Supported promotion of investment into London through alignment with the **Opportunity London campaign** and creation of a new London Centre for the Built Environment in West Wing Guildhall.

District Surveyor's Office

- Were awarded accreditation for the 27th consecutive year on their **Quality Management System**, ensuring exemplary service to service users.
- In support of the **Climate Action Strategy**, completed collaboration with the British Geological Society on the 'Cubic Mile' project to map underground structures within the Square Mile.

Highways and Transportation

- Awarded and mobilised the new **highway maintenance and construction contract** with FM Conway.
- **Successfully delivered events** related to the passing of HM The Queen and the Proclamation of the accession of King Charles III.
- Construction work commenced on the '**All Change at Bank**' project to make Bank Junction a safer and nicer place to travel through.
- Installed a **rapid charging hub** in Baynard House car park with six points, which can deliver a full charge in 30 minutes.
- Received a 'special mention' at the **LUCI (Lighting Urban Community International) Cities & Lighting Awards 2022**, for the project entitled "Light and Darkness in the City – a lighting vision for the City of London".

Appendix 1

How we plan to develop our capabilities in 2023/24

1. Develop our **people**, creating aspirational roles with genuine career progression and job satisfaction that retain and attract **talent**.
2. Invest in individuals' **professional and personal development** and build a sustainable, inclusive, resilient and agile workforce.
3. Improve **staff engagement and collaboration** with enhanced cross-departmental working to share knowledge, expertise and experience.
4. Develop effective, collaborative, **business partner relationships** with other departments, particularly HR and City Surveyor's.
5. Review existing working practices and procedures to ensure **effective and efficient service delivery**.
6. Develop our use of **information**, digital information systems and dissemination, to support delivery of services that are intelligence led, data-driven and evidence based.
7. Promote **innovative and radical ideas** and initiatives, informed through engagement with industry bodies.
8. Develop better lines of communication with BIDs and other stakeholders through **delivery of an engagement strategy**.
9. Develop a new online engagement platform and embed **improved stakeholder engagement** across all policy workstreams including the City Plan.
10. Identify further opportunities to work with external agencies to **deliver impactful results**.
11. Address significant budget pressures and consider additional opportunities **for income generation**.

Our major workstreams this year will be...

- Produce a **revised City Plan 2040** and undertake formal public consultation on the draft submission, subject to Committee approval.
- Deliver a **comprehensive engagement strategy** to promote ongoing investment into the City property market, including attendance at relevant events such as MIPIM, and alignment with Opportunity London campaign.
- Adopt the City of London **Lighting Supplementary Planning Document (SPD)**, the revised **Statement of Community Involvement and Developer Engagement Guidance Planning Advice Notice (PAN)**, and the **Whole Lifecycle Optioneering PAN**.
- Complete **Climate Action Strategy** ‘Square Mile’ projects, including: Local Area Energy Plan; Historic buildings sustainability challenge; climate action fund; Square Mile value chain strategy; and, exemplar refurbishment guidance.
- Support Bridge House Estates (BHE) in their Principle objective of **maintaining the bridges**.
- Carry out a review of the **Transport Strategy** and deliver the actions therein.
- Complete the review of **traffic orders** as required by Court of Common Council.
- Review **on and off street parking tariffs and controls**, in the context of the Transport Strategy’s kerbside review.
- Develop, consult on and implement an **Infrastructure Strategy** for the City’s long term utility requirements.
- Establish a **sustainable funding strategy** for front-line services within the remit of the Committee.
- Carry out a review of **operational property requirements** such as public car parks.
- **Align BID strategic priorities** with existing and emerging CoL plans and strategies including the City Plan, Carbon Action Plan and Destination City through establishment of key cross-BID steering groups to inform future activity and actions.
- Prepare for the introduction of the **Building Safety Act 2022** which will improve building safety across the whole built environment, and includes the registration of all Building Control Surveyors.
- Provide a London HUB to act as a single point of contact for the **Building Safety Regulator**, subject to Committee approval.
- Provide **Building Regulation approval services** in conjunction with other local authorities for the British Library extension, and 18 Blackfriars development, and continue work on the Markets Consolidation Project and the Clothworkers Hall Project.

How we will measure our performance

Key Performance Indicators	Performance 2022-23	Target 2023-24
The number of people killed and seriously injured on our streets.	Baseline (2017): 54	<16 by 2030 0 by 2044
The area (%) of the City covered by sustainable drainage systems.	0.56% (1.59 ha)	1.5% (4.3 ha.)
Building Control market share.	26%	25%
Major planning applications determined to agreed timescales.	100%	100%
Planning Performance Agreement income.	£1.3m	£1.3m
Square metres of office floorspace in the City.	2021/22: 13,251 sqm increase (2022/23 data not yet available)	150,000 sqm increase p.a. (2021-26 target: 750,000 sqm net increase)
Proportion of approved planning applications which incorporate retention (including partial retention) of existing fabric.	New measure for 2023/24	TBC*
Cultural and community floorspace secured through planning applications.	New measure for 2023/24	TBC*
Public realm, roof gardens, viewing galleries etc secured through planning applications.	New measure for 2023/24	TBC*

* These KPIs will be set out in the draft City Plan, which remains under development and will be presented to the Planning and Transportation Committee in October 2023. KPIs in this business plan will be updated subsequently to align the two monitoring approaches.

Our strategic commitments

Climate Action Strategy

- Embed climate resilience as a key component in decision making.
- Strengthen our planning guidance on climate resilience measures for new developments.
- Use our planning role to influence others to embed carbon analysis and circular economy principles in capital projects.
- Make the Square Mile public realm more climate change ready by increasing green spaces; urban greening; flood resistant road surfaces; adaptable planting regimes; and heat resistant materials.
- Deliver the Pedestrian Priority Programme, reduce motor traffic and encourage and enable zero emission vehicles.

Destination City

- Work closely with Destination City colleagues to embed Destination City principles into the new City Plan.
- Improve the quality of streets and public spaces to create a more attractive and welcoming public realm.

Transport Strategy

- Prioritise and provide more space for people walking and making the City’s streets more accessible.
- All Change at Bank, Beech Street and Healthy Streets Programme.
- Freight and servicing, including last mile delivery hubs and consolidation.
- Work collaboratively to align the new Transport Strategy and City Plan, and work on Healthy Streets Action Plans.

City Plan 2040

- Produce a revised City Plan following 2021 consultation and updated evidence base.
- Progress the Plan through the formal consultation, submission, examination and adoption stages.

Secure City/Protect Duty

- Joint delivery of the Secure City Programme with the City Police.
- Implementation of protective measures to the City’s high priority crowded spaces.
- Review of security requirements delivered through the planning development process.

Apprenticeship Strategy

- Promote and prioritise apprenticeships to build our capacity and provide the skills that we need both now and for the future.
- Utilise apprenticeships as a staff development tool by offering them to existing employees to upskill our workforce whilst they remain in employment, contributing to the department.

We will actively work to deliver, and provide advice on, other relevant Corporate strategies, policies and programmes, including (but not limited to):

- | | |
|------------------------------|---|
| • Lighting Strategy | • The Safer City Partnership Strategy |
| • Biodiversity Strategy | • The Recovery Taskforce |
| • Circular Economy Strategy | • Health, Safety and Wellbeing Strategy |
| • Air Quality Strategy | • Housing Strategy |
| • Noise Strategy | • Responsible Business Strategy |
| • Contaminated Land Strategy | • Corporate Volunteering Strategy |
| • Licensing Policy | |
| • Street Trading Policy | |
| • Social Mobility Strategy | |

We will review any new strategies as they are approved and consider how our services can and will support their delivery during 2023/24 and in future years. This will include the proposed Sports and SME strategies.

The Corporate Plan outcomes we have a direct impact on are...

Contribute to a flourishing society

1. People are safe and feel safe
2. People enjoy good health and wellbeing
4. Communities are cohesive and have the facilities they need

Support a thriving economy

5. Businesses are trusted and socially and environmentally responsible
6. We have the world's best legal framework and access to global markets

Shape outstanding environments

11. We have clear air, land and water and a thriving sustainable natural environment
12. Our spaces are secure resilient and well maintained

Our key business risks *

Risk Title	Score
Road Safety	RED, 24
Car Parks: Safety	RED, 24
Car Parks: Repairs and maintenance	RED, 16
Adverse planning policy context	AMBER, 12
The District Surveyor's (Building Control) Service becomes too small to be viable	AMBER, 8
Inspecting dangerous structures (Building Control)	AMBER, 8
Working in Service/Pipe subways (confined spaces)	AMBER, 8

*Risk details were correct at January 2023 but are subject to continual review and change.

Operational Property requirements

The Environment Department's 850 staff are based across 25 sites throughout London and the south-east. We hold approximately 400 physical assets, almost 300 of which are at our Natural Environment sites.

As part of the Corporation's Operational Property Review Programme, the Environment Department is undertaking a critical review of all its physical assets, including operational property. A Departmental 'Task and Finish' group will be established early in 2023/24 to undertake this project. The initial stage of the project will be to identify the resources required to undertake a full analysis and in-depth review of all physical assets held by the department, including baselining operational requirements, financial position and state of repair.

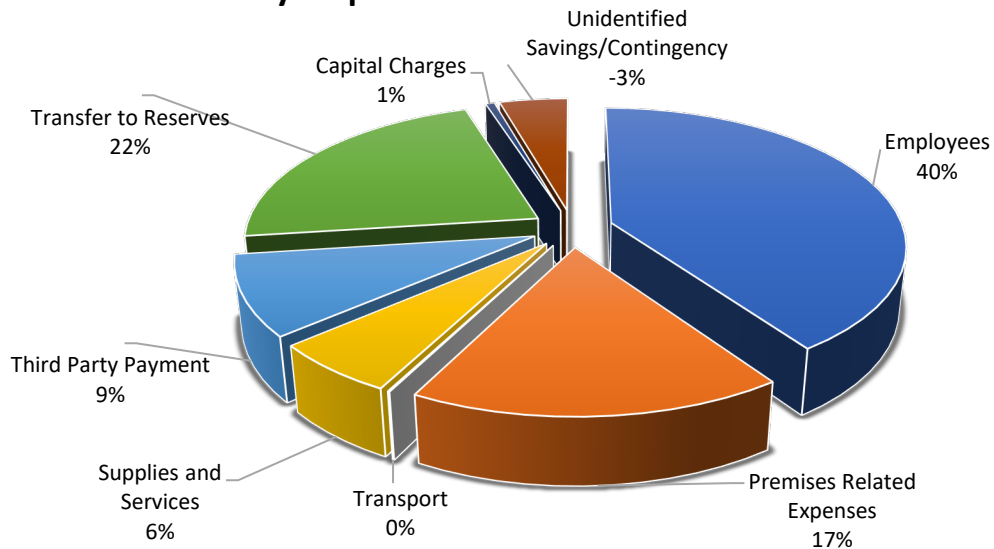
Following this, we will work with the City Surveyor's Department to establish a detailed project plan and realistic timeline. An update on the status of the assets relevant to this Committee will be reported, including any that are identified as surplus to requirements.

Stakeholder engagement

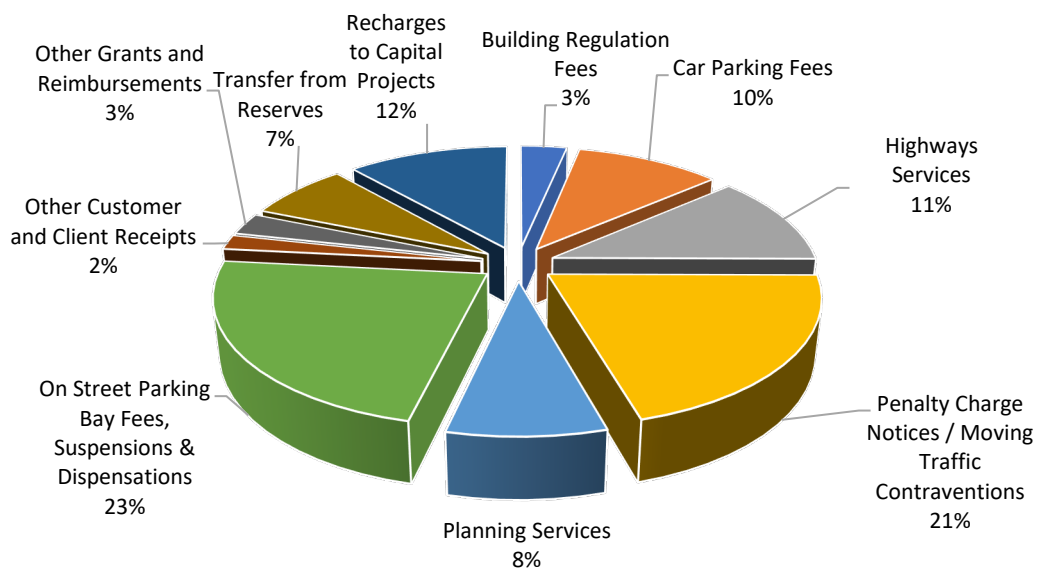
We have a wide range of stakeholders and delivery partners (including, but not limited to the key ones listed here) and will ensure we continue to communicate with them appropriately.



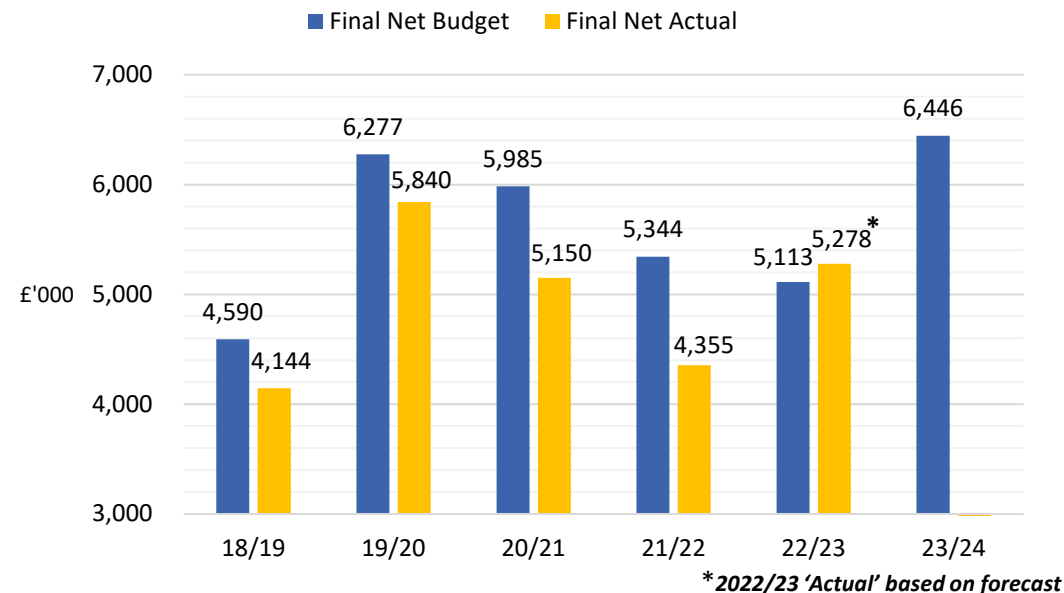
Where our money is spent



Where our money comes from

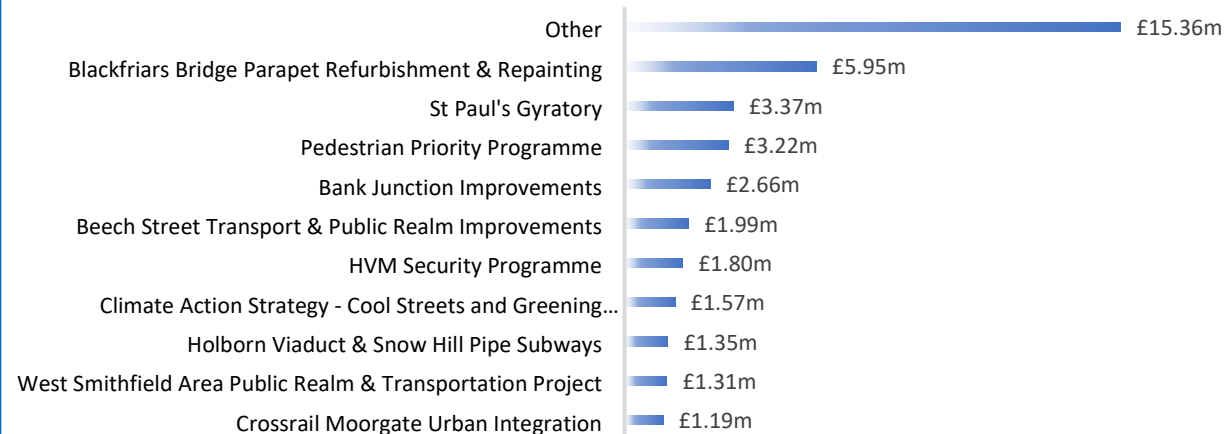


Budget vs Actual



Capital Projects - 2023/24 forecast*

Total estimated spend is £39.76m across 52 projects



* Capital projects may be funded from a range of sources including CIL/OSPR/BHE/s278

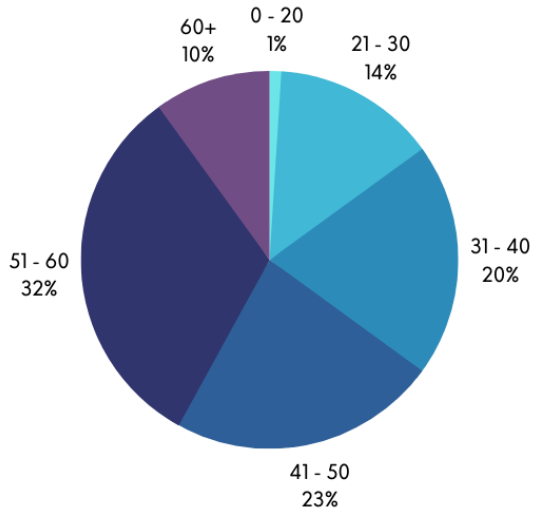
As a new department Equality, Diversity and Inclusion will be a key piece of work, and will include:

- ➔ Undertaking an audit on EDI across the new department
- ➔ Increased training and development for staff
- ➔ Encouraging staff to complete 'sensitive' HR information
- ➔ Looking at recruitment practices to expand staff diversity
- ➔ Encouraging staff to join and participate in staff networks

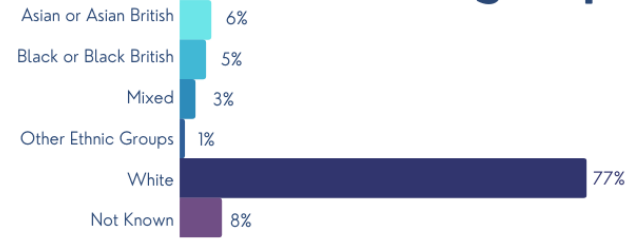
Gender



Age range



Ethnic group



*N.B. The information on this page relates to the whole of the Environment Department, not just to the services covered by the rest of this Business Plan. All data correct at time of most recent staff survey.

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Progress against Key Performance Indicators 1 April 2023 – 31 July 2023

↑	The Period 1 performance of this indicator has been above or on target .
↓	The Period 1 performance of this indicator has been below target .

Performance Measure	Performance 2022/23 (full-year result)	Target 2023/24	Performance Period One 2022/23
The number of people killed and seriously injured on City of London Streets. (2017 baseline: 54)	59 <i>(during calendar year 2022)</i>	<20 by 2030 0 by 2044	N/A Annual measure <i>(Calendar year)</i>
The area (%) of the City covered by sustainable drainage systems.	0.56% (1.59 ha.)	1.5% (4.3 ha.)	0.56% (1.59 ha.) ↑
Building Control Market Share.	26%	25%	N/A Annual measure
Major planning applications determined to agreed timescales.	100%	100%	100% ↑
Planning Performance Agreement Income.	£1.3m	£1.3m	N/A Annual measure
Square metres of office floorspace in the City.	9.44m sqm	150,000 sqm increase p.a. (2021-26 target: 750,000 sqm net increase)	N/A Annual measure
Proportion of approved planning applications which incorporate retention (including partial retention) of existing fabric.	n/a <i>new measure for 2023/24</i>	TBC *1	n/a
Cultural and community floorspace secured through planning applications.	n/a <i>new measure for 2023/24</i>	TBC *1	n/a
Public realm, roof gardens, viewing galleries etc secured through planning applications.	n/a <i>new measure for 2023/24</i>	TBC *1	n/a

*1 These KPIs will be set out in the draft City Plan, which remains under development and will be presented to the Planning and Transportation Committee in October 2023. KPI targets will be updated subsequently to align the two monitoring approaches.

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Planning & Transportation Committee
Local Risk Revenue Budget as at 31 July 2023
(Expenditure and unfavourable variances are shown in brackets)

	Latest Approved Budget 2023/24 £'000	Forecast for the Year 2023/24		Notes
		Forecast Outturn £'000	Better / (Worse) £'000	
<u>Planning & Transportation (City Fund)</u>				
Building Control	(805)	(431)	374	1
Structural Maintenance & Inspection	(647)	(647)	0	
Highways	(3,301)	(3,627)	(326)	2
Traffic Management	1,219	1,286	67	3
Off Street Parking	830	602	(228)	4
On Street Parking	(3,622)	(3,305)	317	5
Drains & Sewers	(381)	(333)	48	
Recoverable Works	0	0	0	
Town Planning	(1,996)	(1,800)	196	6
City Property Advisory Team (CPAT)	(551)	(496)	55	7
Planning Obligations Monitoring	0	0	0	
Transportation Planning	(1,524)	(1,745)	(221)	8
Road Safety	(297)	(290)	7	
Street Scene	(70)	(70)	0	
Contingency	155	0	(155)	9
Director & Support	(1,993)	(2,009)	(16)	
TOTAL PLANNING & TRANSPORTATION COMMITTEE	(12,983)	(12,865)	118	

Notes:

- 1. Building Control** - The forecast underspend is due to salary savings as a result of staff vacancies.
- 2. Highways** - The projected overspend is mainly due to increased energy costs and a shortfall in staff cost recovery from capital projects.
- 3. Traffic Management** - The projected underspend is mainly due to improved income projections from road closures and admin fees, together with staff vacancies.
- 4. Off Street Parking** - The projected overspend is due to an increase in energy costs and credit card transaction fees, and a net reduction in rent from Minorities, offset by car park management contract cost savings.
- 5. On Street Parking** - The projected underspend is due to staff vacancies, parking enforcement contract savings, and reductions in supplies and services costs mainly software and printing and stationery.
- 6. Town Planning** - The projected underspend is mainly due to additional income from PPAs, offset by Local Plan consultancy costs.
- 7. CPAT** - The projected underspend is mainly due to staff vacancies.
- 8. Transportation Planning** - The projected overspend is mainly due to a shortfall in staff cost recovery from capital projects, offset by staff vacancies.

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Committee(s): Planning and transportation committee – For Information	Dated: 18 September 2023
Subject: Public Lift & Escalator Report	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	Shape outstanding Environments – Our spaces are secure, resilient, and well-maintained
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	n/a
What is the source of Funding?	n/a
Has this Funding Source been agreed with the Chamberlain’s Department?	
Report of: City Surveyor	For Information
Report author: Matt Baker – Head of Facilities Management	

Summary

This report outlines the availability and performance of publicly accessible lifts and escalators monitored and maintained by City Surveyor’s, in the reporting period 31 July 2023 to 18 September 2023. The reporting period is driven by the committee meeting cycle and the associated reporting deadlines.

In this reporting period, publicly accessible lifts and escalators were available for **95%** of the time. It should be noted that in this reporting period, these figures **do not** include downtime for planned project works completed during the reporting period at London Wall Up & Down Escalators and Little Britain. This downtime, however, is reflected in the 12 month availability figures.

A detailed summary of individual lifts/escalators performance is provided within this report along with the associated actions being undertaken to improve availability where applicable.

Main Report

1. There are 16 public lifts/escalators in the City of London portfolio, which are monitored and maintained by City Surveyor’s. Table 1.0 provides a breakdown of availability during the reporting period and the availability over the previous 12 months.

Table 1.0

Asset Reference	Name	Availability in last reporting period	12 Month Availability	Trend
CL24	Duchess Walk Public Lift	100.00%	99.70%	↑
SC6458963	Tower Place Scenic Lift	100.00%	99.97%	↑
SC6459146	Speed House Glass/Public Lift	100.00%	98.66%	↑
SC6458962	Tower Place Public Lift	100.00%	97.86%	↑
SC6459244	Glass South Tower	100.00%	94.79%	↑
SC6458968	Moor House	100.00%	98.63%	↑
SC6458967	Little Britain	100.00%	98.91%	↑
SC6458959	London Wall Up Escalator	100.00%	52.53%	↑
SC6458958	London Wall Down Escalator	100.00%	50.00%	↑
SC6458969	Pilgrim Street Lift	98.00%	81.04%	↑
SC6458970	Wood Street Public Lift	98.00%	85.00%	↑
SC6458965	London Wall West	95.00%	85.16%	↑
SC6462771	Blackfriars Bridge	92.00%	85.96%	↓
SC6458964	London Wall East	90.00%	95.07%	↓
SC6462850	33 King William Street	80.94%	62.43%	↓
SC6458966	Atlantic House	62.00%	84.70%	↓

2. There are no inherent technical issues with Blackfriars Bridge or London Wall East lifts. Both have experienced vandalism, misuse and rough sleeping during the reporting period which has impacted availability.
3. 33 King William Street has experienced a safety gear issue. The delay in rectification was a result of human error from City of London staff not issuing purchase orders in a timely manner to rectify the fault.
4. The Atlantic House lift is currently under warranty with the project contractor who conducted the modernisation works in February 2023. They have been instructed to attend site and rectify the issue.
5. Table 3.0 categorises the causes of faults/outages in this reporting period.

Table 3.0

Category	No of call outs
External/Environmental factors	1
Equipment faults/failure	8
Planned Insurance Inspections	0
Planned Repairs	0
Resets following emergency button press or safety sensor activation	2

Damage/misuse/vandalism	3
Autodialler faults	0
Total	14

6. Table 4.0 categorises the causes of faults/outages over the last 12 months.

Table 4.0

Category	No of call outs
External/Environmental factors	18
Equipment faults/failure	120
Planned Insurance Inspections	17
Planned Repairs	26
Resets following emergency button press or safety stop equipment activation	15
Damage/misuse/vandalism	21
Autodialler faults	6

7. Projects. Table 5.0 summarises planned projects with approved funding that will support the ongoing improvement in lift & escalator availability.

Table 5.0

Lift/Escalator	Project	Status	Expected Completion
London Wall Up Escalator	Modernisation Project	Contract Awarded	Complete
London Wall Down Escalator	Modernisation Project	Contract Awarded	Complete
Pilgrim Street Lift	Modernisation Project	Complete	Complete
Little Britain Lift	Modernisation Project	Contract Awarded	Complete
Atlantic House Lift	Modernisation Project	Complete	Complete

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Committee(s)	Dated:
Planning and Transportation Committee	03/10/2023
Subject: Government consultations on permitted development and planning reforms	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	4, 7
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain’s Department?	N/A
Report of: Bob Roberts, Acting Executive Director, Environment Department	For information
Report author: Rob McNicol, Assistant Director – Policy and Strategy, Environment Department	

Summary

This report provides a summary of government consultations on proposed new permitted development rights and planning reforms and sets out the responses being made.

The Government propose to introduce a new permitted development right that would allow the conversion of hotels to permanent residential use. This could have significant implications for the City and the response on this advises against the proposed approach.

The Government are also consulting on detailed aspects of the operation of the new planning system that will come into effect (in phases) following the Levelling Up and Regeneration Bill receiving royal assent, which is due to happen in the coming months. They propose – amongst many other things – a more streamlined and structured process for preparing local plans, including substantial public engagement, to a shorter 30-34 month timetable for preparation. Plans will also change to support a more digital planning system. These changes, while ambitious, are broadly welcomed and will help to make the plan-making system a more transparent, meaningful and responsive process.

Recommendation(s)

Members are asked to:

- Note the proposed changes to the planning system and the new permitted development rights.

- Note the consultation responses being made to the Government (see Appendix 1).

Main Report

Permitted Development Rights

1. The Government are proposing to amend permitted development rights to allow for the change of use from hotels, boarding houses or guest houses (classified in the C1 use class) to residential use (C3 use class).
2. This could have a significant impact in the City of London. It could lead to the loss of hotel accommodation, at a time when recent evidence has demonstrated that there is significant demand for an additional 350 hotel bedrooms in the City each year (City Of London Visitor Accommodation Sector Commercial Needs Study, Avison Young for City of London Corporation, January 2023). This could in turn undermine the City Corporation's Destination City vision, resulting in domestic and international visitors not being able to find accommodation in the City or driving up hotel room prices. It could also result in the introduction of new residential uses in parts of the City that would be contrary to the approach set out in the adopted Local Plan and the emerging City Plan 2040, which both seek to ensure new residential uses come forward in and near to established residential areas. This could undermine the delivery of strategically important office sites, and curtail the operation of established offices by minimising the opportunities to service office areas overnight. These issues have been highlighted in the consultation response.
3. The Government have indicated that they may consider introducing tests such as on the impact on the local tourism industry. However, this is likely to be largely ineffective as the loss of any single hotel would be unlikely to substantially harm local tourism; it is the cumulative loss that could cause damage. The consultation response has stressed the need to allow consideration on the impact of the operation of existing business premises and the delivery of strategic sites, as well as highlighting the need for minimum space standards and (as a bare minimum) ventilation and lighting.
4. There is a reasonable likelihood that the Government will proceed with the proposed permitted development rights. If that is the case, the City Corporation could consider bringing in an Article 4 Direction to remove these rights. If that is the case this will require appropriate evidence and careful consideration of areas to protect, given recent changes to national guidance on Article 4 Directions indicating that they should be limited to the smallest area necessary.
5. The Government propose increasing the size limit for change of use from Class E use (offices, retail, restaurants, gyms, and some other uses) to residential use, and the removal of the three month vacancy test. To date in the City there has been very few applications for such change of use through permitted development, and there is an established Article 4 Direction removing the

permitted development right in relation to offices, the proposal still risks undermining established shopping areas and introducing residential uses into unsuitable parts of the Square Mile such as busy shopping streets. Changes of use through permitted development also are not required to provide affordable housing. For these reasons, the response advises the Government against the proposed changes.

6. The consultation response also answers questions on other detailed aspects of the operation of permitted development rights.
7. The Government are also consulting on:
 - Detailed aspects of existing permitted development rights that allow change of use from amusement arcades, casinos, pay day loan shops, hot food takeaways, betting offices, and launderettes.
 - Proposed changes to permitted development rights concerning agricultural buildings and their change of use to residential uses.
 - Detailed aspects of existing permitted development rights that would allow larger extensions to business premises, new warehousing, and an increase in the temporary use of land for markets to up to 28 days per year.
 - Proposed permitted development rights for development on open prisons.
8. The proposed changes to these permitted development rights are not considered to have a significant impact on the Square Mile and therefore responses have not been made to these questions.
9. The consultation also issues a call for evidence and a series of questions in relation to how the planning system might better support agricultural land and the rural economy. It is not proposed to respond to this aspect of the consultation.

Planning Reforms

10. The Government have issued a lengthy and detailed consultation on their proposed changes to the process of developing local plans. Amongst many detailed aspects, these include:
 - A 30 month timetable for developing new local plans, with additional preparation and notification time
 - A 'gateway' approach, with three windows broadly covering:
 - i. The development of a vision
 - ii. Evidence and policies
 - iii. Examination
 - Standardisation and templates for evidence, data, and documents (with relevant flexibilities)
 - Better engagement, with opportunities to engage at the outset to shape the vision, to comment on broad options and (later) policies, and to participate in public examination
 - Greater digitisation of the planning system, with prescribed approaches to the development and publication of data.

11. These changes are broadly welcomed. There are concerns across the public sector that the timescale involved could have ramifications for resourcing plan-making and may fall foul of local decision-making processes and timescales. While these are challenges, there are real merits to a speedier plan-making system, provided it is sufficiently streamlined and evidence requirements are made less onerous. This would help to make local plans more responsive and reflective of changing circumstances, and would lead to less likelihood of 'consultation fatigue'. The response to Government reflects this approach.
12. The consultation response also addresses a number of other detailed and technical matters relating to the new planning system.

Corporate & Strategic implications

13. There are concerns that the proposed changes to permitted development rights could undermine the delivery of the Local Plan and emerging City Plan, and could harm the City Corporation's Destination City vision.

Financial implications

14. There are no financial implications arising from this report.

Staff Resource implications

15. There are no staff resource implications arising from this report.

Legal implications

16. There are no legal implications arising from this report.

Equalities implications

17. There are no equalities implications arising from this report.

Risk implications

18. There are no risk implications arising from this report.

Climate implications

19. There are no climate implications arising from this report.

Security implications

20. There are no security implications arising from this report.

Conclusion

21. The Government consultation on proposed changes to permitted development rights – in particular the introduction of the right to change use from hotels to residential use without the need for planning permission – could undermine the City Corporation's Local Plan and emerging City Plan 2040. The shortcomings of the proposed approach have been set out in a consultation response.

22. The proposed changes to the plan-making process are broadly welcomed and could result in improved and more responsive local plans, while ensuring public engagement remains a priority.

Appendices

- Appendix 1 – Responses to Government consultations on permitted development rights and planning reforms

Report author

Rob McNicol

Assistant Director – Planning Policy and Strategy

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Appendix 1

Consultation on additional flexibilities to support housing delivery, the agricultural sector, businesses, high streets and open prisons; and a call for evidence on nature-based solutions, farm efficiency projects and diversification

Published 24 July 2023

Closing date 25 September 2023

[Consultation on additional flexibilities to support housing delivery, the agricultural sector, businesses, high streets and open prisons; and a call for evidence on nature-based solutions, farm efficiency projects and diversification - GOV.UK \(www.gov.uk\)](https://www.gov.uk/consultation-on-additional-flexibilities-to-support-housing-delivery-the-agricultural-sector-businesses-high-streets-and-open-prisons-and-a-call-for-evidence-on-nature-based-solutions-farm-efficiency-projects-and-diversification)

Q.1 Do you agree that prior approvals for design or external appearance in existing permitted development rights should be replaced by consideration of design codes where they are in place locally?

a) Yes

b) No

c) Don't know

Please give your reasons.

Not all design codes will cover all aspects of design. They may be relatively 'light touch', and therefore there may be aspects of design that are important to consider but that would fall outside the remit of a prior approval if the proposed approach were taken. Instead, consideration of design codes should inform prior approval to the extent that the code addresses specific aspects of design; other aspects should still be considered by the local planning authority.

Q.2 Do you think that any of the proposed changes to permitted development rights in relation to design codes could impact on: a) businesses b) local planning authorities c) communities?

a) Yes

b) No

c) Don't know

Please give your reasons. It would be helpful if you could specify whether your comments relate to a) business, b) local planning authorities, or c) communities, or a combination.

No comment.

Q.3 Do you agree that the permitted development right for the change of use from the Commercial, Business and Service use class (Use Class E) to residential (Class MA of Part 3), should be amended to either:

- a) Double the floorspace that can change use to 3,000 square metres
- b) Remove the limit on the amount of floorspace that can change use
- c) No change**
- d) Don't know

Please give your reasons.

Permitted development rights for change of use to residential does not normally require the delivery of or contributions toward affordable housing. The [technical consultation on the infrastructure levy](#) (March 2023) set out that changes of use through permitted development rights will fall within the scope of the new levy. However, the new levy will not be fully rolled out until 2030 at the earliest. If this proposed change goes ahead, more sites could be developed without making contribution to affordable housing and other required infrastructure. The City of London Corporation recognises the acute pressure for affordable housing within London and the wider South East and the importance of providing housing for those starting careers in the City, supporting and servicing our workplaces, and working in our growing hospitality and leisure sectors. Expanding permitted development in the manner proposed may provide some additional homes, however it would be unlikely to make any substantial inroads into tackling the critical affordable housing pressures the capital faces.

The proposal would also be likely to result in the loss of employment space, something that is of critical importance for the City of London. While the City is covered by an Article 4 Direction removing this permitted development right, any expansion of the rights could worsen the impact on the loss of office floorspace should this Article 4 Direction be removed for any reason.

Q.4 Do you agree that the permitted development right (Class MA of Part 3) should be amended to remove the requirement that the premises must be vacant for at least three continuous months immediately prior to the date of the application for prior approval?

- a) Yes
- b) No**
- c) Don't know

Please give your reasons.

Vacancy tests such as the one in the PDR are designed to ensure that premises are no longer required for their current use. They are one way the planning system ensures that development is sustainable, by seeking to ascertain whether the local commercial occupancy market has demand for the unit in question. Vacancy tests also act as a counterbalance in places where the capitalised value of an E Class use is lower than the value of residential use, which is the case in most places, helping to ensure that the change of use is not simply motivated by the landowner seeking a higher capital return but rather reflects – to some extent – the need for commercial uses. This is important because once a use becomes residential it is incredibly rare for it to return to other uses, and the planning system would in most cases prevent it. Vacancy tests (and tests for the marketing of E Class premises) are a standard and long-standing feature of the planning system. It is appropriate to flex and apply them according to local circumstances, as local planning authorities have up to date evidence informing their Local Plans and can use them to either emphasise the need for Class E uses where there is evidence of demand or to remove them, where change of use would better meet the aspirations and needs of communities. But at a national level the one size fits all approach undermines the plan-led system, potentially undermining rather than supporting local high streets, town centres and city centres such as the City of London.

Instead of removing the vacancy test, it should be extended to a minimum of six months, or replaced by a marketing test.

Q.5 Do you think that the permitted development right (Class MA of Part 3) should apply in other excluded article 2(3) land?

- a) Yes
- b) No
- c) Don't know

Please give your reasons.

No response. We agree that UNESCO world heritage sites – such as the Tower of London, which adjoins the City of London – should be exempt from this proposed change.

Q.6 Do you think the prior approval that allows for the local consideration of the impacts of the change of use of the ground floor in conservation areas on the character or sustainability of the conservation is working well in practice?

- a) Yes
- b) No

c) Don't know

Please give your reasons. If no, please explain why you don't think the prior approval works in practice?

Conservation areas exist to protect both the architectural and historic interest of a place, and there are many conservation areas where the commercial character of the area is an important part of its history. Requiring consideration of the impacts of the change of use is an important way to establish whether the proposed change of use might undermine the character of the area in a way that causes harm to these conservation areas.

Q.7 Do you agree that permitted development rights should support the change of use of hotels, boarding houses or guest houses (Use Class C1) to dwellinghouses?

a) Yes

b) No

c) Don't know

Please give your reasons.

Hotels play a vital role supporting London's economy, providing accommodation for and attracting international tourists to the UK, and supporting visitors from other parts of the UK. Within the City of London, a recent study commissioned by the City Corporation has forecast demand for around 350 net additional hotel bedrooms per year in the Square Mile; substantial erosion of hotels to residential use would make delivery of this target much more challenging, given the development constraints faced by the Square Mile and the ongoing and substantial demand for additional office floorspace within the City.

City centres, particularly London, also face ongoing challenges from consumer behaviour in the wake of the Covid pandemic, with a need to create an environment that attracts people back to the office in greater numbers as well as increasing the range and number of visitors who come to central areas. Within the Square Mile, we have launched our Destination City vision, which seeks to transform our leisure and cultural offer and make the Square Mile a key destination. Providing a good range of hotel accommodation is a key pillar to realising this vision, and a permitted development right that allows change of use to residential could substantially undermine these important efforts that will play a key role in ensuring the long term economic sustainability of the City.

Within the City, our dense form of development, high demand for office floorspace and significant conservation constraints mean that new residential uses would not be appropriate for most parts of the Square Mile. This would curtail the operation of the large, densely clustered office buildings in the City, which require overnight servicing and deliveries that could disrupt nearby residents. In order to ensure the City remains at the forefront of driving economic growth we will need to deliver

substantial additional office floorspace over the next 15 years, and change of use from hotels to residential use could result in potential large scale office development sites being undermined by close proximity to new residential use.

Q.8 Are there any safeguards or specific matters that should be considered if the change of use of hotels, boarding houses or guest houses (Use Class C1) to dwellinghouses was supported through permitted development rights?

a) Yes

b) No

c) Don't know

Please give your reasons. If yes, please specify.

Consideration of the local tourism economy would be a partial safeguard. However, the impact of the loss of any one hotel is in most cases unlikely to be substantial; it is the cumulative loss and the gradual erosion of visitor accommodation that would cause detriment to tourism, something that would be difficult to ascertain on a case-by-case basis. This is why we have a plan-led, evidence-based system that enables consideration of cumulative impacts at a local level, with policies drawn up in response to that evidence.

It is very important that any change of use requires development to national space standards. Without this, the proposed PDR would be likely to result in highly substandard and overcrowded residential blocks. In addition, and as a bare minimum, new homes should have access to adequate daylight and ventilation for all habitable rooms.

The existence of the permitted development right may, in some cases, disincentivise hotel owners from investing in their properties. A vacancy or marketing test would assist in ensuring that hotel uses were generally redundant.

Consideration should also be allowed of the impact on the delivery of strategically important sites and the operations of existing business premises.

Q.9 Do you think that any of the proposed changes in relation to the Class MA permitted development right could impact on: a) businesses b) local planning authorities c) communities?

a) Yes

b) No

c) Don't know

Please give your reasons. It would be helpful if you could specify whether your comments relate to a) business, b) local planning authorities, or c) communities, or a combination.

The proposed PDR could have a significant impact on businesses in the Square Mile. Given the density of offices here, and the sheer number of office buildings, it is vital that offices are able to be serviced and receive deliveries overnight. This means noise and activity, which additional residential development in the wrong place could seriously undermine. This could curtail the activities of City businesses and the attractiveness of the City as a business destination – undermining economic growth more broadly.

Like many major city centres, the Square Mile is working hard to recover from new patterns of working and shifts in demand for retail and leisure that have been exacerbated in the aftermath of the Covid pandemic. Through our Destination City vision, we are seeking to transform the leisure offer of the City, bringing a wider range of people into the Square Mile at different times of day and throughout the week. Significantly increasing residential uses through the proposed PDR in an unplanned way across the City could harm this, both by reducing the number of hotel bedrooms in the Square Mile (for which there is increasing demand) and by bringing residential uses into areas where we are seeking a more vibrant mix of uses and activities.

Q.10 Do you think that changes to Class MA will lead to the delivery of new homes that would not have been brought forward under a planning application?

a) Yes

b) No

c) Don't know

If so, please give your reasons.

Questions 11 to 24 relate to detailed aspects of existing permitted development rights that allow change of use from amusement arcades, casinos, pay day loan shops, hot food takeaways, betting offices, and launderettes. The proposed changes to these existing permitted development rights are not considered to have a significant impact on the Square Mile and it is not proposed to respond to these questions.

Questions 25 to 56 relate to proposed changes to permitted development rights concerning agricultural buildings and their change of use to residential uses. These aren't of direct relevance to the City and it is not proposed to respond to these questions.

Questions 57 to 62 relate to detailed aspects of existing permitted development rights that would allow larger extensions to business premises, new warehousing, and an increase in the temporary use of land for markets to up to 28 days per year. These are not considered to have a likely significant impact on the Square Mile and it is not proposed to respond to these questions.

Question 63 to 65 relate to proposed permitted development rights for development on open prisons. These proposals would not have a likely significant impact on the Square Mile and it is not proposed to respond to these questions.

The consultation also issues a call for evidence and a series of questions in relation to how the planning system might better support agricultural land and the rural economy. It is not proposed to respond to this consultation.

Levelling-up and Regeneration Bill: consultation on implementation of plan-making reforms

Published 25 July 2023

Closing date 18 October 2023

[Levelling-up and Regeneration Bill: consultation on implementation of plan-making reforms - GOV.UK \(www.gov.uk\)](https://www.gov.uk/levelling-up-and-regeneration-bill-consultation)

Question 1: Do you agree with the core principles for plan content? Do you think there are other principles that could be included?

No response.

Question 2: Do you agree that plans should contain a vision, and with our proposed principles preparing the vision? Do you think there are other principles that could be included?

Plans should contain a vision, and the emphasis on this and its development through engagement is supported.

However, the approach set out in this section of the consultation also mentions aims, objectives, outcomes, key issues, and context. Legislation (the Town and Country Planning Act 1990) also requires local plans to set out strategic priorities. These different but related terms should be more robustly defined and teased apart, and their relationships set out in guidance.

Visions will also need to be able to develop as plans develop. They should firstly be informed by baseline and characterisation work, which should be the starting point for plan development. Draft visions can be consulted on and shaped by stakeholder input at early stages. However, there is a risk that visions become too fixed too early; evidence should not simply inform measurable outcomes but can also be used to refine visions as plans develop.

The digital template proposed is welcome.

Question 3: Do you agree with the proposed framework for local development management policies?

Broadly, yes.

While we agree that local DM policies should normally enable delivery of the Plan's vision, there is a need for flexibility on this, as some local DM policies may need to address specific matters that are important but aren't necessarily of such significance as to warrant being a part of the vision for the local plan.

There remains uncertainty about where strategic policies in spatial development strategies such as the London Plan fit into the proposed structure. Those places such as London that have strategic plan-making powers should be able to craft DM policies that apply across their area. This approach supports devolution and ensures local authorities can be more efficient and focus on issues relevant locally. It is useful, for example, to have a consistent pan-London approach to affordable housing policy and viability, given the complexity of policies on these issues, and it means that in places such as the City of London (where office demand is the main driver of development) there is not a need to spend time and resources developing and evidencing policies on an important but highly technical issue.

Question 4: Would templates make it easier for local planning authorities to prepare local plans? Which parts of the local plan would benefit from consistency?

Templates would assist in the preparation of local plans. For local plans to become part of a truly digital, end-to-end system, it is important to facilitate greater consistency but also to see plans as not simply a series of policies, paragraphs, tables and diagrams. These are merely the ‘front end’ of a local plan, and in the digital age we should treat them as such. Plans also contain many layers of information and evidence, different application at different geographies and to different types of development, expected real-world outcomes, different requirements for different sorts of applications, and a great deal of metadata. While some ‘front end’ templates for local plans would be useful, there is also the potential to develop a comprehensive schema for local plans – something we at the City Corporation have begun initial scoping on – which could inform a system-based approach that allows more comprehensive and real-time monitoring, more flexible use by different users, and more efficient and timely decision-making. We would like to develop this approach with DLUHC and other interested local authorities.

‘Front end’ local plan templates could helpfully set out suggested structures for local plans (with sufficient flexibility). They could assist with template policy wording structures, which would bring rigour and consistency, for example separating expected real-world outcomes contained in a policy from the process requirements (eg the documents that applicants need to submit). Policy writing, while an important skill, is something that many local authority planners only do infrequently, and having templates would assist in focussing skills.

Question 5: Do you think templates for new style minerals and waste plans would need to differ from local plans? If so, how?

No response

Question 6: Do you agree with the proposal to set out in policy that planning authorities should adopt their plan, at the latest, 30 months after the plan preparation process begins?

Broadly, yes. Local plans currently take too long to develop and are not sufficiently responsive to changing circumstances. A 30 month timetable is ambitious – but we should be ambitious for what the public sector can achieve, particularly for documents as important as local plans.

However, with increased expectations on timing and resourcing from local authorities, there will need to be a similar level of commitment from national government, both to play their part in ensuring planning authorities are suitably resourced and to ensure a more consistent and predictable approach to national policies on issues such as housing need and permitted development rights. Changes at national level affect the plan-making process, can undermine local priorities, and take time and resources from local authorities to analyse and respond to.

Even assuming sufficient resources, there are many reasons why the best of intentions can go awry when crafting a local plan. The timetable should therefore be a firm expectation rather than a requirement that automatically results in penalty or a loss of local control if it is not met.

Question 7: Do you agree that a Project Initiation Document will help define the scope of the plan and be a useful tool throughout the plan making process?

Yes.

Question 8: What information produced during plan-making do you think would most benefit from data standardisation, and/or being openly published?

Many studies (retail needs assessments; employment land reviews; etc) contain similar approaches to calculating need, with some local flexibilities. Standardisation of data outputs from these would be beneficial.

Map-based data should also be standardised and openly published.

Question 9: Do you recognise and agree that these are some of the challenges faced as part of plan preparation which could benefit from digitalisation? Are there any others you would like to add and tell us about?

Broadly agree.

It is a bit of an error to think that plans are static and go out of date quickly. Local plans are often very flexible documents allowing different outcomes in different scenarios based on newer information that is provided with applications or as material considerations that inform decision-making. However, the current system can mean that they can date if not kept under review.

Over-production of evidence is also driven through the potential for legal challenge, not simply because of the potential for challenge at examination.

Question 10: Do you agree with the opportunities identified? Can you tell us about other examples of digital innovation or best practice that should also be considered?

At the City of London Corporation we have begun exploring the potential for a standardised back-office schema for local plans, breaking them down into their component parts. This is in the early stages and we have had initial discussions with DLUHC and other local authorities about how we take this forward and what benefits it might bring. We welcome continued discussion on the potential for this approach.

The City Corporation has also undertaken extensive 3D modelling to inform tall building work, including very complex 3D modelling of strategic views and constraints that will directly inform the emerging City Plan.

Question 11: What innovations or changes would you like to see prioritised to deliver efficiencies in how plans are prepared and used, both now and in the future?

No response.

Question 12: Do you agree with our proposals on the milestones to be reported on in the local plan timetable and minerals and waste timetable, and our proposals surrounding when timetables must be updated?

Yes.

Question 13: Are there any key milestones that you think should automatically trigger a review of the local plan timetable and/or minerals and waste plan timetable?

No response.

Question 14: Do you think this direction of travel for national policy and guidance set out in this chapter would provide more clarity on what evidence is expected? Are there other changes you would like to see?

The direction of travel is the right one. There will need to be sufficient flexibility to allow for local evidence to be developed.

Question 15: Do you support the standardisation of evidence requirements for certain topics? What evidence topics do you think would be particularly important or beneficial to standardise and/or have more readily available baseline data?

Standardisation of evidence requirements is broadly supported, particularly for topics that are common across many different areas. It would be worth looking at economic development needs assessments as a case study; there is already a fair amount of guidance on this and yet there are differing approaches by different authorities and consultants.

Any standardisation needs to factor in spatial differences; understanding how (for example) office markets operate in rural areas and market towns is very different to understanding how they operate in large cities.

Question 16: Do you support the freezing of data or evidence at certain points of the process? If so which approach(es) do you favour?

Yes. Freezing data at appropriate stages would assist in smoothing the path of the local plan. Agreeing scope of evidence and methodology at gateway assessments is also sensible; this could focus on those evidence documents where there are standardised approaches.

Question 17: Do you support this proposal to require local planning authorities to submit only supporting documents that are related to the soundness of the plan?

Yes.

Question 18: Do you agree that these should be the overarching purposes of gateway assessments? Are there other purposes we should consider alongside those set out above?

Yes. Consideration needs to be given to conformity with spatial strategies such as the London Plan; it would be welcome for the Government and the Greater London Authority to work together to align the gateway process with the process for considering general conformity.

Question 19: Do you agree with these proposals around the frequency and timing of gateways and who is responsible?

Yes.

Question 20: Do you agree with our proposals for the gateway assessment process, and the scope of the key topics? Are there any other topics we should consider?

No response.

Question 21: Do you agree with our proposal to charge planning authorities for gateway assessments?

While it is agreed that a properly functioning planning system needs to be properly funded, any additional charges for local authorities should be cost-neutral overall. Currently local authorities pay extensively for public examinations of their local plans; if it can be shown that the gateway process will clearly result in shorter and less expensive examinations and a cost neutral position overall, then the approach set out is reasonable.

Question 22: Do you agree with our proposals to speed up plan examinations? Are there additional changes that we should be considering to enable faster examinations?

No response.

Question 23: Do you agree that six months is an adequate time for the pause period, and with the government's expectations around how this would operate?

No response.

Question 24: Do you agree with our proposal that planning authorities should set out their overall approach to engagement as part of their Project Initiation Document? What should this contain?

Yes – the approach to engagement should be set out in the PID.

Question 25: Do you support our proposal to require planning authorities to notify relevant persons and/or bodies and invite participation, prior to commencement of the 30 month process?

Yes, however there needs to be careful consideration of what this stage involves in order to avoid 'consultation fatigue' and give communities a meaningful way to shape the local plan. At this stage it is perhaps most useful to focus not on proposals but on establishing information, views and facts about the area: what people value, what is or isn't working, data that can inform characterisation studies (that can underpin plans and design codes) about places, and data that can inform themes.

It should be recognised, however, that work such as this is time consuming and there could be a lot of information that emerges at this stage with little structure to help analyse information and responses. This stage, therefore, may need to begin earlier in order to meet the 30 month plan preparation timetable.

Question 26: Should early participation inform the Project Initiation Document? What sorts of approaches might help to facilitate positive early participation in plan-preparation?

No response.

Question 27: Do you agree with our proposal to define more clearly what the role and purpose of the two mandatory consultation windows should be?

Yes. However, during the first window the scope of 'options' work should be made clear. This should be high level, and not required to support different options for all policies, but should rather be about the main spatial approaches and priorities, including the potential trade-offs between different issues and uses.

Question 28: Do you agree with our proposal to use templates to guide the form in which representations are submitted?

Yes

Question 29: Do you have any comments on the proposed list of prescribed public bodies?

No response

Question 30: Do you agree with the proposed approach? If not, please comment on whether the alternative approach or another approach is preferable and why.

No response

Question 31: Do you agree with the proposed requirements for monitoring?

Yes.

Question 32: Do you agree with the proposed metrics? Do you think there are any other metrics which planning authorities should be required to report on?

Metrics need to be clarified, for example whether they are in relation to completions, approvals or starts. Under a digital planning system all of these should be able to be monitored.

The introduction of Class E has made monitoring much more difficult. The suggested metric for 'net change in employment floorspace' is largely meaningless in this context; office floorspace is very different to gyms and health centres which are very different to cafes or restaurants. Monitoring these uses is very helpful for understanding an area and how it is changing but it is very difficult under a Class E system. The suggestion to use 'employment' also suggests that industrial land would be part of this, and again offices and heavy industry or logistics are very different and respond to different parts of economic demand. Further thought therefore needs to go into how these measures are defined and measured, and how they relate to the evidence requirements for plans.

Question 33: Do you agree with the suggested factors which could be taken into consideration when assessing whether two or more sites are 'nearby' to each other? Are there any other factors that would indicate whether two or more sites are 'nearby' to each other?

No response

Question 34: What preparation procedures would be helpful, or unhelpful, to prescribe for supplementary plans? e.g. Design: design review and engagement event; large sites: masterplan engagement, etc.

No response

Question 35: Do you agree that a single formal stage of consultation is considered sufficient for a supplementary plan? If not, in what circumstances would more formal consultation stages be required?

No response

Question 36: Should government set thresholds to guide the decision that authorities make about the choice of supplementary plan examination routes? If so, what thresholds would be most helpful? For example, minimum size of development planned for, which could be quantitative both in terms of land use and spatial coverage; level of interaction of proposal with sensitive designations, such as environmental or heritage.

No response

Question 37: Do you agree that the approach set out above provides a proportionate basis for the independent examination of supplementary plans? If not, what policy or regulatory measures would ensure this?

No response

Question 38: Are there any unique challenges facing the preparation of minerals and waste plans which we should consider in developing the approach to implement the new plan-making system?

No response

Question 39: Do you have any views on how we envisage the Community Land Auctions process would operate?

No response

Question 40: To what extent should financial considerations be taken into account by local planning authorities in Community Land Auction pilots, when deciding to allocate sites in the local plan, and how should this be balanced against other factors?

No response

Question 41: Which of these options should be implemented, and why? Are there any alternative options that we should be considering?

No response

Question 42: Do you agree with our proposals for saving existing plans and planning documents? If not, why?

The transitional approach set out for Supplementary Planning Documents requires improving and further explanation. SPDs are a vital part of the current system, particularly where they pertain to sensitive issues such as planning obligations. LPAs that are at an advanced stage of developing an old-style local plan will be unlikely to be able to fold in all relevant aspects of SPDs into their local plans, and this would in any case not be desirable. Until now it has appeared that they would be unable to review any existing SPDs under the proposed new system. This consultation introduces the concept of "local guidance" which does not appear to be explained anywhere. While under a new system, a three tier system of local plans/supplementary plans/local guidance could work, many local authorities won't

be developing new style local plans for some time, yet reviewing existing SPDs to update them supplementary plans would not be possible as many cover authority-wide issues not related to design. For issues such as planning obligations it is vital that LPAs retain the ability to review SPDs at least until they adopt a new style local plan, or for “local guidance” to be properly defined and given appropriate weight.

Question 43: Do you have any views on the potential impact of the proposals raised in this consultation on people with protected characteristics as defined in section 149 of the Equality Act 2010?

Please provide a free text response to explain your answer where necessary. Is there anything that could be done to mitigate any impacts identified?

No response.

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Committee(s) Planning and Transportation Committee	Dated: 3 October 2023
Subject: Report of Action Taken	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	1,2,4 and 5
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain’s Department?	N/A
Report of: Town Clerk	For Information

Summary

This report advises Members of action taken by the Town Clerk since the last meeting of the Committee, in consultation with the Chairman and Deputy Chairman, in accordance with Standing Order Nos. 41(a) and (b).

Recommendation:

- That Members note the report.

Main Report

Urgency – Al Fresco Eating and Drinking – Business and Planning Act Extension 2023

The Business and Planning Act 2020 (the Act) was given Royal Assent on 22 July 2020. The Act introduced a new temporary pavement licence application process making it easier for premises serving food and drink to apply for permission to place furniture on the highway for the purposes of seating and serving customers outdoors.

The temporary provisions in the Act for pavement licensing were initially set to expire on 30 September 2021. However, through the Business and Planning Act amendment regulations, these provisions have been extended year on year, with the latest extension taking them through to 30 September 2024.

The 2023 amendment regulations were made on 9 August 2023 and came into effect on 10 August 2023. They only apply to applications made on or after the date which the 2023 amendment regulations come into force. This means that any applications submitted before the effective date will only be valid until 30 September 2023 and those premises will need to reapply to maintain their pavement licence beyond that date. There is no automatic renewal or extension.

and scrutinised by Parliament and intends to make the pavement licence regime permanent. It is currently at report stage in the House of Lords. A further report will be brought to the Planning and Transportation Committee once the LURB has progressed to final stages and Royal Assent.

The LURB proposes to make amendments to the current provisions, which are summarised as follows:

- Amend the fee local authorities can charge applicants, increasing it from £100 to £350 for premises which already hold a pavement licence, and £500 for new applicants.
- Extend the public consultation period and local authority determination period from 7 days to 14 days.
- Extend the maximum duration of pavement licences from 1 year to 2 years. The length of a licence is however at the discretion of the local authority.
- Provide that pavement licences can also be amended by the local authority with the consent of the licence holder if it is considered that the conditions on the licence are not being met.
- Prohibit a local authority from granting a tables and chairs licence under the old regime (Highways Act 1980) if a pavement permit is capable of being granted under this LURB
- Insert a new enforcement schedule providing powers to the local authority to remove furniture if a premise is not abiding by its pavement licence conditions and hours.

The City of London hospitality sector has faced significant challenges as a result of varying levels of government restrictions, reduced visitor numbers, cost of living crisis, rising energy bills, and post-pandemic changes to working patterns. However, there has been a strong bounce back for businesses in the City and the trade has made it clear that the pavement licence regime has been a key part of their recovery, assisting their ongoing trade and enabling them to thrive.

In order to facilitate the hospitality sector's recovery during difficult financial times, the City Corporation waived the ability to charge the statutorily capped fee of £100 in 2020, 2021 and 2022.

In 2020, the City Corporation estimated a basic cost of £180 to process a new application and £140 to process a renewal application. These costs are estimated on the basic administration of the process and do not include policy costs, site assessments, pedestrian counts, cleansing, and compliance and enforcement costs and therefore the net cost of the temporary pavement licence scheme has been underestimated. This is because there was no data available to calculate the additional costs in 2020 and it was never anticipated that the scheme would keep being extended year on year requiring an annual review of policy and procedures, site visits and inspections.

The basic net cost of administering the pavement licence scheme has been met by the City Corporation each year.

Despite not charging the allowable £100 capped fee, costs have been partly offset by the government new burdens funding received of £80,000 in year 1 and £35,000 in year 2.

Assuming all 198 existing pavement licences are renewed by 30 September 2023, this will generate an income of £19,800. The cost of processing these applications will be £27,720, leaving a net cost of £7,920.00 to be met by the City Corporation.

A full cost calculation will be carried out when the permanent pavement licence scheme is made. This is anticipated to be in 2024.

In order to further assist businesses in their recovery, the City Corporation streamlined the renewal process in 2021 and 2022 by waiving the need to submit a fresh application and simply asking businesses to confirm by way of email that they intended to reapply for their pavement licence on the same terms as before.

Since the introduction of the Act, there has been an increased demand for outdoor space by businesses in the City wanting to place tables, chairs and other furniture on the highway.

In year 1 (August 2020 – July 2021), the City Corporation received 158 new applications. In year 2 (August 2021 – July 2022), the number of applications increased to 184 of which 112 were new and 72 renewals.

Since August 2022 (year 3), the City Corporation has received 203 pavement licence applications of which 92 have been first grants and 106 have been renewals. 5 applications have been refused due to police, counter terrorist or public objections, and there are 15 applications still to be determined. There are currently 176 live licences all of which are expected to reapply using the extended provisions.

Action Taken

The Town Clerk, in consultation with the relevant Members, agreed to the following policy amendments.

Key amendments to the policy:

6.3.1 Introduction

- a) references to COVID-19 removed.
- b) the need to support business balanced with the need to provide safe, accessible, and comfortable spaces for pedestrians added.

6.3.2 Section 1

- c) references to COVID-19 removed.
- d) safety measures around counter terrorism added.
- e) accessibility and pedestrian comfort levels defined.
- f) new street illustration added without COVID-19 distance restrictions.
- g) the City Corporation proposal to issue new pavement licences for the full term of the extension unless a shorter period is specified in the application or there are unique grounds on the merits of the application to issue it for a shorter period. This is with the proviso in Section 6 that a licence may be revised or revoked dependant on pedestrian footfall changes in the City and the aggregate number of pavement licences in any given area. In order to ensure the safety of residents, workers and visitors as people return to the Square Mile, all licences will be subject to regular monitoring by the City Corporation's enforcement officers.

6.3.3 Section 2

- h) City Walkway defined.
- i) use of poles and barriers defined.

6.3.4 Section 3

- j) references to the status of tables and chairs applications during lockdown removed.
- k) the streamlined process used for renewals in 2021 and 2022 removed and replaced with the requirement to submit a fresh application. This is to ensure that any changes to the City's footfall, street scene or public realm enhancements, and demand for public space are taken into consideration when determining the applications.
- l) the proposal to set the application fee at £100, which is the maximum permitted by the Act. The fee was previously waived by the City of London to assist businesses bounce back from the pandemic.

6.3.5 Appendix A

- m) Removal of conditions relating to COVID-19 restrictions.
- n) Addition of condition to prevent privatisation of public space.

REASON FOR URGENCY: The reason for urgency was due to the government's lateness in approving and making the Business and Planning Act 2020 (Pavement Licences) (Coronavirus) (Amendment) Regulations 2023, which extended the temporary pavement licensing scheme until 30 September 2024. The regulations were signed on 9 August 2023 and came into effect on 10 August 2023. Pavement licences issued under the 2022 regulations would expire on 30 September 2023 and applications to enable the continued placing of furniture on the pavement must be made at least 2 weeks in advance of the expiry date. The next Planning & Transportation Committee meeting, scheduled for 3 October 2023, was beyond the expiry date of existing licences.

In accordance with Standing Order 41 (a) and 41 (b), Members are asked to note the recent decision taken by the Town Clerk in consultation with the Chairman and Deputy Chairman.

Copies of background papers concerning these decisions are available from the Town Clerk on request.

Zoe Lewis

Town Clerk's Department

E: zoe.lewis@cityoflondon.gov.uk

PLANNING APPLICATIONS SUB-COMMITTEE Friday, 21 July 2023

Minutes of the meeting of the Planning Applications Sub-Committee held at Livery Hall - Guildhall on Friday, 21 July 2023 at 10.30 am

Present

Members:

Deputy Shravan Joshi (Chairman)
Graham Packham (Deputy Chairman)
Deputy Randall Anderson
Brendan Barns
John Edwards
Anthony David Fitzpatrick
Deputy John Fletcher
Jaspreet Hodgson
Deborah Oliver
Alderswoman Susan Pearson
Judith Pleasance
Ian Seaton
Hugh Selka
Luis Felipe Tilleria
William Upton KC
Alderman Sir David Wootton

Officers:

Zoe Lewis	– Town Clerk's Department
Fleur Francis	– Comptroller and City Solicitor's Department
Catherine Evans	– Environment Department
David Horkan	– Environment Department
Kurt Gagen	– Environment Department
Rob McNicol	– Environment Department
Gwyn Richards	– Environment Department
Bob Roberts	– Environment Department

1. APOLOGIES

Apologies for absence were received from Mary Durcan, Dawn Frampton, Deputy Marian Fredericks, Deputy Brian Mooney, Ian Bishop-Laggett, Deputy Michael Cassidy, Deputy Natasha Lloyd-Owen, Deputy Alastair Moss and Shailendra Umrada.

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

There were no declarations.

3. **MINUTES**

The Sub-Committee considered the public minutes of the last meeting held on 27 June 2023 and approved them as a correct record.

4. **55 BISHOPSGATE**

The Sub-Committee considered a report of the Planning and Development Director concerning demolition of the existing building and the erection of a part-63 storey (284.68 AOD) and part-22 storey (112.30 AOD) building plus basement, including office use (Class E); a publicly accessible multi-purpose space at ground floor level, part Level 02 and part Level 03 for a flexible use including: retail, food and beverage, drinking establishment, learning, community use, exhibition and/or performance space (Sui Generis); a public viewing gallery (Sui Generis), public realm improvements, cycle parking, servicing, vehicle lifts, refuse facilities and other works associated with the development including access and highways works.

The Town Clerk referred to those papers set out within the main agenda pack as well as the Officer presentation slides and an addendum that had been separately circulated and published.

Officers presented the application, highlighting that the application site was located on the west side of Bishopsgate adjacent to Tower 42, within the Eastern Cluster in the current Local Plan and also within the Eastern Cluster in the emerging Local Plan. It was also in the Renewal Opportunity Area.

Members were shown images of the existing cluster showing the nature of tall buildings in the immediate vicinity and the future Eastern Cluster with permitted schemes. Members were informed that 8 Bishopsgate had recently opened and 40 Leadenhall was close to completion. The Officer stated that the site was not in a conservation area but on the opposite side of Bishopsgate was St Helen's Place Conservation area and there were other listed buildings and heritage assets in the immediate vicinity.

Members were informed that the existing building was built in the late 1980s and early 1990s. It was a well-mannered building in this location and was typical of many commercial buildings in the City and across London. There had been some objections relating to the loss of this building, but it was not considered to be a non-designated heritage asset and therefore if it was lost, in townscape terms, it was considered acceptable.

The Officer stated that the proposal sought a 63-storey tower together with a 22-storey satellite tower adjacent to it. The proposal was predominantly for office use with 103,000sqm of space but also included cultural uses at the lower floors and at the top floor.

Members were shown the front elevation from Bishopsgate which showed the green wall stitching the two buildings together and the southern elevation where the green wall extended along the southern façade. Members were also shown an image of the proposed front of the building which showed the ground floor

being given over to the public realm with 2,344 sqm of new public realm. Members were also shown the existing ground floor plan which was built to the extent of the site so there was no public realm within the existing building.

The Sub-Committee were shown the proposed ground floor plan with the core in the middle as the main element of the building. The Officer stated that this would deliver a significant increase in public realm and would also be activated in terms of having pop-up retail situated around the core, a landscaped seating area and it would be a destination for cultural pup-up events.

Members were informed that there would be landscaping water features all around the site. At the front of the site on Bishopsgate, the landscape design was designed as hostile vehicle mitigation so would enhance the overall streetscape without the use of bollards.

The Officer stated that underneath the satellite building, as had been approved in many other City schemes, the delivery and servicing areas would be accessed by two vehicle platform lifts. During the day, when they were not in use, this would create an extended area of public realm and this could be used for pop-up activity.

The Sub-Committee was informed that by opening up the frontages, the pedestrian comfort levels and the movement of people in and around the building would be improved, despite the increase in the population within the new development. The Officer stated that Transport for London (TfL) sought C+ as the standard for street pedestrian comfort levels but the City required a higher standard of B+. There would be A's, B+'s and one B- so there would be significant improvement in terms of pedestrian flows. In addition, TfL had advised they would be making permanent their temporary footway widening scheme which was delivered during the Covid period. The footway would be widened immediately adjacent to the site and also along the Bishopsgate corridor so this would result in a further improvement in comfort levels. Officers were satisfied that pedestrian comfort would be enhanced.

Members were shown images of the new pedestrian routes and capillaries being formed within the development site. These would future proof pedestrian flow if schemes came forward on adjoining sites as they would allow connection to these sites and create new routes, improving pedestrian flows in and around the site.

The Officer stated that the cycle parking provision met the London Plan and City standards. There would be short stay cycle parking on the ground floor and additional short term cycle parking at the lower ground floor accessed by the cycle lifts and a ramp stair if necessary. Longer stay cycle parking would be provided at the lower ground floor and basement levels. The short-term cycle parking exceeded the requirements for the London Plan policy with 116 spaces being required and 122 being delivered.

The Officer stated that there would be two vehicle lifts so that the space could be used for public realm during the day with servicing occurring between 10pm

and 7am. This would be consolidated and capped at a maximum of 136 vehicles per day during this servicing period. Any deliveries during the day would only be delivered by cargo bikes.

Members were shown the first-floor plan which showed the main office reception accessed by two escalators either side of the core and the lift access. Above this there were the office floors.

The Sub-Committee were shown images of the public realm. The Officer outlined the rich textual timber soffit of the building, the sculpted element of the proposed columns and the bronze finish. He stated the core itself would be brick and porcelain and the area would be welcoming to the public and would not have a corporate feel. Members were shown images of the water feature and how the area could be used for pop-up cultural events. Members were informed that it was intended that there would be a cultural operator that would curate and operate all the cultural elements within the scheme to include both the ground-floor public realm and also the upper floors and the conservatory on the top floor. The Officer stated that the applicants had been in discussions with New London Architecture about being the operator of this space.

Members were shown images of the auditorium at the lower floors of the satellite building. The Officer stated that the lower level of the auditorium faced outwards towards Bishopsgate. He also stated that Level 3 was the main exhibition area which was a flexible space for learning, the community and a café as well as providing access to the upper level of the auditorium.

Members were shown an image of how the auditorium would look from the street scheme and were advised that it would extend the activation of the ground floor from the public realm to the upper floors.

The Sub-Committee were shown an image of the fourth floor level which was proposed to be a co-working space. The Officer stated that 5% of this space would be affordable workspace which would equate to approximately 50 desks. This would potentially be operated by the cultural operator.

Members were shown a cross-section image showing how the floorspaces fitted together and the circulation around them. They were also shown images of the conservatory which was a unique environment created at the top of the building in the triple height space with capacity for 300 visitors. Members were informed that it would be open from 10am to 7pm or nautical dusk, whichever was later. It would provide learning and educational opportunities which would be curated by the operator of the floor space.

Members were shown images of the viewing platform above the conservatory which would deliver views across London and St Paul's Cathedral. They were also shown images of the landscaping at ground floor, the conservatory at the top and the extensive green wall provided between the two buildings which would be between Level 4 and Level 22. Members were informed that the green wall would provide a striking feature in the street scene and also deliver

benefits in terms of biodiversity, urban cooling and benefits to visitors and occupiers of the building.

The Officer stated that the rest of the building would be for office use. Existing and emerging policies sought to deliver a significant increase in Grade A floor space and the cluster was seen as the strategic location to deliver that floor space. This scheme would deliver 103,000sqm of floor space which equated to 14% of the office requirement for the planned period up to 2036. This would be a significant contribution towards this strategic objective.

Members were informed that the proposal was for a tall building within the cluster identified as the place to accommodate tall buildings. The building would be 63 storeys tall and would be 284m in height. Members were shown images of the cluster, including the cumulative image of the cluster where 1 Undershaft and 100 Leadenhall could be seen. Members were shown how the proposal would fit in and consolidate the cluster. It stepped down from 1 Undershaft and 22 Bishopsgate in keeping with the general curve of the cluster form. The elegant, tapered edge provided a well-considered addition to the cluster. The proposed development was considered to be of the highest quality architectural design. Biometric geometry based on the Fibonacci sequence, a geometry found in nature, had been used, creating an elegant design solution and the building had a very efficient structure, which reduced the carbon required for the construction.

The Officer stated that the proposal would enhance the overall longer distance views of the cluster. Members were shown strategic views from Blackheath Point and Parliament Hill. Members were informed that there had been some objections to some of the strategic views, in particular from Historic England and from Westminster City Council.

There were views where Officers had identified there would be some degree of harm but in all cases it was considered to be at the low level of less than substantial harm. These views were St James's Park looking back to Whitehall Court, the War Office and Horseguards. In this view the proposal was visible behind the island in the park. Guidance stated that it should not protrude above the central part of the island and the proposal was considered offset and its tapering design provided a softer form. It had been designed in keeping with the spires of Whitehall Court so whilst it did appear in this view, it was considered to be a low level of less than substantial harm. Members were shown the cumulative impact with other developments outside of the city e.g. The London Eye which at night dominated the view in terms of its appearance and lighting. The subdued appearance with the tapering form of the proposed building and the lighting strategy would ensure that the upper floors were lit up accordingly so as not to be too prominent.

Members were shown a view from the Golden Jubilee/Hungerford Footbridge and were informed that the proposed building would draw the cluster slightly closer to St Paul's Cathedral but it had been designed with the tapering form arcing away from St Paul's. The height dropping down from 22 Bishopsgate and 1 Undershaft was in keeping with the ethos of the cluster to fall down

towards St Paul's to diminish the cluster's appearance. Whilst there was considered to be a low level of less than substantial harm, the building itself had been designed to mediate that harm.

The Sub-Committee were shown images of views from Waterloo Bridge which were kinetic view but had a strategic gap between St Paul's and the cluster. From this view, the design which arced away, mediated the impact on St Paul's.

Members were shown views from further east along the river which showed the scheme fitting within the cluster, and the view from Bankside where the building dropped in height from 22 Bishopsgate. Members were informed that when viewed from London Bridge, the cluster fitted in between Tower 42 and 22 Bishopsgate. Members were shown the view from Queen's Walk at City Hall and were informed that the proposed building did not appear from this view.

The Sub-Committee were shown the views from the north bastion of Tower Bridge and the Tower of London from which the proposed building could be seen embedded within the cluster. Historic Royal Palaces had confirmed that had considered that the proposal did not affect the world heritage site. In the cumulative scenario, the proposal would not appear in the view from the Tower of London. Members were shown the view from the Golden Gallery of St Paul's, which showed the proposal fitting in to the cluster.

Members were shown an image from St Helen's Place, which was within the conservation area. This showed the proposed building appearing in the background behind a listed building. The Officer stated that this was part of the striking juxtaposition of the City and one of the dynamic viewpoints seen all around the cluster with the old and new symbolising the continuous success of the square mile and the evolution of the city. There was no change to the cumulative impact in this view.

Members were shown further townscape views showing how the development would fit in within the overall concept of the cluster, looking east from London Wall and looking from Bank Junction where the cluster fitted in behind Bank Junction. From Bartholomew Lane, the tall buildings of 100 Bishopsgate and Tower 42 could be seen in the background and the elegance of the design, the strong form of the exoskeleton and the way in which the building tapered away, could be seen. This was also a dynamic viewpoint. In an image from Copthall Avenue, the sculptural quality of the building could be seen as well as the green wall.

Members were shown an image from Sun Street Passage southwards, in which the proposal consolidated the form of the cluster. One Undershaft could be seen in the cumulative view.

Members were shown an image from Bishopsgate, looking south, in which the tall buildings could be seen on the eastern side of Bishopsgate with the proposal fitting in in front of 99 Bishopsgate and Tower 42 consolidating the overall cluster.

The Officer stated that the proposal would involve the demolition of the existing building and it was recognised that this created the most embodied carbon but the applicant had been through the whole life cycle carbon optioneering process and this had been independently reviewed in accordance with the Planning Advice Note. In order to deliver the strategic increase in floor space and the significant public realm benefits, the demolition, in this case was considered acceptable. The architects had designed the development to minimise carbon emissions in the construction process. There would be careful deconstruction to maximise the reuse of materials, the sourcing and use of recycled materials would take place where possible, it would be a structurally efficient building to minimise carbon and there would be an effective heating and cooling system to minimise operational carbon. The demolition would meet the GLA benchmark for carbon emissions and the building would meet BREEAM outstanding and Platinum WELL. It would also meet the highest levels of other environmental charters. Overall, the circle economy and sustainability of the schemes was considered acceptable.

The Officer stated that in terms of microclimate, the scheme had been extensively tested and had been designed to mitigate impacts as much as possible. There were two existing breaches on Great St Helens and they would remain as part of the development. There was one additional breach on Great St Helen's but it was only a very marginal breach. The threshold was 15 metres per second squared wind speeds over a period of 1.9 hours for a whole year. This resulted in 15.2 metres per second squared wind speeds in this location for 1.9 hours across the whole year so was considered to be a very marginal exceedance. Great St Helen's was also a pedestrian environment so there was less conflict in terms of vehicles and pedestrians.

Members were informed that the scheme would deliver improvements in terms of the microclimate conditions on Bishopsgate, Wormwood Street and Chamomile Street. It improved wind conditions so it would be safer for pedestrians and cyclists. The microclimate conditions were considered acceptable in terms of daylight and sunlight. A significant number of properties were assessed in a wide area around the site. One key building was 50 Bishopsgate which was opposite the site and had residential use on the second, third and fourth floors. The existing levels of light to this building was low so the percentage reduction was disproportionate in terms of impact. Each of the units had two windows serving each room at the front of the building and were dual aspect units and therefore the impact was considered acceptable. The second key building was 33 Great St Helen's which was tucked in behind the existing building. It would not have any direct visibility of the proposed development. The windows that would be affected were on the back of the building so up against the adjoining commercial development. Three out of the four rooms affected were bedrooms with low existing levels so the percentage reduction was disproportionate. These units, and the living rooms, were dual aspect.

The Officer stated that paragraph 202 of the National Planning Policy Framework required that where there was identified heritage harm,

consideration must be given to whether there were any public benefits that outweighed that harm. The economic benefit was the delivery of over 100,000sqm of Grade A office floorspace which was a significant contribution to inward investment in the square mile. Also, the cultural offer would provide a visitor attraction supporting the local economy. There would be significant public realm improvements including improved environments for pedestrians and cyclists and there would be Section 106 contributions of £200,000 to St Paul's lighting scheme and £250,000 for the renovation of the Golden Ball and Cross project which was a joint project with Goldsmiths to include apprenticeships and the renovation of the Golden Ball and Cross project. Where less than substantial harm to St Paul's had been identified, this was a direct contribution to mitigate against this and reinforce the pre-eminence of St Paul's with these works. There would be enhanced public realm for workers, residents and visitors, a significant cultural offer and a visitor attraction together with learning and education opportunities.

The Officer informed Members that some of the key Section 106 Heads of Terms were; an affordable housing contribution of £4.8m; a local training and job brokerage of £2.9m; contribution of security measures for the Eastern Cluster of £976,000; and a TfL cycle hire contribution of £220,000 for a new docking station. In addition to the regular S278 requirements for wider TfL highway improvements to the Bishopsgate corridor, the applicant was also providing £1.5m to TfL for wider improvements and highway improvements along the Bishopsgate corridor.

The Officer stated that in conclusion, the building had been strategically sited within the heart of the City Cluster which had been a plan-led approach to consolidating tall buildings and growth in a manner which would be the least impactful on strategic heritage assets. The development was considered to be an exemplary architectural response to a complicated site that had been designed with sustainability, micro-climate, streets, people and spaces in mind and presented an elegant design solution which made an effective use of limited resources. The development would provide a unique and distinctive addition to the City Cluster and would deliver significant public benefits flowing from the enhanced public realm and the creation of a cultural attraction making a stunning contribution to Destination City. The application was therefore recommended for approval.

The Chairman explained that there were no registered objectors to address the meeting on this occasion and he therefore invited the applicant to speak.

Mr Makoto Fukui, Schrodgers, speaking on behalf of the applicant, 55 Bishopsgate Unit Trust, advised that this was a unique opportunity to deliver on many of the mutual objectives of the City in the wider built environment. The proposal included over 100,000sqm of best-in-class office floorspace for the City which would support approximately 7,500 city-based new jobs. The brief of the project, which was started 5 years ago, was to achieve high quality architecture, exemplary sustainability, performance and positive engagement with the community. Consequently, the scheme proposed a significant increase in activated public realm on the ground floor as well as a unique rooftop

experience, both of which would be open to the public. There would be affordable workspace and a dedicated cultural space on the second and third floors. The cultural strategy had been prepared in collaboration with New London Architecture (NLA) to provide a permanent home for the London Centre. The intention was to commence works in 2024 with the new building targeting completion in 2029. A best-in-class project team led by development manager Stanhope and Architects AFK had been appointed.

Mr Nick McHugh, co-founder and Chief Executive of the NLA, advised that the NLA was the membership organisation for London's built environment community. He stated that there were over 500 member organisations spanning public and private sectors including the GLA, City of London and 29 London boroughs. As well as supporting the development of skills across the professions, the goal was to engage the widest possible audience in the future of London's built environment, from school children to politicians, from community groups to international visitors and investors, through unique London models and public galleries. For the last 15 years, these had been based in two locations but there was an aim to bring them together. In April 2023, the London Centre opened in the Guildhall West Wing. Through a collaboration with Shroders Stanhope and AFK, a purpose-built facility had been designed at 55 Bishopsgate, which would allow for over 500,000 visitors per year. This had been backed up by a financial commitment from Shroders to invest in fitting out the space, providing discounted rent for the first 10 years of occupation and supporting the development of key parts of the programme in advance of opening. This would include committing to invest in content development, schools learning programme and international outreach.

Mr Benjamin O'Connor, Director at NLA stated that NLA had worked closely with the team at AFK and Stanhope and believed that the location, design, content and programme for the London Centre at 55 Bishopsgate would fulfil the vision to create an open, welcoming, egalitarian space for all Londoners to engage in the discussion and debate around the future of their city through exciting, seasonal activation in an aspirational environment. Mr O'Connor stated that ground floor access was unobstructed and would utilise soft, warm, inviting materials with no physical or human barrier to access and there would be a new public amenity in the form of a Place Lab, activated with new public installations, testing out innovative ideas for the public realm e.g. small-scale pavilions and street furniture to kinetic LED paving and smart lighting. The public realm would be flanked by a kiosk-style food and beverage offer with multiple units providing seasonal options for city workers that could be programmed to shift focus on evenings and weekends. The core London Centre offer would include a 20,000 square foot public space with models of the city and a dynamic series of exhibitions with a café and learning offer operating seven days a week alongside the public realm. A double height 250 seat lecture space would be programmed throughout the year, with access to occupiers and city businesses. The space would be flexible with the ability to host large events, dinners and community events. The rooftop experience would combine a garden viewing platform and event space for schools and technology would be used to allow visitors to get a sense of the future in their city.

Mr Earle Arney, AFK stated that it had been an honour to design the extensive cultural floor space and public realm in partnership with the NLA to accommodate the new home of the London Centre. The aspiration was to deliver a world-class building for the city which would be elegant, with sustainability at its heart. This started with an innovative approach to the structure which mimicked nature and was informed by the fibonacci sequence, the highly efficient organising principle found throughout nature. In doing so, the embodied carbon material needed for construction had been minimised whilst expressing the structure externally and defining the architectural aesthetic. Mr Arney stated that BREAMM Outstanding had been achieved, which was the highest possible rating obtainable. Neighbours 5.5 out of a possible score of 6 had been achieved as had a Platinum rating for the World Building Standard which was the highest available. An Urban Greening Factor of 0.3 had been achieved and there was a target of 850kg of carbon per square metre. Mr Arney informed Members that the Officer report had stated that the proposed scheme achieved outstanding sustainability credentials. This included third party verification. Whole life carbon optioneering had been carried out in accordance with the City's recent carbon options guidance. The architecture, height and form of the proposal had been carried out in accordance with the regard to townscape, views, heritage and the London skyline enriching the composition of the City Cluster as expressed in the elegant, tapered form.

Chris Gascoigne, DP9 Planning Consultants, stated that the site was within the City Cluster which was identified in the adopted and emerging City Plan as being a location with a renewal opportunity area appropriate for tall buildings. He informed Members that the proposals had been designed with careful regard to townscape views and the overall composition of the emerging cluster, with the building tapering down in height from the taller buildings in the cluster – the consented scheme at 1 Undershaft and the completed 22 Bishopsgate. Mr Gascoigne informed Members that the proposals offered a thorough and wide-ranging planning and public benefits package. This included delivering over 100,000 square metres of office floorspace representing 14% of the City's office targets and supporting over 1,200 construction jobs and 7,500 end user jobs. The proposals would result in a combined Section 106 and Community Infrastructure Levy package over £34.5m in addition to the provision of on-site affordable workspace. There would be over 2,300 square metres of increased and activated public realm, improving pedestrian comfort and facilitating new routes. In addition, there would be over 4,300 square metres of dedicated cultural floorspace at Levels 2 and 3 and the unique 360 degree rooftop conservatory experience that would be free to access for the public between 10am and 7pm or nautical dusk. The cultural strategy was underpinned by the partnership with the NLA as the home for the New London Centre. The proposal was based on outstanding sustainability credentials. It was also subject to extensive community engagement in accordance with the City's Statement of Community Involvement Strategy.

Mr Gascoigne stated that there were few public comments and no one registered to speak against the application which was testament to how well the proposals had been received. In conclusion, he stated that the proposals sought

to sustainably optimise the potential of the site for office growth, in accordance with the development plan whilst embracing the Destination City objectives.

The Chairman thanked the applicant team for their contributions and invited questions of them from the Sub-Committee.

In response to a question from a Member about the commitment to the partnership between the applicant and the NLA, the applicant stated that there were a number of consequential conditions that had to be met and extensive discussions were taking place with the NLA with terms including financial parameters agreed. Mr Nick McHugh, NLA confirmed that there was a heads of terms agreement in place.

A Member raised concern about the short-stay parking being below ground which would make it more difficult to access. She also raised concern about the difficulty in finding a cycle parking space near the site, and she asked about the size of the lifts. The applicant stated that in terms of short-stay cycle parking, there was a combination of Sheffield stands and provision at lower ground levels which were accessible by the lifts. The parking provision had been split following discussions with Officers to ensure there was extensive public realm. The lifts were 1.8m by 2.5m which exceeded the lift size requirements for the London Cycling Design Standards. They had capacity for at least one accessible cycle per lift or three conventional cycles per lift. The two lifts would operate independently and in terms of peak-hour movement there would be capacity for about 87 accessible cycles per hour or combined capacity for conventional cycles of about 262 cycles per hour. This was sufficient to cater for 100% of the peak-hour cycle demand. The cycle parking within the lower ground floor was fully accessible by the cycle lifts. Splitting the cycle parking obtained a balance both in terms of maximising the public realm within the ground floor but still providing an element of short-stay parking for ad hoc trips to the units within the ground floor as well as other trips within the site. It was also acknowledged that the type of trip to the conservatory, for example, would be of a longer duration. Parking provision at the lower ground floor would ensure that short-stay cycle parking was available at all times. Cycle parking in the area was heavily used and cycle parking within the site would not be on the public realm and would be secure.

A Member asked about servicing and blue badge parking. The applicant stated that access would be via the lifts. It would be pre-booked and there would be a banks person to escort the driver through to one of the lifts. It would be a managed process from kerbside down to the basement and up again. There would also be a barrier providing protection to public realm users as the lift descended from, and ascended to, the public realm. The vehicle mitigation bollards by the dropped kerbs would recess into the ground to enable access to blue badge holders.

In response to a Member's comment that the City was trying to enhance activities through Destination City, and that more creative activity would be welcomed, the applicant stated that the space would be programmed by the applicant but there would also be partnerships with the City, with the

Destination City campaign, and with other cultural organisations. The public space at ground floor level would be activated through competitions processes, changing on a quarterly basis, with active events and installations and testing out new public realm ideas. The second and third floor spaces would provide options to collaborate on events and activities including learning workshops.

A Member asked whether the architectural design team would be involved from start to finish as suggested in the London Plan. The applicant stated they had been working with AFK Architects, a best-in-class design team, since 2018. They had led the design process throughout and would be delivering an exceptional architectural building.

A Member asked about emergency back-up powering. The applicant stated that as with a number of the larger buildings in the City, they were connected to a newer part of the UK Power Network. The building would have two power suppliers in line with some of the more newer buildings in the City. Discussions were taking place with the fire brigade about the provision of back-up power for life safety. Currently the plan was to use generators to provide that. However, technologies were changing and the situation would be monitored. It was possible that as the scheme was developed, the two power supplies could be relied on without the use of generators.

A Member asked how temperature would be controlled given the large amount of glass in the conservatory. The applicant stated that it was not a close controlled environment and it would react to the external environment. It would be double glazed so there would be no condensation. The temperatures would flow and behave in a similar manner to the external environment. In winter, solar energy would allow the space to be warmed up. In the summer, a series of automated vents would be opened to let the warm air out preventing an overheating effect. There would be a large movement of air as the vents were opened and the space cooled through the stack effect.

A Member asked about the benefits of the innovative exoskeleton approach. The applicant stated that the approach was to broaden and make a more economical vertical cantilever by putting the structure on the outside of the building rather than relying solely on the concrete core. The building was a slender building in terms of height to width ratio at about seven times multiplier. Buildings of this ratio and above that were only stabilised by a concrete core had a high density of concrete. This proposal would use a combined exoskeleton and concrete core. The main benefit of the exoskeleton was that the core did not need to do so much work and less concrete was required in the core and the concrete strength requirement could also be reduced. This would mean there were substantial embodied carbon advantages with the embodied carbon reduced by approximately 10%. Extensive optimisation studies using the most contemporary methods and computer technology meant there were more efficient relationships of geometry than the conventional x-frame shape exoskeletons and these could yield further savings of about 7% steel. There were also advancements in the embodied carbon in steel with the steel sector working to decarbonise the supply chain. Work had taken place with the design team to look at ways reused scrap steel could be used as the primary steel for

the exoskeleton and to look at steel created with renewable energy sources. The low embodied carbon exoskeleton had been further optimised by approximately 40% in terms of the steel embodied carbon through the optimisation process.

A Member asked for clarification on how the vents and the mechanical ventilation heat recovery systems would coexist. The applicant stated that the two elements were part of the same system. On each floor there was a ventilation slot that ran around the building and that would be used for taking air in and exhausting air out from the office floors. There would be enough movement of external air past the building to allow this to work correctly. In traditional buildings, there were large central air systems that used large shafts and large handling units to deliver large volumes of air and these used a significant amount of energy. Having a floor-by-floor approach meant the systems could be designed to be specific for the use on each floor. There would be a series of heat recovery units around the floor which would be connected to the façade. When air was brought in, it would be used on the floor and when rejected, any heat would be retained from that and would be transferred back into the supply airflow. The applicant confirmed that the vents could not be opened by individuals using the space, however there was a strategy to look at free cooling where the external conditions were acceptable so that fan energy could be minimised.

In response to a Member's question about deliveries and the modelling for expected deliveries during the night period, the applicant stated that there would be four loading bays within the service yard and extensive calculations had been undertaken in relation to the average duration of stay in these bays. The constraints of the site were such that the size of the vehicles would be restricted to 8 metres. Smaller vehicles would deliver fewer goods and therefore the duration of stay would be shorter. The capacity of the service yard would be about 15-17 vehicles per hour. The maximum number of vehicles which could be accommodated from 10pm to 7am was 136 vehicles. This was the shortest delivery period that the development could accommodate. The movement of vehicles would be heavily managed and all vehicles would be required to have a pre-booked slot. The lifts had been set back to ensure vehicles could enter the site without having to wait on the footway. A stage one safety audit did not raise any concerns with regards to movements across the footway.

Seeing no further questions of the applicant, the Chair sought out any remaining questions of Officers.

A Member asked about the microclimate and the wind changes at street level, especially at Camomile Street. An Officer stated that the microclimate assessments had demonstrated that there would be improvements in the wind conditions along Bishopsgate, Wormwood Street and Camomile Street. Currently winds wrapped around 100 Bishopsgate and these created a crosswind which affected cyclists. The proposal would create a more linear nature of the wind direction making it safer for cyclists and would reduce the

extent of the wind improving the overall microclimate for pedestrians and cyclists.

A Member asked Officers for clarification on the local training and job brokerage of £2.9m, how this would be monitored and the effectiveness measured. An Officer stated that the £2.9m was part of the local training and job brokerage package secured through the Section 106. As was the case with many other schemes, the expenditure of money was delivered by the skills team in innovation and growth and specific projects were considered and steered by the Policy and Resources Committee. In previous years, this had helped to fund projects such as the Socioeconomic Diversity Taskforce and the Financial Services Skills Commission as well as jobs on City construction sites and local apprenticeships, as well as the Skills for a Sustainable Skyline Taskforce. A report would be submitted to the Policy and Resources Committee to secure funding from Section 106 for specific projects over the coming years.

A Member asked if the proposal fitted in with the Local Plan in terms of tall buildings and the skyline. An Officer stated that in terms of the 3D modelling and capacities massing studies carried out as part of the Local Plan review, the proposal fitted comfortably within the modelled envelope.

A Member asked whether modelling of pedestrian movement had taken place. An Officer stated that the application was accompanied by a transport assessment and Space Syntax had also produced a pedestrian flow analysis and the immediate site and its surroundings had been considered. Opening up the public realm would increase the size of the footways immediately around the building. The growth in the number of people visiting the site and moving along Bishopsgate and through various routes had been taken into account. Therefore, with the increase in occupancy of the building and with the increased pedestrian flows, the widening of the footways was enhanced and would make the conditions more comfortable than currently. TfL's proposals to widen the footway even further than modelled would result in further improvements in terms of pedestrian flows in the wider area.

A Member asked how Thames Water concerns that there was not enough water for a building of the proposed size, would impact the development. An Officer stated that one of the conditions attached to the proposal was requested by Thames Water and was that the applicant must undertake capacity modelling and submit this to demonstrate that there was a sufficient water supply.

In response to a Member's question about having an architectural retention condition, an Officer stated that this condition was added where it was considered necessary to monitor the design quality.

A Member asked for clarification on the office floor space and the evidence base given the figures were from 2017, prior to the pandemic and changes in working patterns. An Officer stated that the most up to date assessment of additional capacity set a requirement for about 2 million square metres between 2016 and 2036. This was based on GLA employment projections that were

published in 2017. These had been superseded by more recent GLA employment projections. The City had recently commissioned Arup and Knight Frank to undertake an evidence piece looking at future demand for office requirements in the square mile. They had provided a report setting out three scenarios for office capacity based on office attendance and a number of other factors. The upper range scenario set out demand for an additional 1.9 million square metres, the mid-range demand was just over 1 million square metres and the lower range was approximately 570,000 square metres of additional floorspace. The study had not yet been formally incorporated into the City Plan that would be considered by the Planning and Transportation Committee in Autumn 2023. However, it was a robust and up-to-date piece of evidence work that was based on the latest GLA employment projections and modelled a number of different scenarios. The Officer stated that the 2 million square metre projection was from 2016 and therefore much of this capacity had already been delivered through planning decisions. The mid-range scenario was considered to be the one that most closely currently matched the trends of midweek attendance and the rate of office attendance. The most recent evidence corroborated broadly the previous evidence that informed the 2 million square metre requirement that was set out in the City Plan.

A Member referred to the recent appeal decision in relation to Marks and Spencer, Oxford Street, Westminster and asked if this decision changed how City Officers would advise Members in relation to embodied carbon and retaining buildings. An Officer stated that each case had to be understood on its merits and the appeal decision should not be applied directly to other schemes. The Officer also stated that there could be a legal challenge to the appeal decision. He further stated that the Secretary of State's decision concluded that that particular development did not accord with the development plan as a whole and he gave consideration to the balance of material considerations. Carbon was one of these material considerations and that specifically was informed by a lack of robust consideration of different options. Consideration was given to the balance of heritage harm and weight was given to some aspects of the heritage implications.

In response to a Member's question about the impact of the development on St Paul's Cathedral, an Officer stated that the application went through a significant pre-application process and the application had been amended. The original scheme was higher than that currently proposed and the reduction in height had a material impact in terms of the impact on St Paul's and also the impact in the wider context. The current scheme lessened the substantial harm to the significance of St Paul's. As required by the National Planning Policy Framework (NPPF) all the public benefits arising from the proposed scheme had to be considered and it had to be established whether these outweighed that particular harm. In this case, the benefits and the harm were set out in the report. Officers had concluded that the harm was outweighed by the significant public benefits. A number of conditions and Section 106 obligations required the Cultural Plan to be delivered, there to be a cultural operator and the public realm, ground floor auditorium and exhibition space would all be for flexible use and that the conservatory would be delivered.

A Member asked for confirmation that the public benefits would be provided for the life of the building. An Officer stated that any change would require a deed of variation to the Section 106 or a new planning permission for a change of use.

The Sub-Committee then moved to debate the application.

A Member commented that the striking, elegant design, public realm proposals and substantial pedestrian permeability improvements were welcome additions to the City.

A Member welcomed the permeability at ground floor level and cultural offering and stated that this would be a new iconic landmark in the City.

A Member commented that this was a good scheme, with a good design, cultural offering and it fitted in with the cluster.

A Member commented that whilst she could see the benefits of the proposal, she had concerns about whole life carbon and the demolition of a 40-year-old building which could be refurbished.

A Member stated he also had concerns about the building being demolished but considering the building being demolished was small in comparison with the size of the proposal, he considered this to be acceptable. He also welcomed the building style.

A Member welcomed the creative design of the building that reduced embodied carbon and thanked Officers for their detailed presentation.

A Member welcomed the cultural elements of the scheme and the design of the building.

The Chairman summed up the points made and stated that this site was the right home for the NLA. He had seen firsthand the work done at the London Centre with school children, exciting them about the built environment and architecture and the careers available to them. Moving to this building would further inspire them. The NLA had also done work on social mobility. Adding inclusivity to the building would enhance that offer further. The building would sit at the heart of the Eastern Cluster, in the middle of the area defined as suitable for tall buildings. In terms of the future requirements for square footage, this building would be an important part of the ecosystem of towers in the City and essential for the growth of the square mile.

A Member who had asked for either an architectural retention condition, or for this to be included as part of the legal agreement, stated that he was content for Officers to decide which way to progress this. Officers confirmed this would be added to either the conditions or legal agreement.

Having fully debated the application, the Committee proceeded to vote on the recommendations before them.

Votes were cast as follows: IN FAVOUR – 14 votes
OPPOSED – 1 vote
There were no abstentions.

The recommendations were therefore carried.

Mr Hugh Selka, who had not been present for the whole agenda item, did not vote.

RESOLVED -

1. That planning permission be granted for the above proposal in accordance with the details set out in the attached schedule subject to:
 - (a) The application be referred to the Mayor of London to decide whether to allow the Corporation to grant planning permission as recommended, or to direct refusal, or to determine the application himself (Article 5(1)(a) of the Town & Country Planning (Mayor of London) Order 2008);
 - (b) The application being referred to the Secretary of State pursuant to the Town and Country Planning (Consultation) Direction 2021 and the application not being called in under section 77 of the Town and Country Planning Act 1990;
 2. That Officers be instructed to negotiate and execute obligations in respect of those matters set out in "Planning Obligations" under Section 106 of the Town and Country Planning Act 1990 and any necessary agreement under Section 278 of the Highway Act 1980 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been executed; and;
 3. That Officers be authorised to provide the information required by regulations 29 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, and to inform the public and the Secretary of State as required by regulation 30 of those regulations.
5. *** VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT ENVIRONMENT**
The Sub-Committee received a report of the Chief Planning Officer and Development Director detailing development and advertisement applications determined by the Chief Planning Officer and Development Director or those so authorised under their delegated powers since the report to the last meeting.

RESOLVED – That the report be noted.

6. *** DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**
The Committee received a report of the Chief Planning Officer and Development Director detailing development applications received by the Department of the Built Environment since the report to the last meeting.

RESOLVED – That the report be noted.

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

A Member stated that on the planning portal, the application noted in the current list for Cripplegate for “repairs and minor alterations to the existing windows and window framing of Crescent House, including stripping, repairing and redecorating existing window frames; replacement of existing single glazing with vacuum glazing panels and associated works” had a number of objections.

The Member stated that a year ago, the Committee had approved a pilot project to test three options for the window and facade refurbishment of the Grade II* listed Crescent House. She stated that the project was yet to deliver any results and the heritage glass had yet to arrive on site to enable the first part of the pilot to be completed and tested. The Member stated that residents felt they had waited for the pilot project proposed by the applicant and it was premature for an application to be submitted and considered before the results were known and Historic England, The Twentieth Century Society and residents have seen the results.

The Member asked Officers to advise on the position of the pilot project, the requirement for it to be completed and the timeline for the new application, including whether it was likely to come to Committee before phase one of the pilot was completed and tested.

An Officer stated that the pilot project was being considered and worked through in tandem with the current application and was focussing on the vacuum glazing. Samples would be delivered on site later in the summer and there would be an opportunity at that time, for Officers, the Twentieth Century Society, Historic England and residents to view these samples in situ. Depending on the outcomes of the testing and the aesthetics of the proposal, the current application which had been submitted would be submitted to Committee after the assessment.

8. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There were no additional urgent items of business for consideration.

The meeting ended at 12.15 pm

Chairman

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