



Planning and Transportation Committee

INFORMATION PACK

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

Date: TUESDAY, 12 DECEMBER 2023

Time: 10.30 am

Venue: LIVERY HALL - GUILDHALL

11. PUBLIC LIFT & ESCALATOR REPORT*

Report of the City Surveyor.

(Pages 3-6)

12. RISK MANAGEMENT UPDATE REPORT*

Report of the Interim Executive Director Environment.

(Pages 7-22)

13. TO NOTE THE DRAFT MINUTES OF THE STREETS AND WALKWAYS SUB-COMMITTEE - 7 NOVEMBER 2023*

(Pages 23 - 34)

14. TO NOTE THE MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE - 20 NOVEMBER 2023*

(Pages 35 - 58)

19. DEBT ARREARS - ENVIRONMENT DEPARTMENT (P&T COMMITTEE) FOR THE PERIOD ENDING - 30TH SEPTEMBER 2023*

Report of the Interim Executive Director Environment.

(Pages 59-66)

**Ian Thomas CBE
Town Clerk and Chief Executive**

Committee(s): Planning and transportation committee – For Information	Dated: 24 November 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 3 November 2023 to 24 November 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 **86%** of the time.

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
SC6459146	Speed House Glass/Public Lift	100.00%	99.81%	↑
SC6458968	Moor House	100.00%	98.91%	↑
SC6458959	London Wall Up Escalator	100.00%	60.00%	↑
SC6458958	London Wall Down Escalator	100.00%	62.00%	↑
SC6458969	Pilgrim Street Lift	100.00%	86.49%	↑
SC6458964	London Wall East	100.00%	97.13%	↑
SC6458970	Wood Street Public Lift	100.00%	85.00%	↑
CL24	Duchess Walk Public Lift	100.00%	99.12%	↑
SC6458962	Tower Place Public Lift	100.00%	97.76%	↑
SC6458967	Little Britain	100.00%	96.99%	↑
SC6459244	Glass South Tower	100.00%	94.00%	↑
SC6458965	London Wall West	90.22%	80.93%	↓
SC6462850	33 King William Street	81.94%	56.04%	↓
SC6458966	Atlantic House	64.00%	83.41%	↓
SC6458963	Tower Place Scenic Lift	50.00%	97.15%	↓
SC6462771	Blackfriars Bridge	0.00%	84.19%	↓

2. London Wall West down time caused by repairs required to door detectors following a lift entrapment caused by misuse.
3. 33 King William Street required car door repairs due to vandalism.
4. The Atlantic House lift is currently under warranty with the project contractor who conducted the modernisation works in February 2023. The defect with the lift has been rectified although the project contractor is not subject to the same SLAs as the maintenance contractor which is causing delays to rectification. This issue will be raised with the projects team to ensure this is not a recurring problem.
5. Tower Place scenic lift experienced some significant flooding to the lift pit which had to be taken out of service due to safety reasons while the water is removed and the pit dries out.
6. Blackfriars bridge has a defective drive unit which has been ordered and is awaiting delivery for install.
7. It is worth noting that the industry continues to face significant challenges in the availability of and lead times on parts ordered. Previously “off the shelf” items are now on reasonably long lead times.

8. Table 3.0 categorises the causes of faults/outages in this reporting period.

Table 3.0

Category	No of call outs
External/Environmental factors	0
Equipment faults/failure	10
Planned Insurance Inspections	0
Planned Repairs	0
Resets following emergency button press or safety sensor activation	0
Damage/misuse/vandalism	3
Autodialler faults	0
Total	13

9. 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	20
Equipment faults/failure	139
Planned Insurance Inspections	17
Planned Repairs	26
Resets following emergency button press or safety stop equipment activation	15
Damage/misuse/vandalism	24
Autodialler faults	6

10. 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): Planning and Transportation Committee	Dated: 12 December 2023
Subject: Risk Management Update Report	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	All
Does this proposal require extra revenue and/or capital spending?	N
Report of: Bob Roberts, Interim Executive Director Environment	For Information
Report authors: Joanne Hill, Environment Department	

Summary

This report provides the Planning and Transportation Committee with assurance that risk management procedures in place within the Environment Department are satisfactory and that they meet the requirements of the Corporate Risk Management Framework.

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

This report considers the key business risks managed by the service areas of the Environment Department which fall within the remit of the Planning and Transportation Committee.

Recommendation

Members are asked to:

- Note the report and the actions being taken by the Environment Department to monitor, mitigate and effectively manage risks arising from their operations.

Main Report

Background

1. The Risk Management Framework of the City of London Corporation requires each Chief Officer to report regularly to Committee on the key risks faced by their department.
2. To fulfil this requirement, the key risks of the service areas of the Environment Department which fall within the remit of the Planning and Transportation Committee are presented to you every four months.

3. Risk Management is discussed regularly by the Department's Senior Leadership Team and at the meetings of each service area's Senior Management Team.
4. Between Management Team meetings, risks are reviewed in consultation with risk and control owners, and updates are recorded in the corporate risk management system.

Current Position

5. This report provides an update on the key risks that exist in relation to the operations of service areas of the Environment Department which fall within the remit of the Planning and Transportation Committee:
 - The Planning and Development Division, including the District Surveyor
 - The City Operations Division: Highways and Transportation services

Summary of key risks

6. The service areas which report to your committee hold a total of seven key risks (two RED and five AMBER). The risks are summarised below and the Risk Register is presented in full at Appendix 2.
 - **ENV-CO-TR 001:** Road Safety (Red, 24)
 - **ENV-CO-HW 010:** Car parks: Fire safety (Red, 16)
 - **ENV-CO-TR 003:** Transport and public realm projects not delivered due to lack of funding (Amber, 12)
 - **ENV-PD-DS-001:** The District Surveyor's (Building Control) Division becomes too small to be viable (Amber, 12)
 - **ENV-PD-PD 007:** Adverse planning policy context (Amber, 12)
 - **ENV-CO-HW 002:** Working in service/pipe subways (confined spaces) (Amber, 8)
 - **ENV-PD-DS 003:** Inspecting dangerous structures (Building Control) (Amber, 8)

Red risks

7. **ENV-CO-TR 001: Road Safety.** This current score of this risk is Red 24 (likelihood: possible; impact: extreme) and the target is to reduce it to a score of Red 16 (unlikely; extreme) by the end of March 2027 by delivering a range of projects, campaigns, training and engagement activities to deliver safe streets and encourage safe behaviour. Officers have been working with the City of London Police to refine some of the actions in the 'Vision Zero Action Plan'. Further details are provided in Appendix 2.
8. **ENV-CO-HW 010: Car parks: Fire safety.** This risk has been reduced from a score of 24 (possible; extreme) to 16 (unlikely; extreme) because the funding bid for fire safety works at London Wall car park was successful and works are due to commence. Officers are aiming to improve the fire safety of the car parks and reduce the risk rating to Green, 4 (unlikely; serious) by the end of 2024.

9. New and emerging risks are identified through a number of channels, the main being:
- Directly by Senior Management Teams as part of the regular review process.
 - In response to ongoing review of progress made against Business Plan objectives and performance measures, e.g., slippage of target dates or changes to expected performance levels.
 - In response to emerging events and changing circumstances which have the potential to impact on the delivery of services, such as availability of funding, new or amended legislation.

Corporate & Strategic Implications

10. Effective management of risk is at the heart of the City Corporation's approach to delivering cost effective and valued services to the public as well as being an important element within the corporate governance of the organisation.
11. The proactive management of risk, including the reporting process to Members, demonstrates that the department is adhering to the requirements of the City of London Corporation's Risk Management Policy and Strategy.
12. The risk management processes in place in the Environment Department support the delivery of the Corporate Plan, our Departmental and Divisional Business Plans and relevant Corporate Strategies.

Conclusion

13. Members are asked to note that risk management processes within each service area adhere to the requirements of the City Corporation's Risk Management Framework. Risks identified within the operational and strategic responsibilities of each area are proactively managed.

Appendices

- Appendix 1 – City of London Corporation Risk Matrix
- Appendix 2 – Environment Department Key Risks (Planning and Transportation Committee)

Contacts

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

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

(A) Likelihood criteria

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

(B) Impact criteria

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

(C) Risk scoring grid

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

(D) Risk score definitions

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

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

Contact the Corporate Risk Advisor for further information. Ext 1297

October 2015

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Environment Department Key Risks (Planning & Transportation Committee)

Generated on: 24 November 2023



Rows are sorted by Risk Score

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
P0013 V-CO-TR Road Safety	<p>Cause: Limited space on the City’s medieval street network to cope with the increased use of the highway by vehicles, pedestrians and cyclists within the City of London. Interventions and legal processes take time to deliver safely and effectively.</p> <p>Event: The City Corporation’s statutory duties and the measures outlined in the Transport Strategy are not fully and effectively implemented.</p> <p>Effect:</p> <ul style="list-style-type: none"> •The number of casualties occurring on the City’s streets rises or remains unchanged instead of reducing •The safety and feeling of safety of the City’s communities is adversely affected (Corporate Plan Outcome 1) •Physical or mental harm suffered by those involved in collisions and their associates •Economic costs of collisions impact on individuals, City businesses and wider society •The City Corporation’s ability to improve road safety is adversely impacted with businesses and/or the public by virtue of loss of credibility and/or authority 	<p>Likelihood</p> <p>Impact</p>	24	<p>The risk assessment remains at 24 (Impact 8 - Extreme, Likelihood 3 – Possible). This reflects the risk of a fatal collision occurring, there has been one fatal collision in last three years.</p> <p>Mitigating actions include a range of projects to deliver safe streets, including All Change at Bank; St Paul’s Gyratory; and the Pedestrian Priority and Healthy Streets Minor Schemes. Campaigns and engagement activities are delivered in partnership with the City of London Police throughout the year, although there were no specific activities in the last quarter. We are continuing to provide cycle training, including professional cargo bike training.</p> <p>We have been working with the City of London Police to refine some of the actions in the Vision Zero Action Plan. The Action Plan was approved</p>	<p>Likelihood</p> <p>Impact</p>	16	31-Mar-2027	

02-May-2023 Ian Hughes; Bruce McVean				by the Planning and Transportation Committee in November and will be reconsidered by the Police Authority Board at an upcoming meeting. 24 Nov 2023			Reduce	Constant
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Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-CO-TR 0011 Page 14	A programme of projects to reduce road danger on the City's streets including: <ul style="list-style-type: none"> • All Change at Bank • St Paul's Gyratory Transformation • Healthy Streets Minor Schemes. 	<p>Projects and programmes to reduce road danger include:</p> <ul style="list-style-type: none"> • All Change at Bank – currently under construction. • St Paul's Gyratory – preferred option approved and now progressing through detailed design. • Pedestrian Priority Programme – traffic changes have been made permanent on Cheapside, King Street, Old Jewry, King William Street Threadneedle Street and old Broad Street. Construction of pavement widening underway on King Street. Experimental traffic restriction on Chancery Lane. • City Cluster pedestrian priority and traffic reduction – developing proposals for improvements to St Mary Axe and Leadenhall Street, to be coordinated with new developments. • Healthy Streets Minor Schemes – a range of smaller scale projects at various locations. • Moorgate - walking and cycling improvements, including at the junction with Ropemaker Street. • Cycle programme – including Bevis Marks cycle lane and ongoing development of cycle route between Aldgate and Blackfriars. <p>The draft Vision Zero Action Plan identifies 10 priority locations for future Safer Streets investment and a range of actions relating to changing streets to reduce road danger. The Action Plan was approved by the Planning and Transportation Committee in November and will be reconsidered by the Police Authority Board at an upcoming meeting.</p>	Ian Hughes; Bruce McVean	24-Nov-2023	31-Mar-2024
ENV-CO-TR 001m	Campaigns and engagement activities to encourage safe behaviours and promote safe vehicles, including: <ul style="list-style-type: none"> • Active City Network • User and stakeholder liaison • Partnership working with City of London Police 	Campaigns and engagement activities are delivered in partnership with the City of London Police throughout the year, although there were no specific activities in the last quarter. We are continuing to provide cycle training, including professional cargo bike training. The draft Vision Zero Action Plan identifies a range of actions relating to Safer Behaviours. The Action Plan was approved by the Planning and Transportation Committee in November and will be reconsidered by the Police Authority Board at an upcoming meeting.	Ian Hughes; Bruce McVean	24-Nov-2023	31-Mar-2024

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
<p>ENV-CO-HW 010 Car Parks: Fire Safety</p> <p>02-Sep-2022 Ken Stone</p>	<p>Cause: Dilapidation of the car parks and the location of some car parks, e.g. London Wall car park is beneath the road where a fire or structural issue could have wider implications.</p> <p>Event: Fire risk is increased and there is a greater likelihood of accidents and near misses within the car parks.</p> <p>Impact: Serious injury or death; structural failure could have wider implications; vehicle damage; increased insurance claims; potential enforcement action and fines; reputational damage.</p>		<p>16</p>	<p>We are aiming to improve the safety of the car parks through replacing lighting and undertaking redecoration and Facilities Management projects. A range of projects are underway or being considered for future implementation which should help to reduce this risk.</p> <p>We have received approval for our bid for circa £2.4 million from the On Street Parking Reserve for fire safety works for London Wall car park and this has started to be drawn down from November.</p> <p>A bid for funding for additional fire doors on all car parks has been approved at the first stage of the Committee process and will now move on to the next approval stages.</p> <p>The current risk score has been reduced to 16 from 24 due to funding for fire safety works at London Wall being agreed, thereby reducing the likelihood from 'possible' to 'unlikely'.</p> <p>21 Nov 2023</p>		<p>4</p>	<p>31-Dec-2024</p>	<p>Constant</p>

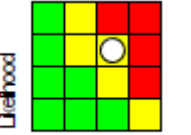
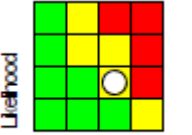

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
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ENV-CO-HW 010a	Monthly meetings are held with City Surveyor's Department (CSD) on the fire works project, and we request regular updates on progress.	CSD are going out to tender for the fire suppression works on the ventilation at London Wall car park. Funding has been approved and works are expected to commence during Q4 of 2023/24.	Ken Stone	21-Nov-2023	31-Mar-2024
ENV-CO-HW 010b	A Fire Risk Assessment is carried out at each car park by an external body every 18 months.	The next Fire Risk Assessments for all four car parks were due to be undertaken in 2024. However, in light of the recent fire at Luton Airport, we are looking to bring this forward after discussion with the Fire Safety Team.	Ken Stone	21-Nov-2023	31-Mar-2024
ENV-CO-HW 010c	Finalise the Fire Management Plan.	The Fire Management Plan has been drafted but we are working on the Life Care Plans for the Car Parks with CSD to incorporate the Fire Strategy and the Fire Management Plan. Bi-monthly meetings with CSD to discuss the Life Care Plan are ongoing.	Ken Stone	21-Nov-2023	31-Mar-2024
ENV-CO-HW 010d	Improve lighting across all car parks to improve safety and reduce energy use.	There is an ongoing project led by the Energy Team to change all lighting across CoL buildings to LED. This will include the car parks. Works are starting in Tower Hill coach and car park in Q3 2023/24. Smithfield car park has been completed. London Wall car park is omitted due to the bid that has been submitted for major works which includes lighting and ventilation. Baynard House and Minories are still to be scheduled by the Energy Team.	Ken Stone	21-Nov-2023	31-Mar-2024
ENV-CO-HW 010e	Carry out lighting and ventilation works in Tower Hill car park to improve safety.	Changing to LED lighting and undertaking ventilation improvement works in Tower Hill Coach and Car Park has been agreed. Works are due to begin during Q3 2023/24 and completed by Q4 2023/24.	Ken Stone	21-Nov-2023	31-Mar-2024
ENV-CO-HW 010f	Consider ways to reduce speed within the car parks.	We are currently looking into possibilities for installing speed humps across the portfolio to reduce speed and the likelihood of accidents. Looking to bid for funding in the new year.	Ken Stone	21-Nov-2023	31-Dec-2024

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
ENV-CO-TR 003 Transport and public realm projects not delivered due to lack of funding 22-Jun-2023	Cause: Insufficient capital funding available or failure to secure sufficient capital funding through internal or external bidding processes. Event: Funding for capital programme ceases or is significantly reduced. Impact: <ul style="list-style-type: none"> • Unable to deliver transport and public realm improvement projects. • Reduced delivery of City of London Transport Strategy. • Reduced delivery of transport elements of Climate Action Strategy. • Reduced delivery of projects that support Destination City. 		12	The Impact score of 4 (Major) reflects the potential for failure or delay in delivering corporate strategies and initiatives, including the Transport Strategy, Climate Action Strategy and Destination City. Likelihood score of 3 (Possible) reflects current lack of TfL or other external funding and competing demands for CIL and OSPR funding. 14 Nov 2023		8	31-Mar-2029	
							Reduce	

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Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-CO-TR 003a	Submit prioritised OSPR and CIL bids for projects	Bidding process on hold for next round while prioritised list of future bids is developed.	Bruce McVean	14-Nov-2023	31-Mar-2029
ENV-CO-TR 003b	Submit bids for TfL and other external funds as opportunities arise	No current opportunities but we continue to keep this under review.	Bruce McVean	14-Nov-2023	31-Mar-2029
ENV-CO-TR 003c	Maximise the use of developer and other external (e.g. BIDs) contributions to support delivery of the Transport Strategy	Continuing to maximise benefits from s278 projects and explore potential for third party funding.	Bruce McVean	14-Nov-2023	31-Mar-2029

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
<p>ENV-PD-DS 001 The District Surveyor's (Building Control) Division becomes too small to be viable</p> <p>25-Mar-2015 Gordon Roy</p>	<p>Cause: Reduced income causes the service to be unviable. Event: Development market fails to maintain momentum or our market share shrinks. Impact: Reduced staffing levels do not provide adequate breadth of knowledge and experience.</p>	<p> Likelihood Impact</p>	<p>12</p>	<p>The plans to create a Local Authority Trading Company are now no longer viable due to the Building Safety Act 2022 and the stricter controls on building control approvers.</p> <p>The City of London has been working with other Boroughs under the London District Surveyors Association to deliver a single point of contact for the Building Safety Regulator for the new work under the Building Safety Act across London, which commenced on 1 October 2023.</p> <p>Applications are now coming through the HUB and will continue to grow.</p> <p>Recruitment and retention of building control staff remains a concern. A new workforce plan has been agreed. Market forces supplements have now been agreed and recruitment is currently in progress for two new surveyors.</p> <p>15 Nov 2023</p>	<p> Likelihood Impact</p> <p>8</p>	<p>31-Dec-2024</p>	<p>Reduce</p>	<p> Constant</p>

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-PD-DS 001a	(1) Continue to provide excellent services [evidenced by customer survey]; (2) Maintain client links with key stakeholders;	Business as usual controls have been reviewed and are suitable.	Gordon Roy	15-Nov-2023	31-Dec-2024

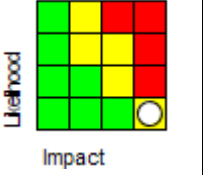
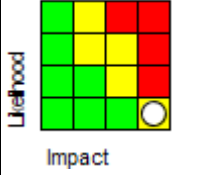
	(3) Continue to explore new income opportunities; (4) Continue to undertake cross-boundary working. (5) Involvement with developers as part of the planning application process.				
ENV-PD-DS 001c	Following approval by Planning and Transportation Committee, a Business Plan is being developed and will be presented to Members for consideration in due course.	District Surveyor HUB has now commenced, and a Memorandum of Understanding with the Building Safety Regulator is currently being agreed. The use of the HUB is now set out in HSE guidance	Gordon Roy	15-Nov-2023	31-Mar-2024

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
ENV-PD-PD 007 Adverse planning policy context 06-Mar-2015 Rob McNicol	Cause: A desire in Government and others to change the existing planning system in a way which may be detrimental to the City. Event: Changes detrimental to the City are implemented. Impact: Adverse changes cannot be prevented using local planning control.	Likelihood Impact	12	The risk is considered to be unchanged since its last assessment. The Levelling Up and Regeneration Bill has received Royal Assent although many aspects of the Act require secondary legislation and/or commencement. Further changes to the NPPF are expected and potentially further changes to permitted development. We continue to monitor these and to respond to consultation as appropriate. 15 Nov 2023	Likelihood Impact	12	Accept	Constant

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-PD-PD 007a	(1) Ongoing monitoring of government regulations; (2) continue monitor progress of, and seek to influence, forthcoming legislation.	Further changes to the NPPF are expected and potentially further changes to permitted development. The risk will be reviewed again once the government have published their proposed approach.	Rob McNicol	15 Nov 2023	31-Dec-2023

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
ENV-CO-HW 002 Service/Pipe Subways 02-Dec-2015 Ian Hughes; Giles Radford	Cause: Safe access and egress for utilities and maintenance functions is required, whilst having operatives entering the confined space to undertake checks. Event: A lack of Oxygen; poisonous gases, fumes and vapour, liquids and solids that suddenly fill spaces; fire and explosions; hot conditions; entrapment and falling debris. Impact: Fatality / major injury / illness.		8	This risk assessment is suitable and sufficient. 07 Nov 2023		8	Accept	Constant

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-CO-HW 002a	Confined space working is avoided when possible. All PPE and other equipment required for a SSOW shall be suitable and sufficient for the tasks identified. Suitable PPE and equipment shall be provided, as stated in the approved code of practice. All openings are controlled through a central booking system. A subway must not be entered if permission to do so has been refused. No booking will be granted to parties who are not on the database. If the contractor is not on the database, they must seek approval from CoL regarding their works. Once confirmed, the contractors will be added to the system before agreeing access. All works and operatives entering the pipe subway must comply with the code of practice for access and safe working in local authority subways. Regular inspections of the structure, covers, condition and asbestos surveys are undertaken. The Permit to Enter form must be completed and contractors checked to ensure they have suitable and sufficient equipment to enter a confined space. No smoking is allowed at any time.	This is an ongoing action.	Giles Radford	14-Nov-2023	31-Dec-2024

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
ENV-PD-DS 003 Inspecting Dangerous Structures 24-Nov-2015 Gordon Roy	<p>Cause: Officers involved in inspecting a dangerous structure.</p> <p>Event: Any of the following: (a) structural failure or building collapse; (b) falling object(s); (c) fire; (d) live electrics; (e) toxic substances; and/or (f) trips and falls.</p> <p>Impact: Ranging from minor injury to death.</p>		8	Risk is unchanged and remains valid. 15 Nov 2023		8	Accept	Constant

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-PD-DS 003a Page 22	<p>Emergency Planning procedures in place - only authorised personnel to respond to Dangerous Structures call-outs and enter buildings.</p> <p>Take advice from Fire Brigade and emergency services.</p> <p>PPE issued and monitored.</p> <p>ISO9001:2015 Accredited (Quality Management Systems in place)</p>	All mitigation measures in place.	Gordon Roy	15-Nov-2023	31-Dec-2024

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Tuesday, 7 November 2023

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Room 2 - 2nd Floor West Wing, Guildhall on Tuesday, 7 November 2023 at 1.45 pm

Present

Members:

Graham Packham (Chairman)
John Edwards (Deputy Chairman)
Deputy Randall Anderson
Deputy Marianne Fredericks
Deputy Shravan Joshi
Aldерwoman Susan Pearson
Oliver Sells KC (Ex-Officio Member)

Officers:

Zoe Lewis	- Town Clerk's Department
Melanie Charalambous	- Environment Department
Gillian Howard	- Environment Department
Ian Hughes	- Environment Department
Bruce McVean	- Environment Department
Giles Radford	- Environment Department
Clarisse Tavin	- Environment Department
Marta Woloszczuk	- Environment Department

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Paul Martinelli and Ian Seaton.

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

The Chairman stated that in relation to Item 5, he had a basement in the flood area, which had twice been affected by flooding.

3. MINUTES

RESOLVED, That the public minutes of the meeting of 26 September 2023 be approved as an accurate record of the proceedings subject to the following amendment:

That the public minutes of the meeting of 26 September 2023 be approved as an accurate record of the proceedings subject to Item 4 – 100 Minorities: 278 Highway Works (Phase 1), and public realm enhancements (Crescent) (Phase 2) being amended to state that the Officer advised that there had been a letter drop of local

occupiers but this had not included the residential blocks as they were not close enough to the Crescent.

Matters Arising

Barbican and Golden Lane Healthy Streets Plan

The Chairman asked when the meeting would take place with Islington Council to discuss the governance of the Barbican and Golden Lane Healthy Streets Plan. An Officer stated that this was being arranged.

100 Minorities: 278 Highway Works (Phase 1), and Public Realm Enhancements (Crescent) (Phase 2)

A Member stated that she had asked to see the consultation responses from the Crescent design as well as the letter that was sent out and the premises that were consulted. She stated that there was a residential block closer than some of the business occupiers that were consulted, for example, in the Business Improvement Districts. The Member stated that she was concerned that the residents had not been consulted when they were 24/7 stakeholders. She added, that the letter dated November 2022 had been sent to occupiers of the Crescent but the buildings were empty. She understood the freeholder had sent in a response but she had not seen this. The Member outlined the responses she had seen. She also commented that the two BIDS had advised her that they would stay neutral on the design and she stated they were not in broad agreement with the proposal as was suggested at the last meeting. The Member commented that although the decision had been taken at the last meeting, residents should be properly consulted, especially on the Sports Strategy, Cultural Strategy and Destination City. The Member added that the padel court in the Crescent had been a temporary feature which had encouraged people into the area.

In response to points made by the Member, the Chairman stated that it was regrettable that nearby residents had not been consulted and there was a need to ensure this did not happen in the future. He added that it had not been stated that residents should not be consulted. In response to points raised, a Member clarified that there were 20 million visitors a year to the City and Destination City aimed to increase the figure by 1-2 million, there were 617,000 workers in the City midweek and in comparison there were 4,000 residents who lived in the City at weekends. He stated that when trying to increase those in the City through Destination City, these relative figures were important.

Moor Lane Environmental Enhancements

The Chairman asked for an update on Moor Lane. An Officer stated that since the last meeting, Officers had met with residents on-site to discuss the Clean Air Garden and concerns and desires for the space. The Officer explained that a landscape architect had been commissioned to look at options. In addition, Officers had been reviewing the City's own design for the whole length of Moor Lane and had challenged the design assumptions over the course of the project to ensure that opportunities had not been missed. An external design review panel had been set up and would revisit the design. Officers would report back at a progress meeting with residents in early December. A Member stated that as a future phase of the project and linking in with the Healthy Streets programme, the scheme would be looked at as a major improvement of the

streetscape which might include changes to the road layout. She requested that these potential concepts should be included at the meeting with residents and stated that the scheme would green the street to a certain extent but would also have further possible potential in the longer term.

4. CITY PUBLIC REALM GUIDANCE - PUBLIC REALM DESIGN TOOLKIT - ADOPTION

Members received a report of the Interim Executive Director, Environment which provided an update on the review of the public realm design guidance and technical information, and sought adoption of the Public Realm Design Toolkit.

An Officer introduced the report and stated that the review had considered policy and sustainability and there had been co-ordination with the Transport Strategy and the Local Plan. If adopted as guidance, the toolkit, which would not have any weight in policy terms, would be a useful tool for those designing projects and strategies for the public realm.

Members discussed the necessity for bollards and the standard location 450mm into the pavement. An Officer stated that some bollards were necessary for security or road safety. They were set back from the roads so that if a vehicle pulled up next to the kerb, they would not hit their wing mirror and would be able to open their door without hitting a bollard. In the majority of locations, the bollards were integrated e.g., into the new seats at Bank Junction. The Officer stated that this particular footway was previously a small space contained by a guard railing and was now a permeable space. The Officer stated that consideration was given to the best way of providing or integrating bollards at each location. There were many options for street furniture that could be used for security purposes and would blend into the location. An Officer stated that the Transport Strategy and Healthy Streets Programme took a broader, more holistic view of streets and in certain locations, raising footways could be more appropriate than using bollards to stop vehicles from mounting kerbs. A Member raised concern about bollards placed at 450Mm from the kerb on narrow pavements. An Officer stated this had previously been considered but could be reviewed again. He advised that there were constraints with the way streets were constructed as bollards required a base and it was not possible to insert bollards into kerbstones so they would need to be set back.

A Member stated that bollards protected pedestrians and provided them with a sense of safety that they would not come in contact with a vehicle.

A Member suggested that although bollards were placed at a standard 450mm into the pavement, this should be a guideline and narrow pavements could be an exception.

A Member raised concerns about litter bins. An Officer stated that if litter bins were provided in some locations, they would be overwhelmed and it had been shown that they did not work well in the City. The Officer stated that the matter would be discussed at the next Port Health and Environmental Services Committee. A Member stated that if more visitors were being encouraged into

the City, the policy needed to evolve as it was more challenging for them to take their litter home than it was for residents or workers.

A Member raised concerns about water spilling out from drinking fountains. An Officer stated that the design had been chosen as it enabled bottles to be filled and discouraged people from drinking directly from the water spout. It had also been signed off by Thames Water as an acceptable design. Officers stated they could look at the efficiency of the button and the timer. The Officer added that the Water Refill Point Programme had been a success and they had not received any complaints since their installation.

A Member stated that play and exercise was mentioned under the street furniture section of the guidance but this should refer to children's playgrounds specifically.

The Chairman asked Officers to clarify why, in some areas, e.g. on one side of Tudor Street, Yorkstone paving became slippery in wet conditions and stated the importance of non-slip paving. An Officer stated that new paving being laid had to meet a certain skid resistance. Paving could become slippery from sap from trees or could become worn over time. Officers would investigate the issue.

RESOLVED – That Members of the Sub-Committee

1. Agree to adopt the City Public Realm Design Toolkit as design guidance for the City's public realm; and
2. Agree that there should be a more flexible approach to the standard 450mm into the pavement placement of bollards, where pavements were narrow.

5. **CLIMATE ACTION STRATEGY, COOL STREETS AND GREENING PROGRAMME - PHASE 4, SUDS (SUSTAINABLE URBAN DRAINAGE) FOR CLIMATE RESILIENCE**

Members received a report of the Interim Executive Director, Environment which sought approval to progress the Phase 4 SuDS (Sustainable Urban Drainage) for the Climate Resilience workstream.

An Officer introduced the report. She stated that this work was part of the Cool Streets and Greening Programme which consisted of four phases. Phases 1-3 were underway. Phase 4 was challenging due to the number of utilities underground, especially under the pavements.

The Officer informed Members that the original plan had been to implement 10 sites. To date, space had been found for 6 sites. Officers recommended taking these six sites forward and continuing to investigate other sites concurrently.

The Officer advised that most of the projects included sustainable drainage and rain gardens in the former carriageway, as the pavement was congested with utilities. At the site in St Andrew Undershaft, work was taking place with the church to introduce sustainable drainage, including capturing rainwater from the roof.

The Chairman commented that only 6 sites had been identified and asked if Officers were confident that more sites could be found. He also asked for more information on the scope of where these schemes could be implemented and whether they could be located in parts of the City liable to flooding. An Officer stated that the SuDS being proposed were primarily preventative, slowing the flow of water getting into the sewer and to some extent diverting that water from reaching the sewer. He explained that the difficulty with placing these schemes in flooded areas was that they were already full of water so they were not benefiting from the slowing down of water. Therefore, in flooded areas, to avoid potential damage, resilience measures such as traditional flood defences were more appropriate.

The Officer stated that the schemes were quite small so had to be spatially dispersed. The sites chosen primarily sat on the hill that ran down to the River Thames where there was surface water flooding and where the water flowed most quickly, in order to intercept this before it reached the place that was flooded.

Members were informed that in the City, a significant contributor to flooding was sewer flooding. Locating green SuDS in areas where there was sewer flooding made cleaning up afterwards more difficult as it was not just hard surfaces being cleaned.

The Officer informed the Sub-Committee that the team would be looking to identify more sites and would be targeting kerbside space.

A Member stated that he was disappointed that more greening of the streetscape had not taken place in recent years. He commented that this would improve the streetscape and also soak up water.

The Chairman referred to instances of flooding in the summer during thunderstorms which were a result of sewers being unable to cope with the volume of water and not as a result of saturated land. He queried whether, even though the clean-up would be more difficult, putting SuDS there could assist. The Officer stated that where there was sewer flooding, the water was coming from as far away as Wormwood Scrubs. The project sought to prioritise areas where the City contributed to the water going into the whole system so that the water flooding out in the City was minimised. He added that there was more benefit in doing this in areas which were not flooded because although these flooded areas were, by being flooded, slowing down the water and holding it, these were not places that should be holding water.

RESOLVED – That Members of the Sub-Committee

1. Approve the additional budget of £95,000 to reach the next Gateway, funded from the Cool Streets and Greening Programme (OSPR);
2. Approve the revised total estimated cost range for this Phase (excluding risk) of £1.4m - £1.7m;
3. Delegate approval of the Costed Risk Provision to the Chief Officer if one is sought at Gateway 5;

4. Approve the statutory consultation on the proposed relocation of parking bays as set out in this report;
5. Authorise officers to enter into an agreement with the Church to enable the St Andrew Undershaft churchyard works to proceed.
6. Note that two of the sites (Ludgate Broadway and St Andrew Undershaft) include additional repaving and public realm enhancements that are to be funded by ring-fenced S106 funds that have been allocated to the projects and this will be detailed in future Gateway reports.
7. Note that the sites at Ludgate Broadway and Lloyds Avenue will require further design work and will be the subject of a future Gateway 4 report in early 2024.
8. Note that the underspend from this Phase will be redirected to Phase 3 of the programme to further progress tree planting, relandscaping for climate resilience and climate resilient planting. This will be formalised in a forthcoming programme update report in early 2024.

6. DAUNTSEY HOUSE, FREDERICKS PLACE - PUBLIC REALM IMPROVEMENTS (S278)

The Sub-Committee considered a report of the Interim Executive Director, Environment concerning public realm improvements related to the redevelopment of Dauntsey House, 4A & 4B Frederick's Place, to improve pedestrian movement.

RESOLVED – That Members of the Sub-Committee

1. Approve the budget of £25,000 for Evaluation and Design to reach the next Gateway;
2. Note the total estimated cost of the project £350,000 - £600,000 (excluding risk), funded from the Section 106 and Section 278; and
3. Grant permission to enter into a Section 278 Agreement in accordance with the completed Section 106 Deed of Agreement related to the redevelopment of Dauntsey House, 4A & 4B Frederick's Place.

7. ENHANCING CHEAPSIDE PROGRAMME

The Sub-Committee considered a report of the Interim Executive Director, Environment concerning proposed public realm and highways improvements to enhance Cheapside.

An Officer introduced the report and stated that the programme would focus on the length of Cheapside between New Change and Bank, Bow Churchyard and at the Cheapside Bus Gate (east of Bread Street). The programme aimed to deliver enhancements to complement existing projects developed in the area through the greening of Cheapside and the Pedestrian Priority programme. The programme also aimed to declutter and rationalise the street furniture along Cheapside following the Healthy Streets approach, provide more greening and low maintenance and sustainable planting to align with the Greening Cheapside project already delivered, so there would be consistency in the planting, improved pedestrian movement through a change of road layout, enhanced lighting and wayfinding, new seating as well as supporting activation and events.

Members were informed that at Cheapside Bus Gate, a permanent traffic order was implemented in July 2023 and in late October 2023 an experimental traffic order meant there was now taxi access through the bus gate.

The Officer stated that the project was funded through the Community Infrastructure Levy (CIL) and £125,000 was required to progress the project to the next gateway – Gateway 3/4 to be submitted in Quarter 4 2024.

A Member asked if there would be a contribution from the Cheapside Business Alliance. The Officer stated that the alliance had provide some design funding and this had been spent. As a key stakeholder, Officers were in regular discussions with the alliance and a request for funding would be submitted. The Officer stated that out of the five Business Improvement Districts (BIDs) in the area, the Cheapside Business Alliance had the least funding available.

The Chairman requested that there be engagement with local Members and stated that there needed to be clarity on the plans for Old Jewry. An Officer stated that there would be a report on Old Jewry submitted to the January 2024 meeting of the Sub-Committee and Officers would seek to coordinate the work, however this project was not covering Old Jewry.

In response to a Member's question about the risk section of the report referring to access to carry out the public realm improvement works being subject to the developer's programme, an Officer stated that this had been included in error. The Officer confirmed that the work would be undertaken entirely in the area in which the Corporation controlled access.

RESOLVED – That Members of the Sub-Committee

1. Approve the budget of £125,000 for Evaluation and Design to reach the next Gateway; and
2. Note the total estimated cost of the project up to £1m (excluding risk).

8. **FLEET STREET AREA HEALTHY STREETS PLAN**

The Sub-Committee considered a report of the Interim Executive Director, Environment concerning the Fleet Street Area Healthy Streets Plan (HSP) which would provide a framework for improvements to streets and public realm in the area.

An Officer introduced the report and stated that the HSP was a high-level plan and as the area was large it had been divided into several neighbourhoods. Officers had been working in coordination with the Fleet Street Quarter Business Improvement District (BID) which was producing their own public realm strategy for the area.

The Officer stated that public consultation had taken place over the summer and there had been approximately 600 responses which was a positive result. A significant number of those who responded were in support of the proposals. Some drop-in sessions had taken place and businesses and residents were able to discuss the proposals in more detail.

Members were informed that the next stage would be to form a working group made up of Members and interested parties including the BID. The Officer stated that projects from the plan could be taken forward as funding became available or funding bids were submitted. The Officer added that the report indicated some priority for the projects in each neighbourhood but the working group could help prioritise further.

A Member stated that the Fleet Street area suffered severely during the economic difficulties, and it was essential to improve the public realm. The Member commented that the Salisbury Square development would be open in 2026 and would bring a large number of people to the area to work in the development.

A Member commented that the pedestrian underpass under New Bridge Street, joining up Queen Victoria Street with the Thames Path, was not mentioned in the document or the BID equivalent document which had included an idea to decorate underneath the railway bridge. The Member stated that the underpass would provide a canvas for an artist or an art school and he stated there were examples of underpasses in London which included historical information. This could be used to make the underpass an interesting place to go. The Member raised concern about the people losing patience with the traffic signals on the road above and crossing the road without a signal and stated that the underpass could be a safer method of crossing the road. He stated that improving the look of the underpass could attract more people to use it.

The Chairman stated that the development of Blackfriars Station meant passengers were discharged onto the street rather than the underpass but this was a complicated Junction so there was benefit in re-energising the underpass. An Officer stated that he understood that the underpass was built as a highway structure and therefore when New Bridge Street corridor ownership was transferred to TfL when TfL was created, the highway structure would have been transferred too. The Officer stated that he would clarify the ownership of the underpass, that improving the appearance of the underpass should be added to the plan and this would be discussed with TfL.

A Member asked if the City of London Corporation was closely co-ordinated with the BID project. An Officer confirmed that this was the case and a representative from the BID was attending the Sub-Committee meeting. The BID had been given the Healthy Streets Plan to review and the results of the consultation had been discussed. The BID had also shared their document with Officers. The working group would also include representation from the BID.

In response to a Member's question about whether there were any joint projects with the BID, an Officer stated that if the plan was adopted, and following the Public Realm Strategy launch, discussions would take place with the BID about the opportunities for working together, both generally across the whole programme but also with a particular initial focus on developing proposals for Fleet Street.

The Chairman stated that both the consultation and traffic analysis supported the approach being adopted and he was in support of the work. He added that this was an area that required greening, despite the difficulties in doing so due to Victorian pavement vaults and utilities under the pavement.

RESOLVED – That Members of the Sub-Committee

1. Approve the Fleet Street Area Healthy Streets Plan in Appendix 4 of the Officer report;
2. Approve the budget adjustment in Appendix 2 of the Officer report;
3. Agree the establishment of a Fleet Street Area Programme Working Group to guide and manage the delivery of projects in the Plan area, including staff costs of £57,434 to manage this process for the next 12 months, funded from the Plan development underspend; and
4. Note the allocation of £1,126,145 of S106 funds towards the delivery of projects in the Plan (as approved by the Sub-Committee on 26 September 2023).

9. **BANK JUNCTION IMPROVEMENTS: ALL CHANGE AT BANK ***

The Sub-Committee considered a report of the Interim Executive Director, Environment which updated Members on the project to improve the safety, air quality and pedestrian experience of the area around the Bank junction.

A Member commented that the Lord Mayor's Show on 11 November 2023 was the time when it was planned that most of the work would be completed, and it had been. He asked Officers to confirm how much of the rubble and hoardings would be removed by 11 November and the Officer stated that work was underway to ensure all the rubble and hoardings would be removed and the area would be swept clean.

A Member asked when the work on Threadneedle Street would begin. An Officer stated that once the street furniture had been put back after the Lord Mayor's Show, work would start on Threadneedle Street.

The Chairman drew the Sub-Committee's attention to the aerial photograph in Appendix 5 of the Officer report which showed the increase in the provision of pedestrian space.

RESOLVED – That the report be noted.

10. **OUTSTANDING REFERENCES***

The Sub-Committee received a report of the Town Clerk setting out the list of Outstanding References.

Dockless Vehicles

Officers confirmed that a date for a Member briefing with the operator, Lime, had been arranged and a Member briefing with Human Forest was being arranged. The Officers confirmed the briefings were for all members of the Planning and Transportation Committee. The Chairman asked that all Members of Common Court be invited to attend.

A Member stated that in the recent King's Speech, there was a piece about the regulation of pedicycles but e-bikes and e-scooters had not been included. It was suggested that the Sub-Committee could ask the Policy Chairman to write to the Secretary of State to request that consideration be given to the addition of the regulation of e-bikes and e-scooters into legislation alongside pedicycles. Officers stated they would support having e-bikes and e-scooters regulated and within a legal framework and could assist in the drafting of a letter. A Member commented that the primary mover of the Pedicycle Bill was the Cities of London and Westminster MP and another Member stated the importance of the bill given that in the future, with Destination City, pedicycles could start operating in the City. Officers stated they would discuss with the Policy Chairman's office and colleagues in Corporate Affairs, the appropriate form of liaison.

RESOLVED - That Members of the Sub-Committee

1. Agree that all Members of the Court of Common Council be invited to the dockless cycle briefings; and
2. Agree that the Policy Chairman be asked to write to the Secretary of State requesting that consideration be given to the addition of the regulation of e-bikes and e-scooters into legislation alongside pedicycles and request that Officers discuss with the Policy Chairman's office and colleagues in Corporate Affairs, the appropriate form of liaison.

11. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE

Members asked for a map of projects and information on whether they were completed, underway or future projects, to enable Members to see the complete picture. An Officer stated that there was a delivery plan which covered five years and was updated every year for the Transport Strategy which was submitted to the Planning and Transportation Committee for information. Officers had been considering how to provide maps as it was difficult to show all projects on a Citywide map. He suggested this could be done by using healthy street plan areas. The Chairman stated that he would discuss with Officers how maps could be provided in a simple format.

12. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

The Chairman informed the Sub-Committee that the City of London Street Accessibility Tool (CoLSAT) had won a national transport award and requested that this be publicised at the Court of Common Council. It was suggested that the Policy Chairman be asked to include it in his statement.

The Chairman requested that Officers inform other Local Authorities that they could use the best-in-class tool for no charge. An Officer stated that the CoLSAT was available on the City's website for others to use. Officers had held sessions on the use of the tool and several London Boroughs had attended and some were now using it. The Officer added that the CoLSAT had been promoted at the London Cycling and Walking Conference. The Chairman requested that the tool be promoted outside of London as it could help improve accessibility across the country.

The Chairman asked Officers to update Members on the site visit that was taking place on 24 November. The Officer stated that the details would be recirculated.

The Chairman stated that the visit to the pipe subway had been informative and encouraged Members who had not been able to attend, to attend the next one when it was arranged.

A Member stated that the installation of granite blocks by St Paul's Cathedral had been successful. An Officer stated that they had been installed as part of the From the Thames to Eternity Project which had won a London design award. The Officer stated that the stones had been removed for the Lord Mayor's Show. A Member stated the benefits of the stones included acting as bollards, providing Hostile Vehicle Mitigation, provided seating and an artistic element. An Officer stated that the project assisted with wayfinding and the circular economy.

The meeting ended at 3.15 pm

Chairman

**Contact Officer: Zoe Lewis
Zoe.Lewis@cityoflondon.gov.uk**

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PLANNING APPLICATIONS SUB-COMMITTEE Monday, 20 November 2023

Minutes of the meeting of the Planning Applications Sub-Committee held at Livery Hall - Guildhall on Monday, 20 November 2023 at 1.00 pm

Present

Members:

Deputy Shravan Joshi (Chairman)
Graham Packham (Deputy Chairman)
Deputy Randall Anderson
Brendan Barns
Ian Bishop-Laggett
Mary Durcan
John Edwards
Dawn Frampton
Deputy Marianne Fredericks
Deputy Charles Edward Lord
Antony Manchester
Deputy Brian Mooney
Alderman Susan Pearson
Deputy Henry Pollard
Ian Seaton
Hugh Selka
Luis Felipe Tilleria
William Upton KC

Officers:

Zoe Lewis	- Town Clerk's Department
Fleur Francis	- Comptroller and City Solicitor's Department
Emma Barral	- Environment Department
David Horkan	- Environment Department
Rob McNicol	- Environment Department
Gwyn Richards	- Environment Department
Robin Whitehouse	- Environment Department
Kerstin Kane	- Environment Department
Katerina Koukouthaki	- Environment Department
Peter Wilson	- Environment Department

1. APOLOGIES

Apologies for absence were received from Deputy Michael Cassidy, Deputy John Fletcher, Anthony Fitzpatrick, Jaspreet Hodgson and Deputy Lloyd Owen.

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

Graham Packham declared a non-pecuniary interest in relation to Agenda Item 4, that he was Chairman of the Guildhall School of Music and Drama Board of

Governors. He understood there had been negotiations between the Guildhall School of Music and Drama with the applicant about the potential use of the Victorian Bath House but had not been involved in the detailed discussions.

Deputy Randall Anderson declared the same non-pecuniary interest in relation to Agenda Item 4 as he was Deputy Chairman of the Guildhall School of Music and Drama Board of Governors.

3. **MINUTES**

The Sub-Committee considered the public minutes of the last meeting held on 21 July 2023 and approved them as a correct record subject to the following amendments:

- The correction of the spelling of the surname of one of the applicant speakers.
- The addition of the apologies of Deputy Pollard.

4. **55 AND 65 OLD BROAD STREET, LONDON, EC2M 1RX**

The Sub-Committee considered a report of the Planning and Development Director concerning the partial demolition of existing buildings and the redevelopment of the site comprising the construction of a new building comprising ground floor plus 23 upper storeys plus 2 existing basement levels (55 Old Broad Street) for the provision of office space (Class E(g)), flexible retail / cafe (Class E(a)(b)), retention of ground floor plus 5 storey building (65 Old Broad Street) for the provision of maker / studio (Class E(g)), flexible retail / cafe / maker / studio (Class E(a)(b)(g)), flexible maker / studio / office (Class E(g)), renovation of Grade II Listed Bath House building for the provision of cultural / event uses (Sui Generis), provision of public house (Sui Generis) and improvements to public realm and routes, ancillary basement cycle parking, servicing and plant, highway improvements and other works associated with the proposed development.

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

Officers presented the application, highlighting that the application was for full planning consent at 55 and 65 Old Broad Street and listed building consent at 7 to 8 Bishopsgate. The Officers stated that the site was located to the south of the Liverpool Street Station and was bound by the Metropolitan Arcade to the north, Dashwood House and the grounds of St Botolph-without-Bishopsgate Church to the east, Wormwood Street to the south and Old Broad Street to the west. The site was not located within a conservation area but was bounded by New Broadgate Conservation Area on its western side and by Bishopsgate Conservation Area to the north and to the east. There were a number of heritage assets in close proximity including the grade two listed Bath House within the application site, the Church of All Hallows-On-The-Wall to the west of the application site and the Church of St Botolph-without-Bishopsgate to the east of the application site.

The Officer outlined the application site and stated it predominantly comprised 55 and 65 Old Broad Street which was a linked L-shaped 1970s building named Broad Street House which turned the corner of Wormwood Street and Old Broad Street. The existing building was 5-11 stories and had two basement levels. The building was of an unexceptional appearance.

Members were shown a visual of the site positioned amongst other tall buildings on the northwestern edge of the City Cluster. The Officer stated that the site was considered to be appropriate for a tall building. Dashwood House was shown immediately adjacent to the existing building with other completed developments to the north including 22 Bishopsgate and 100 Bishopsgate. 55 Bishopsgate, which was considered by the Sub-Committee in July 2023 was not included in this image.

The Officer stated that the proposed development comprised a new mixed-use building at 55 Old Broad Street which would reach a maximum height of 103 metres. Consisting of 23 upper storeys it would sit comfortably adjacent to Dashwood House and other surrounding tall buildings.

Members were shown a series of site photographs immediately in and around the application site, including several views along Wormwood Street, Old Broad Street and within the site in front of the Bath House. The Officer stated that Members who attended the site visit explored all parts of the site.

Members were shown the existing ground floor plans showing a lack of pedestrian links through the site moving south to London Wall towards the cluster area. Members were shown the proposed ground floor plans. The Officer stated that the proposal included 2,000 square metres of accessible and high-quality public realm within the site boundary wrapping around underneath and in between the proposed new building at 55 Old Broad Street, the visitor recycle hub, the retained 65 Old Broad Street and the Bath House. The Officer stated that the proposal would enhance pedestrian routes from Liverpool Street Station to the north. The structure was cantilevered to maximise public realm. Members were shown the two new enhanced pedestrian routes providing links to and from Liverpool Street Tube Station.

Members were informed that the proposed scheme responded to existing challenging pedestrian comfort levels and these would be improved from D to B+. In line with the City's aspirations and policy requirements, the Section 278 would secure three crossings and the wider site would consist of yorkstone so the proposed development would seamlessly fit into its surroundings. Servicing would be via the Dashwood House basement access ramp as per the current situation. The proposed scheme would respond to step level changes across

the site and the provision of new trees and landscape features would enhance the pedestrian experience moving through the new routes. The columns that were part of the design of 55 Old Broad Street allowed the public realm areas to be maximised.

Members were also informed that the scheme included dedicated community and cultural spaces within the restored listed Bath House which acted as a centrepiece within the reimagined and transformed public realm. Members were shown an image of the dramatic entrance from the glass house office lobby and the restored Bath House with the new pub, the 55 Old Broad Street cycle pod and enhanced public realm and new pedestrian links.

The Officer stated that Members would be aware of the concerns expressed around the slight overhang of the new building. Members were shown images of the proposal. These showed the overhang and the better revealed Bath House, the prioritisation of pedestrian and cycle accessibility with the prominence of the 360 cycle pod celebrated in the forefront of the site rather than being recessive.

An image was shown of the proposed building in the context of other tall buildings to the east including the Heron Tower, 99 Bishopsgate and other tall buildings to the south. The prominence of the new route and the striking red façade of the public house on Wormwood Street were highlighted. Members were shown an image of the new route from the tube station which would be a critical route towards the City Cluster. The image showed the sensitively restored Bath House and the patterned fretwork details. These would be secured by condition. The image showed the removal of existing level changes within the site and extent of the accessible public realm.

Members were shown images which outlined the different use classes across the application site. The Bath House was proposed to be a dedicated cultural event space available for a range of users. The Bath House was built in 1894 and an image was shown of the existing poor quality backdrop and setting with its inappropriate modern extensions and poor quality brick work. The Bath House was shown surrounded by modern tall buildings including Dashwood House and Broad Street House. Members were shown another image of the Bath House which showed it sat amongst its dense urban context. Historically the Bath House had been located within an exceptionally cramped urban environment tightly enclosed by neighbouring structures. The Bath House formed a ground floor extension projecting outward from the corner of New Broad Street. Another image showed the extent of the west and south elevations added in the 1970s that were constructed of modern and inappropriate materials with inappropriate detailing including engineering brick. The existing inaccessible nature of the Bath House was demonstrated together

with the backdrop of existing tall buildings. Members were shown a south elevation which had been extensively altered. There were various levels changes and utilitarian additions to this elevation.

The Officer stated that Members would be aware that there was a suggestion to retain the white glazed brick wall behind the grill. She stated that Officers were of the view that this truncated wall was of no special interest and its removal was not harmful. This would allow for the provision of a glazed link which would support inclusive access to the basement. Members were shown an image of the challenging level changes around the Bath House which also showed the crude brick work of the 1970s elevation. This image showed tall buildings visible to the north and south of the Bath House and to the east including St Mary Axe.

Members were shown the existing and proposed north elevation of the Bath House and were informed that the original features would be retained and modern inappropriate editions would be replaced with more appropriate materials and more accomplished detailing. In addition, the 1970s brick would be replaced with new tiling to reflect the original tiling in the eastern part of the building. On the west elevation, the 1970s modern engineering brick would be replaced with appropriate tiling and a new doorway would be created which would be in keeping with the character and appearance of the Victorian building. The proposed glazed brick to the south would be located outside the original Victorian footprint. Members were shown an image of the original and proposed east elevation. This would be sensitively repaired. The existing and proposed south elevations were shown to Members and the Officer stated that the crude 1970s brickwork would be removed. Members were informed that the alterations would be in keeping with the character and ornate style of the original part of the Bath House with all external alterations and detailed design of materials for the new elements being secured by condition. The Officer stated that the proposals included a bespoke background screen which separated the Bath House from the glass lobby entrance of the new building at 55 Old Broad Street. The Officer added that there had been various studies exploring an appropriate material treatment and design that would complement the scheme without detracting from the historic building. The conclusion of this study created a calm backdrop to the Bath House with coloured decorative pavement lights to allow light to enter the basement below. The detailed design of the proposed background and lighting would be secured by condition. Internally, the original elaborate tiling and decoration would be retained. The lighting would enhance the flexible cultural and event space below. Officers considered that the listed building consent application set out the proposed alterations that would result in a positive change and would preserve the significance of the building and that the proposed conditions would present appropriate measures to secure the requisite high quality and detailed design.

Members were informed that the large space underneath the Bath House was proposed to be open to the public and a cultural programme would be managed by an operator upon its reopening in 2028 once restoration works had been completed. The Bath House would be available free of charge for qualifying users between 10am and 6pm Monday to Friday and 12pm – 10pm on Saturdays subject to allowances within these hours for private hire of no more than 25% of the space for 18 hours a week as well as an additional 10 full days a year for all of the space and private hire allowed outside of these hours.

The Officer showed Members an image which showed the overhang of the building. The Officer stated that this would not fundamentally undermine the listed building significance or diminish an ability to appreciate the asset. The Officer stated that the slight overhang would measure 9.4m from ground level with the total width of the Bath House 3.5m in width. The slight overhang would project 0.55 metres. The Bath House would act as a focal point within the wider development scheme against a gentle background. The Officer showed an image of 65 Old Broad Street and stated that the development scheme proposed maximum retention and refurbishment of the building. The scheme proposed a range of different but linked uses across four floors providing retail, a café, maker/studio and office floor space. There would also be associated cultural event space at second floor level in the open terrace space. Hive Curates had taken occupation of the space for 18 months from July 2023 as an initial trial period prior to the construction phase of development and this had been well received. The trial period was intended to better understand the space and how this could be managed and utilised in the longer term under the banner of the proposed uses that would be secured by the consent in the Section 106 agreement.

Members were shown visuals of the existing and proposed elevations. The proposed west elevation showed the extent of the retention along with the proposed west elevation facing onto Old Broad Street. The Officer advised that much of the existing glazing would be retained but new frontages would be created.

Members were informed that the proposed development at 55 Old Broad Street would deliver an uplift of over 23,000 square metres of Grade A office floor space in the cluster. It would contribute to the achievement of the office floor space target in both the adopted and emerging local plans. It would also deliver 5.7% of the required commercial space to meet projected economic and environmental growth demand. The site would be protected by Hostile Vehicle Mitigation (HVM) bollards located at the building entrances at ground floor level on the west and south facing elevations.

Members were shown the proposed floor plans. The Officer stated that the office use access was from the western side of the new building with lifts to the upper floors. Office uses were proposed on Levels 3-22 with retail spaces located at ground floor. The second-floor floor plan showed the height of the glass house entrance lobby. The Officer stated that a typical office floor plate was around 1,347 square metres and the office spaces were designed to support a range of tenants. At Level 7, there was another typical office floor plan. Members were shown an image of the terraces, balconies and roofs. The Officer stated that each level of office floor space would accommodate external terraces in the southwest corners to create a green ribbon on the front edge of the building. She stated that Level 19 would have a communal planted terrace area and Level 20 would have a tenant terrace area.

Members were shown images of the cycle pod. The Officer stated that cycle spaces would be accessed via dedicated stairs and lifts within the pod building as well as at 65 Old Broad Street. The pod building would be well-located on the corner of the scheme and would be constructed of reused materials from the site. Members were informed that the proposed re-provision of the public house would bookend the eastern part of the site adjacent to one of the new pedestrian links. The proposed façade details had been reimagined reflecting the augmented history of pubs in London. An enhanced detailed design would result in a striking red façade and patterned brickwork with raised signage which was an enhancement on the current provision. Materials would be secured by condition. Members were shown an image of the visibility of the pub façade along Wormwood Street. The Officer stated that the active frontages consisted of new retail provision and would be an improvement when compared to the existing frontages along Old Broad Street and Wormwood Street. These active frontages would increase connectivity through the enhanced public realm between the proposed built form.

Members were shown images of existing and proposed elevations and were informed that the proposed tall building sat comfortably next to the retained parts of 65 Old Broad Street and the Bath House was celebrated as a centrepiece of the proposed scheme.

Members were shown images of the view from Waterloo Bridge with the current situation and the cumulative situation with 55 Bishopsgate included as this had a resolution of consent to be granted. The proposed development was also included. Officers recognised that in this view there was a very slight erosion of sky. The proposed development had been amended by the applicants to minimize this erosion. Officers had concluded that there was a very slight level of harm, however overall it was considered that the proposal would not compete with the prominence of St Paul's Cathedral or hinder views of the strategically important landmark. Instead, 55 Old Broad Street would

seamlessly integrate within the existing development pattern within the City Cluster.

Members were shown the view of the proposed development from London Wall. It was seen at a lower height in front of other tall buildings including 110 Bishopsgate and the green ribbon from the amenity terraces on the southwest corner of the building could be seen. From this view, the building was seen in front of other tall buildings including 110 Bishopsgate and behind All Hallow's Church. The new building would provide a calmer and more consistent background to the church. To the left, 199 Bishopsgate was also visible. Members were shown the cumulative scenario with the building sitting in line with the Heron Tower. Members were also shown a view of the development seen behind St Botolph-without-Bishopsgate Church and next to other tall buildings including 99 Bishopsgate to the left.

In an image from One Bishopsgate Plaza, Dashwood House was seen directly behind the tower of the church and the Cross Point development to the right. From Bishopsgate Churchyard, looking west the development was seen along Alderman's Walk and to the left of Dashwood House. The red tiles of the proposed public house façade and the Bath House appeared behind the trees. The Officer stated that the restored Bath House would be celebrated in this view even in the wintertime.

Members were shown an image looking west from the junction of Wormwood Street in which the vibrancy of the pub facade and the ground floor retail units were visible. The Officer stated that at lower level, the different façade treatments helped to break up the overall scale of the building. To the west of the application site, the proposed development was seen from New Broad Street sitting amongst other tall buildings in the cluster. The removal of part of 65 Old Broad Street allowed new views including enhanced visibility of the Bath House. The Bath House was celebrated in the long vista from the New Broad Street Conservation Area. Moving east along New Broad Street, the new office building could be seen to the right while the refurbished elements of 65 Old Broad Street started to appear to the left and the new view of the Bath House was clearly visible.

Members were shown an image of the cumulative scenario to the western elevation of the Bath House with the Bath House visible where it was not visible before. Members were shown the same view at nighttime. A sensitive lighting scheme was proposed, the details of which would be conditioned. This would allow for sensitive lighting around the listed building. Members were shown an image of the cumulative scenario.

Members were shown the view from Bishopsgate to the northeast of the application site. The Officer stated that the proposed development would appear in the background to the right of the taller Tower 42 and 55 Bishopsgate. From the north of Old Broad Street in front of Hope Square, the proposed building would join the existing group of tall buildings to the southwest and would appear in front of Tower 42 and 22 Bishopsgate and next to Dashwood House. Members were shown the cumulative scenario. Members were shown an image to the northwest along Sun Street Passage where the proposed development would appear in front of Tower 42 at a lower height. Members were also shown the cumulative scenario with 55 Bishopsgate shown. From the south side of Old Broad Street close to Tower 42, the prominence of the cycle pod on the corner could be seen adjacent to the new route through the site moving towards Liverpool Street Station. From Bishopsgate Churchyard facing west into the application site, the removal of part of 65 Old Broad Street allowed the Bath House to be seen as a centrepiece in views from the New Broad Street Conservation Area to the west. This view created alignment when moving from east to west through the application site towards the conservation area boundary. Members were shown a view looking west along Wormwood Street in the southern part of the application site. The Officer stated that the removal of the bridge link was considered to be acceptable in design and heritage terms. Its removal would open up and declutter views along Wormwood Street and the new route adjacent to the vibrant pub façade was seen.

Members were informed that the scheme would deliver a number of key benefits including a strategic contribution of office floor space in the City with an uplift of over 23,000 square metres. This would be best-in-class Grade A flexible office floor space designed to meet the needs of future occupiers. The proposed scheme would be energy efficient and would aspire to BREAAAM outstanding. The scheme would also deliver two pedestrian links, cultural and events floor space, affordable office space, vibrant and active retail frontages, dedicated cycle parking, public house provision and improved public realm. It would also deliver a dedicated community and cultural space within the sensitively refurbished Bath House, supporting community and cultural needs. The Officer stated that Officers acknowledged the number of objections received relating to the Bath House and its setting. These had been carefully considered, however, Officers did not concur with the objections relating to harm to this heritage asset and considered that the wider scheme would be a positive change and would preserve the significance of the listed Bath House.

The Officer stated that the proposed development scheme would optimise the use of land to deliver a transformative and new mixed-use seven-day destination for the Liverpool Street area. The scheme would sit comfortably within the cluster, would activate and animate new public spaces transforming

an under-utilised site with little active ground floor uses and an underwhelming public realm to a new commercial and cultural hub for the City and London, with the Bath House as the centrepiece of the scheme. The Officers stated that for these reasons and the reasons set out in the report, the scheme was recommended for approval.

A Member asked for clarification on the recommendations as the addendum included a different resolution to the agenda and it had been suggested that the Committee might have to take account of the consultation period that had not finished and a draft City Plan which could be changed. The Officer clarified that the recommendations were as specified in the second addendum. The Legal Officer stated that the recommendations were broad enough to take account and allow for the issue set out in the addendum. She further stated that there was a need to take account of any material considerations that changed up until the point that permission was granted and not just until the day of the Sub-Committee meeting. Often there could be a six-month gap between the Sub-Committee meeting and the actual notice being issued and any changes in this time had to be considered. The Legal Officer stated that she understood that the consultation period had closed, and the date published on the website was a typographical error. Hundreds of consultation responses had been received and the error had been rectified about a week before the Sub-Committee meeting. Therefore, it was considered that the meeting could proceed but the director should be delegated the authority to consider any consultation responses that might come in after the date of the meeting and taken account of those before deciding whether to grant permission. If any issues arose which had not already been considered by the Sub-Committee Members, a decision could be made to bring the matter back to the Sub-Committee, but it was considered that this would be unlikely given the number of consultation responses already considered and the detailed officer report. Members were informed that the weight given to the Local Plan would change as moved through the process towards approval. The Legal Officer stated that her view was that the application could be determined at this meeting.

The Chairman explained that there was one registered objector to address the meeting. He therefore invited the objector to speak.

Mr Guy Newton from the Victorian Society advised that the Victorian Society had a formal role in the planning system by virtue of the Secretary of State arrangements for handling heritage applications Direction 2015. He stated that when determining applications, local authorities must take the response from the Victorian Society into account. Mr Newton stated that the former Turkish Bath House on which the proposed development would partially sit, was a Grade 2 listed Islamic style building modelled on the Church of the Holy Sepulchre in Jerusalem. It was designed by Harold Elphick and built between

1894 and 1895. It was notable for its unusual Islamic style tiles and onion-shaped dome and crescent-shaped minaret. The building had a good amount of space around it and so the remarkable architectural quality could be appreciated. It was also a well-known landmark within the City.

Mr Newton stated that the proposed 23 storey building showed a lack of deference to a Grade 2 listed building overshadowing and dwarfing this heritage asset, diminishing its architectural significance, and essentially engulfing the building in an artificially lit cavernous space. He raised concern that the Bath House would not be a celebrated centrepiece. Mr Newton stated that the partial cantilevering reduced the appreciation of crucial architectural features. He also commented that the crescent-shaped minaret was meant to be seen against the sky.

Mr Newton stated that the proposal would cause harm at the high end of less than substantial harm to the setting of the Grade 2 listed building. He further stated that policy guidance including the National Planning Policy Framework (NPPF) emphasised giving great weight to the conservation of a heritage asset including its settings. The proposal would materially detract from the asset of significance but also might damage its economic viability in the future thereby threatening its ongoing conservation.

Mr Newton raised concerns the massing and proposal of the building would affect the views in and out of New Broad Street and Bishopsgate Conservation Area and would compete with the outline of the Grade 2 * listed former Great Eastern Railway at Liverpool Street Station. He added that views along New Broad Street would be hemmed in, eroding the street's broad and open character.

Mr Newton commented that the building would sit outside the City Cluster in an area not designated for tall buildings and this was a policy violation. He added that the building would largely sit within the Bank character area which was an area not designed for tall buildings. Mr Newton referred to Policy 7.7 of the London Plan and stated that the impact of tall buildings proposed in a sensitive location should be given particular considerations such as conservation areas, listed buildings and their settings. He added that Paragraph 199 of the NPPF stated that great weight should be given to the conservation of assets including setting and heritage assets. Mr Newton stated that there had been over 360 objections and the Sub-Committee should take into consideration the substantial harm to the Grade 2 listed building.

Mr Newton raised concerns about cantilevering over listed buildings and a precedent being set. He stated that the building should be pushed back with the

cantilevering elements removed and suggested that the commercial space lost here could be made up elsewhere on the development.

The Chairman thanked the objector for his contribution and invited questions of him from the Sub-Committee.

A Member asked the objector if he could see any merits in the preservation and restoration work that was proposed to be undertaken on the existing Bath House. Mr Newton stated that the Bath House was not in a terrible state and the future of the building did not depend on this development. He acknowledged that there were some merits to the restoration, but he did not consider that they went far enough to restore the building. He stated that there would be some loss to the curtilage.

A Member commented that almost all the churches and monuments in the city were to some extent hemmed in and crowded as that was the nature of the City. He asked if this could not be considered to be a fair compromise. Mr Newton stated that most churches did not have buildings cantilevered over them. Mr Newton stated that the cantilevering element should be removed and the building set back by double the size of the Bath House.

In response to a Member's question, Mr Newton confirmed that he did not consider that the proposal would enhance the heritage asset. He stated that this would be against policy.

Seeing no further questions, the Chairman invited the applicant team to speak.

Mr Ross Sayers, Head of Development Management at Landsec, stated that Landsec believed in the long-term sustainability of cities as places to live, work and play, in creating world class sustainable buildings blended with exciting and varied public realm, retail, food, leisure and community spaces. New Street Square and One New Change were examples of other Landsec schemes which contributed to the shaping successful cities for the future. At One New Change best-in-class office space had been supplemented with flexible office business Myo responding to occupiers growing demand for flexibility and increased amenity. Also at One New Change, the introduction of restaurants and leisure concepts such as the new F1 Arcade were drawing visitors into the City outside of standard working hours. Members were informed that the need to learn and to adapt had never been more critical. The rise of hybrid working meant the best talent had to be drawn in and the City had to be more than just a place of work, it needed to inspire and excite in order to draw people in and a data-led strategy was required to respond to the climate emergency.

Mr Sayers stated that the vision for 55 Old Broad Street answered these challenges. He explained that the office space at 55 Old Broad Street was flexible, sustainable, provided access to outdoor space through terraces on each floor and also provided shared amenity space for customers to enjoy. It provided affordable workspace designed for fast growing SMEs within the square mile. The ground floor experience with new connectivity, more choice

and better public spaces would earn the commute of the best talent. The scheme provided two compelling reasons for both workers and visitors to come, be inspired and stay longer. The first one was 65 Old Broad Street Studios. Building on the City's heritage of craft and enterprise, the studios would provide a new creative hub in the heart of the City with space for artists and makers, workshops and exhibitions available to the public. Hive Curates were currently trialling this space under the name Broad Works which acted as a benchmark for meanwhile use in the City. Mr Sayers informed Members that the second venue would be created by the sensitive restoration and refurbishment of the Grade 2 listed Victorian Bath House currently used for private events. This would be turned into a community and cultural event space in partnership with the Guildhall School of Music and Drama. It would be a place which would celebrate innovation and would support London's emerging performers, musicians and theatre makers within a sensitively restored asset. Historic elements which had been damaged over time would be sensitively restored and the building would be set within attractive new public realm. The proposals would allow more local people, workers, shoppers and passers-by to see and enjoy the historic building for the first time.

Mr Sayers stated that as the first real estate property to set science-based targets for carbon reduction and having delivered the UK's first net zero carbon office space earlier this year, creating a sustainable place had been in the heart of Landsec's design process. He stated that with the extensive carbon optioneering work undertaken, the plans supported the City of London's Climate Action Plan. Designed to last for over a 100 years, the net zero, all electric building would set a benchmark for deconstruction and material reuse rather than demolition. Members were informed that the investment provided a vote of confidence in the City of London Corporation's vision to boost the square mile's position as a world leading destination for visitors and talent.

Mr Mark Beattie of Hive Curates stated that he was an artist and co-founder of Hive Curates. He advised that Hive Curates was a collective of artists, curators and cultural programmers who specialised in arts and place-making. Hive Curates opened its first studio space in 2019 in Enfield. It had a strong, friendly, creative community of diverse artists and quickly started to take its work beyond the studio. Over the last four years, placemaking projects, cultural programmes and light festivals had been undertaken. Clients included the Greater London Authority (GLA), Enfield and Camden Councils, the Peabody and Creative Land Trust. Hive Curates had been partnering with Landsec since September rebranding the site using the name Broad Works. There were 10 creative studios which were being offered at genuinely affordable rates set by the GLA. There was 100% occupancy with a growing waiting list of artists. Alongside the studios, there was a gallery for exhibitions and a retail space where artists were given the opportunity to sell their crafts and run workshops for the community, both helping them build a sustainable income. Some of the workshops already held included tapestry weaving and screen printing. The latest event held was in celebration of Black History Month and had over 180 attendees. Members were informed that in the first two months there had been an overwhelming response to the achievements so far, and Hive Curates was excited to grow and evolve the model over the next 12 months, listening to what the community wanted and finding new ways to activate the site. The findings

from Landsec's local engagement were that 72% of people said that creative activities would make them more likely to attend the office more frequently. Activities were being held which would drive employees into the office and visitors to the area, thereby supporting the City's Destination City ambition. Mr Beattie stated that Hive Curates also understood that these projects often had a limited life space which made them hard to build a stable creative community. He added that Landsec's plans represented an opportunity to make this permanent, building on the area's heritage of craft and enterprise and this would create a new dynamic cultural hub in the City of London.

Mr Sean Gregory, Vice-Principal and Director of Innovation and Engagement at the Guildhall School of Music and Drama stated that the school was a vibrant international community of musicians, actors and production artists in the heart of the City of London. He stated that the school's 2023-2030 strategic plan and vision advocated for the continuing importance of the performing arts in a context where equity and sustainability mattered. He added that the school had a long history of training in socially engaged work and championing community partnerships. Mr Gregory stated that the Bath House was a hidden gem and was a stunning venue dating back to 1895 with baths present on this site since 1817. Through the partnership with Landsec, the school intended to open this building for use by communities, artists and the public. A flexible cultural and community venue would be created providing community groups, city workers, charities and cultural organisations with access to free space, events and activities which celebrated the City's heritage. Alongside this, performing artists would be offered free workshops, rehearsal and R&D facilities creating a new performing arts venue to showcase London's best emerging talent. It was envisaged that there would be a community programme designed around three main themes. The first would be community makers focusing on skills development with creative workshops and co-creative theatre and music projects. The second would be around health directed towards community wellbeing which might include music and art therapies, movement workshops and mentoring. The third area of focus would be on community connections providing a free accessible and welcoming space for community groups and charities from the City and surrounding boroughs.

Mr Gregory stated that the Guildhall School of Music and Drama was excited about the range of opportunities this project presented. It wanted the Bath House to become a new home for the community and emerging talent in the centre of London, celebrating innovation and creative risk-taking.

The Chair thanked the applicant team for their contributions and invited any questions that the Sub-Committee might now have of them.

A Member asked for more information on the plans for the operation of the Bath House and public access and consultation with the Victorian Society. The applicant team stated that the Bath House would be accessible to members of the public and advised that a new lift was being put in to make the basement space accessible. The priority would be for the public to have as much access as possible to the building and feel a sense of belonging. Workshops and other activities would be run and would be organised in advance and publicised. There was a long history of building relationships with surrounding boroughs

and local communities and organisations so the applicant team was geared to co-imagining and co-creating projects and activities that would work within the spaces and work for the people who wanted to attend. Members were informed that Landsec would welcome conversations with the Victorian Society and would ensure the building worked in line with proposals whilst meeting concerns currently being expressed, through the activities being proposed.

A Member asked if someone passing by could visit without booking to attend a workshop and was advised that how the venue would work was part of the consultation process but the idea was there would be times when people could visit. These were likely to be at fixed times during the week, for a number of reasons such as the nature of an activity taking place and safeguarding.

A Member asked about the type of events proposed and raised concern about the size of the basement space in the Bath House and whether production costs would be covered. The applicant team advised that the activities run would be shared, participatory activities bringing people together rather than having a focus on performance and productions. Careful thought would be given to the nature of the activities that were considered in terms of the creative partnership working and socially engaged work. In advance of the Bath House opening, work would take place to ensure the space was usable and fit for purpose for the planned activities, giving thought to practicalities of the size of the space. Consideration would be given to having flexible partitions to divide the space or have it as one larger space. Jo Chard from the Guildhall School of Music and Drama stated that this was an exciting opportunity for the school, and it provided an opportunity for innovation, experimentation and the development of partnerships and activities. The school was keen to be involved as part of its civic purpose as an institution and a university and would provide much needed space to artists and communities in the City.

A Member commented on there being a condition on the playing of live music that could be heard outside the Bath House between 8pm and 8am and asked if there would be sound insulation or if 8pm was sufficient. The applicant team stated that the space would be designed for the Guildhall School of Music and Drama and so sound insulation would be provided as required.

In response to a Member's question about fire escapes, the applicant team stated that there would be two escape routes from the Bath House. One escape route would be at ground level and the other would be from the basement, through the larger 55 Old Broad Street basement.

A Member raised concern about the oversailing and asked how many additional square metres of office space were gained by extending out of the boundary and over the pavement. The applicant team stated that the proposal oversailed Wormwood Street which was owned by the City but not Old Broad Street as this was land owned by the developer who also owned Dashwood House to the north of the site. There was an element of office space created by the oversail and there would be a commercial discussion if planning permission was approved.

A Member raised concerns about the loss of retail and vital space at ground floor for the office entrance and bike store and asked where the applicant saw

the enlivenment that was proposed. The applicant team stated that processes had been run to find the right occupiers and partners to deliver on their aspirations and the City's aspirations to bring people into the City and encourage them to stay. Through these processes the Guildhall School of Music and Hive Curates were selected as they put forward publicly accessible space bringing craft back into the City, bringing music and rehearsal space into the City, outside an Elizabeth Line station with significant numbers of people walking past. The applicant stated this was a compelling offer.

The Chairman commented that while there was a loss of retail, there was an increase in the affordable office space and the cultural offering and shops coming into the entire complex. He asked how the affordable workspace would work alongside those who would pay full rate for flexible workspace and whether there would be equity of amenities. The applicant team advised that the affordable workspace would be linked to the existing building at 65 Old Broad Street studios with the two floors under the terrace space being the maker space/ studios and a shop for artists to sell their work and a gallery for them to showcase it. There would also be an accessible terrace above and the affordable workspace and affordable maker space would be in the two stories above so would all be accessible and in one part of the building. Currently there was an obligation for at least 25 affordable desks at a discounted market rent but the exact definition would be defined through the Section 106 agreement process setting out whether this would be affordable desks or affordable artist studios.

A Member asked if, on the two levels where artists worked, there could be an area for the public to observe the artists working and see products being made that they could buy in the retail shop. Mr Beattie stated that Hive studios were designed with transparent windows and had communal areas for artists to work in. Each month at Broad Works, open studio sessions were held that were free and open to the public. All artists were encouraged to open their studios to show the process involved in their work. This also encouraged members of the public to take part in workshops. Members of the public who had requested to be shown around, had been.

In response to a Member's question about the consolidation figures, the applicant team stated that the proposal was to work towards a 50% reduction, in line with the figure used for other City developments.

A Member asked how the fabric of the Bath House would be protected from the proposed green roof. The applicant team stated that there was a heritage strategy which would include further investigation and work to understand all future interventions and alterations and ensure that historic fabric was preserved. It was proposed that the green roof would sit independently on top of the structure so there was no risk of roots damaging the Bath House structure. There would be a structural survey undertaken beforehand. Following further investigative work, a detailed conservation management plan would be drawn up to ensure the ongoing preservation of the building.

A Member asked whether this scheme which would deliver benefits but would also overhang the Bath House, was the only way to deliver the benefits or if it was about maximising what was included on the site. The applicant team stated that this investment was a package and was balanced. It was considered that a small oversail of Wormwood Street would create additional floor space that the City needed in an area that could take the additional floorspace and height. The applicant considered this to be the right balance alongside the public benefits that would be part of the scheme. The applicant stated that the overhang over the Bath House would be at 9m high. Slightly more space would be created above which would allow more public realm to be created below and the scheme allowed the creation of 65 Old Broad Street Studios and to spend significant sums on the Victorian Bath House and provide a rent free new music and cultural venue.

A Member raised concern about in one of the examples used by the applicant, there were many empty units. The applicant stated that although this was correct and there were empty units in One New Change, the new F1 Arcade was almost fully booked for the next two months both during the day and in the evening and this was the same for the restaurant, The Ivy, Asia. The applicant acknowledged the lower ground floor of One New Change was not currently working but stated they had plans and were talking to Officers about how they could move away from retail to provide a leisure offer.

The Chairman suggested that the Sub-Committee now move to any questions that they might have of Officers at this stage.

A Member commented that the objector from the Victorian Society had claimed the proposed location of the tall building was a policy violation and asked Officers to clarify this. An Officer stated that this was not a policy violation and the cluster policy area was a generic term for an area in which it was envisaged that there would be a cluster of tall buildings. The proposed location was not in an area considered inappropriate for tall buildings and was not in a conservation area. The thorough visual assessments undertaken suggested this was an appropriate site for a tall building.

A Member commented that the overhang on Wormwood Street would provide shelter from the rain or sun and therefore might be of benefit to pedestrians. He asked if there was a plan to widen the footway. The Officer stated that Section 278 was secured through the Section 106 legal agreement and set out in the heads of terms. This contained detail that would be secured as a minimum through the Section 278 agreement and would be subject to various profiling and modelling required by the transport team. The Officer stated there was not a plan set out for the widening of this specific footway, however there was a plan moving forward that could be presented to committee in the near future for

the general east west corridor works to Wormwood Street, London Wall and other streets which might encapsulate various footpath improvements and highway considerations.

A Member asked for clarification on the locations of HVM bollards and whether planters could be used instead of bollards, where appropriate. An Officer stated that HVM measures were subject to landscaping details and the precise detail, design and location would be finalised in conjunction with the City of London Police and be included in the condition submission.

A Member raised concern about the limited information about the impact on the public spaces of the building in relation to the daylight and sunlight (in terms of diagrams), wind and pedestrian comfort. The Officer noted the comment about the lack of diagrams in relation to daylight and sunlight and stated that there were predominantly negligible or moderate impacts to certain rooms including the churches. The Officer stated that overall the conclusion was that the overall results in an urban area and for non-residential properties such as churches were acceptable. The microclimate findings showed a negligible benefit. Further mitigation measures would be secured by condition.

A Member asked if there could be a condition to ensure the public had access to the building without having to attend an event. An Officer stated that the heads of terms secured a cultural strategy and this provision would be incorporated. The cultural strategy would set out the precise nature of the cultural space. The addendum clarified the hours of operation and stated the access would be for qualified users. A draft cultural strategy had been submitted. The applicant would be required to satisfy the criteria of being a qualified user and which community uses were under consideration.

A Member asked for more information on pedestrian comfort levels. An Officer stated that if no footway improvements were made, the pedestrian comfort on Old Broad Street would be D on Old Broad Street and B+ on Wormwood Street following occupation of the development. He informed Members that pedestrian comfort levels were cumulative so an increase in occupation of the site would inevitably lead to more people and therefore a decrease in pedestrian comfort levels. However the Section 278 agreement would take an appraisal on various pedestrian comfort levels, healthy streets and modelling exercises as to the precise nature and design of footpaths around the site. The funded works set out in the report included the reconstruction of footways fronting the application site and the possible widening of the Old Broad Street eastern footway in yorkstone paving. There would be further investigation as to what was required to achieve a higher possible level of pedestrian comfort level. A Member raised concern that waiting until the Section 278 to resolve the pedestrian comfort level issues meant there would be limited options such as widening the road

which would create issues with traffic flow. An Officer stated that there would be two new generously wide public routes through the site which did not currently exist. These were intended and negotiated to frontload the issues in advance. These would take the pressure off Old Broad Street. Pedestrian comfort levels on Old Broad Street would then increase to B+.

A Member asked for more information on servicing. An Officer stated that there would be 65 trips a day in a worst-case unconsolidated scenario. Consolidation would reduce this by 25% but that was subject to the submission of a servicing and delivery plan. It was expected that the number of trips would reduce further once the detail had been submitted and considered.

A Member referred to the Officer report which stated the exceptional benefit of office space contribution, and asked why the provision of office space, when there were many applications coming forward, was seen as an exceptional benefit. An Officer stated that it was a significant economic benefit because it meant employment, growth and as an economic catalyst to the resurgence of the City and also in terms of its position as an international business centre. He added that the provision of best-in-class Grade A office space when there was an undersupply, was a very significant public benefit.

The Member also queried how the Local Plan fitted in with the figures in relation to the supply of office floorspace. The Officer stated that by 31 March 2022, a 1.2 million square metre net increase had either been delivered or was under construction or was permitted in the City, against the targets set out previously. There was a further requirement to meet the draft City Plan 2036 target of approximately 2 million square metres. The new draft City Plan had a target of 1.2 million square metres so the amount of floorspace required by the new draft City Plan because of what had already been delivered to date, was broadly commensurate with what was required in the draft City Plan. Therefore, even though the total number was very different from the current City Plan, the current City Plan had an earlier start date and a substantial amount of floorspace had been delivered, hence the lower figure of 1.2million.

A Member stated that with limited fire escapes in the Bath House, any increase in capacity would require more fire escapes to be added.

The Chairman asked Officers to provide more information on the carbon optioneering undertaken. An Officer stated that a number of options had been considered. One option was a light touch refurbishment option with a small extension of three storeys. This option would not provide the high-quality office floorspace discussed and would not deliver the public benefits, climate resilience or amenity. Another option had a considerable uplift. The application scheme had the option that had the lowest embodied and operational carbon

emissions. It also had a sizeable retention percentage. It was therefore considered to be the best, sustainable and balanced approach for the application site.

Seeing no further questions of Officers, the Chairman asked that Members now move to debate the application.

A Member commented that the Bath House was a hidden gem and this scheme would open it up, celebrate and enhance it. He also stated the building was unobtrusive to look at, would open up two new pedestrian accesses in an area with restricted pedestrian access and as part of the scheme the unsightly pedestrian bridge would be removed.

A Member stated that the Bath House originally was not a standalone building. It was attached to North Broad Street House. The south side and the rear were only exposed when that building was demolished. The Member commented that the site visit had shown the Bath House was dilapidated and the scheme would carefully restore the Victorian exterior and would remove the inappropriate modern fabric on the south side and rear and sensitively replace it. He stated that the basement was currently not accessible and inside there were multiple levels that would be replaced by a single level. The Member commented that the cultural use would include skills development and he understood there would be no charge for people to attend the cultural events. He considered that the proposal would significantly improve the Bath House and safeguard it as an important part of the City's heritage.

A Member stated that many of the objections assumed that the Bath House would be demolished and replaced by a large block and that was not the case. The future of the Bath House was being considered in a sympathetic way, like the City had done with the Temple of Mithras, Walbrook which had been resurrected to a site which could be visited and also with the Amphitheatre below Guildhall. This proposal would enhance the heritage building. There was an economic benefit to the scheme, and better open space for people to enjoy, particular to and from Liverpool Street Station.

A Member commented that the new pedestrian routes and permeability of the site would be a significant improvement and would help more people discover the architectural gem of the Victorian Bath House. He stated he had slight concerns about whether the space would be as accessible as he would like it to be and encouraged the Guildhall School of Music and Drama to consider having open days when any member of the public could access the Bath House. He stated that originally the building was more hemmed in than it would be with the proposed scheme. The Member congratulated the applicant on the Broad Work site which Members had visited on the site visit.

A Member commented that a lot of thought had gone into the application and there was a package of beneficial measures including the restoration of the Bath House and modern officers. However, he considered that the scheme was trying to achieve too much. He stated that several advisory bodies stated there

was a balance to be struck which did not go as far as this proposal. He stated the building could be set back and the level of office space could be reduced whilst still providing the benefits. He also stated that this scheme caused harm and its package of benefits though interesting and welcome, was not sufficient to outweigh the harm, if heritage was valued.

A Member commented that the Officer report stated the proposal was finely balanced. The Member stated that she considered that balance had been overstepped with the building proposed on site being built to the maximum size to maximise the office space. There would be a refurbished Bath House and creative spaces. The Member applauded the developer for retaining the existing building but this did not justify the overbuilding of this proposal.

A Member stated that an overhang of 55cm over 9m was insignificant. He stated that the overhang on Wormwood Street was significant but was not necessarily a problem as pedestrians could benefit from a rain and sun shelter. It was high enough that it would not cause a problem. The Member commented on the benefits of the creative workspace including bringing makers back into the city and stated that this provided a reason for workers to attend their office as they could attend classes after work. It would create a destination. He commented that he would like feedback from the developer over the coming years on how well this worked as there were other sites in the City where artisans could work.

A Member commented that she supported the refurbishment of the Bath House but consideration had not been given to the wide range of heritage assets this scheme would impact upon due to its height and bulk and the wider historical impact. The Member stated that culture and heritage should be protected and she was concerned about how this application would encroach on the view of St Paul's Cathedral. She stated that the developer had maximised their assets to the detriment of a much wider range of grade listed buildings in the area and the views.

A Member commented that the primary public benefit being provided was more office floorspace when significant amounts of new office floorspace was required in the City and it was right that the use of space be maximised.

The Chairman summed up the points made and stated that the applicant had taken an experimental step in the City with the Hive Curates concept over the last few months. Members had visited the site and had seen that having a live facility in place showed what could be done in one of the busiest most congested parts of the square mile. It was bringing in new diversities of sectors and younger people who would not necessarily think about working in the square mile. This tied in with the ambitions of the City. The Chairman commented that using the Bath House for arts would be a very good use of the space. He also commented that providing affordable office space and bringing in people who were starting up businesses and innovators from different sectors which were not traditional to the City was vital for the future of the City. The provision of affordable workspace was working effectively in other buildings

and was welcomed as part of the package of benefits with this scheme. The provision of Grade A office floorspace was also a central part of the provision.

Having fully debated the application, the Chairman asked the Town Clerk to read out the recommendations on pages 3 and 4 of the second addendum. Following this, the Committee proceeded to vote on the recommendations before them.

Votes were cast as follows: IN FAVOUR – 13 Votes
OPPOSED – 4 Votes
There were no abstentions.

Luis Tilleria did not vote as he was not present for the whole agenda item.

The recommendations were therefore carried.

RESOLVED –

1. That, subject to the execution of a planning obligation or obligations in respect of the matters set out under the heading 'Planning Obligations' the Planning and Development Director be authorised to issue a decision notice granting planning permission and listed building consent for the above proposal in accordance with the details set out in the attached schedules;
 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;
 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; and
 4. That it be agreed in principle that the land affected by the building which is currently public highway and land over which the public have right of access may be stopped up to enable the development to proceed and, upon receipt of the formal application, officers be instructed to proceed with arrangements for advertising and (subject to consideration of consultation responses) making of a Stopping-up Order for the area shown marked on the Stopping-up Plan annexed to the Officer report under the delegation arrangements approved by the Court of Common Council.
5. * **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.

6. *** 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.

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

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

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

There were no questions.

The meeting ended at 3.00 pm

Chairman

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