



Planning and Transportation Committee

INFORMATION PACK

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

Date: TUESDAY, 23 JULY 2024
Time: 10.30 am
Venue: LIVERY HALL - GUILDHALL

15. * DISTRICT SURVEYORS ANNUAL REPORT 2023/24

For Information
(Pages 3 - 16)

16. * ENVIRONMENT DEPARTMENT HIGH-LEVEL BUSINESS PLAN 2023/24
PROGRESS REPORT (PERIOD 3, DECEMBER 2023-MARCH 2024)

For Information
(Pages 17 - 26)

17. * RISK MANAGEMENT UPDATE REPORT

For Information
(Pages 27 - 44)

18. * REVENUE OUTTURN 2023/24

For Information
(Pages 45 - 56)

19. * PUBLIC LIFT & ESCALATOR REPORT

For Information
(Pages 57 - 60)

20. *** TO NOTE THE MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE MEETING HELD ON 30 APRIL 2024**
- For Information**
(Pages 61 - 66)
21. *** TO NOTE THE MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE MEETING HELD ON 9 MAY 2024**
- For Information**
(Pages 67 - 76)
22. *** TO NOTE THE MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE MEETING HELD ON 11 JUNE 2024**
- For Information**
(Pages 77 - 106)
23. *** TO NOTE THE DRAFT MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE MEETING HELD ON 2 JULY 2024**
- For Information**
(Pages 107 - 134)
24. *** TO NOTE THE MINUTES OF THE STREETS AND WALKWAYS SUB-COMMITTEE MEETING HELD ON 14 MAY 2024**
- For Information**
(Pages 135 - 144)
29. *** DEBT ARREARS - ENVIRONMENT DEPARTMENT (P&T COMMITTEE)**
- For Information**
(Pages 145 - 154)

Ian Thomas CBE
Town Clerk and Chief Executive

| | |
|---|---|
| Committee(s): Planning & Transportation | Dated: 26 th July 2024 |
| Subject: District Surveyors Annual Report 2023/24 | Public |
| Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly? | Providing Excellent Services. |
| Does this proposal require extra revenue and/or capital spending? | N |
| If so, how much? | N/A |
| What is the source of Funding? | N/A |
| Has this Funding Source been agreed with the Chamberlain's Department? | N/A |
| Report of: Director of Planning & Development | For Information |
| Report author: Gordon Roy, District Surveyor | |

Summary

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

Recommendation(s)

Members are asked to:

- Note the report for information.

Main Report

Background

1. The principal role of the District Surveyor's Building Control Service is to ensure that all building work complies with the requirements of the Building Act 1984 and the Building Regulations 2010. Building Regulations are minimum standards laid down by Parliament to secure the health and safety of people in or about buildings with an increasing emphasis on improving energy efficiency, sustainability and accessibility. The building control section is also responsible for notices submitted under Section 30, London Building Act (Amendment) Act 1939 for temporary demountable structures.
2. In offering this Building Regulation regulatory service within the City, the District Surveyor's Office is in direct competition with approximately 90 private firms operating as corporate Approved Inspectors (called Registered Building Control Approvers (RBCA) since 06th April 2024) authorised to offer a building regulations approval service.

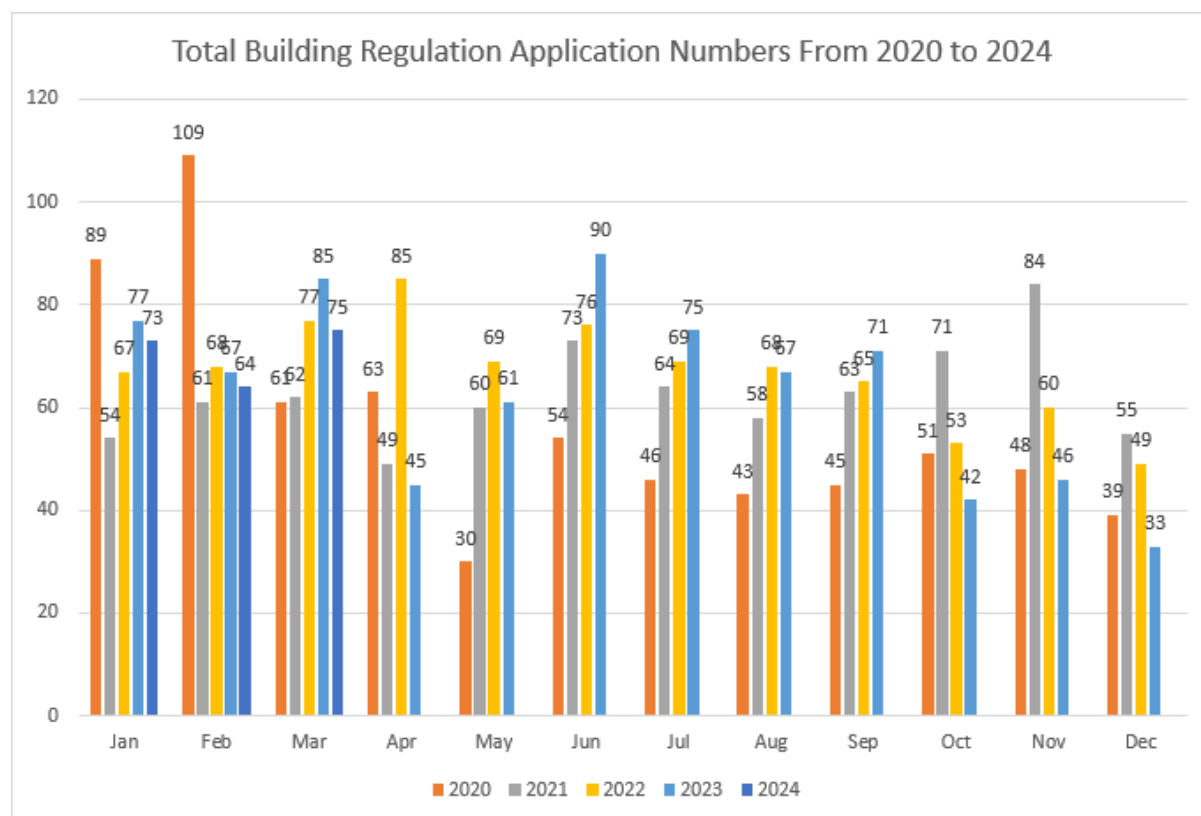
3. In addition, Dangerous Structures within Inner London are dealt with under the London Building Acts 1930-1939. Responsibility for dealing with them is delegated, by your committee to the District Surveyor. This service is provided on a continuous basis, 24 hours a day throughout the year to ensure public safety. A record of all calls is maintained on the CAPS Uniform software.
4. Other responsibilities placed upon the District Surveyor include:
 - Maintaining a register of all work under the control of Approved Inspectors / RBCA's.
 - Registering certificates under the Competent Persons Schemes.
 - Processing and recording Demolition Notices.
 - Advice to the Community and Children's Services on Marriage Licence applications for the technical standards in relation to Health and Safety.
 - Advice to the Planning Service on major Planning Applications on the design of Sustainable drainage systems. This service was extended in April 2020, to include Fire Safety and Energy Statements, which are additional requirements for major planning applications under the Local Plan.
5. Advice and guidance on technical and procedural requirements are made freely available to other areas of the City of London Corporation and the public upon request.
6. The Engineering Team are responsible for the structural inspection and maintenance of approximately 80 Highway Structures, the City's 5 river Bridges and a number of Statutory Reservoirs on which they have reported separately to your committee, City Bridge Foundation Board and Open Spaces Committees respectively. The Engineering Team also provide advice on major Infrastructure Projects to protect the City's interests.
7. The Environmental Resilience Team, formed in June 2019, aims to improve the resilience of the City Corporation and the Square Mile to environmental impacts including flooding, and fulfilling the City Corporation's statutory duties as Lead Local Flood Authority under the Flood and Water Management Act 2010.
8. The District Surveyor is also responsible for monitoring delivery of projects within the Environment Department, designed to deliver the Corporate Climate Action Strategy.

Current Position

9. As referenced earlier in the report, the Building Regulations function of the District Surveyor's Office is open to extensive competition and is affected by the fluctuating extent of building work within the City. During 2023/24 workload has generally returned to a normal level, following the Covid-19 pandemic where applications received by both the Approved Inspectors and The District Surveyors Office dropped by around 50% from previous years. The following bar chart

(Table1) shows the number of applications and Initial Notices received by the District Surveyors Office over the last few years.

Table 1



10. Applications received by the Building Control Service for 2023/24 and the resulting market share are shown in Table 2.

Table 2

| Market Share | | | | | |
|------------------------------|-------------|-------------|-------------|-------------|-------------|
| | Yr. 2019/20 | Yr. 2020/21 | Yr. 2021/22 | Yr. 2022/23 | Yr. 2023/24 |
| City of London Applications | 300 | 158 | 222 | 216 | 166 |
| Initial Notices Received | 697 | 418 | 574 | 590* | 574 |
| Total Number of Applications | 997 | 576 | 796 | 824 | 740 |
| City of London Market Share | 24% | 27% | 28% | 26% | 22% |

- 618 Initial Notices deposited, 20 Cancelled and 8 Rejected.

11. Market share was 22% and therefore at the bottom of our target 22-30% range. Table 3 below sets out the numbers of applications received by the top 6 building control providers within the City, and it demonstrates that the District Surveyors remain the highest provider of this service.

Table 3

| Building Control market share | | |
|--|------------------------|----------------------|
| Provider | Number of applications | Percentage of Market |
| City of London | 166 | 22% |
| Shore Engineering | 93 | 13% |
| Sweco Building Control Limited | 90 | 12% |
| Stroma Building Control Limited | 64 | 9% |
| Salus (Building Control & Fire Safety Consultants) Limited | 55 | 8% |
| SOCOTEC Building Control, Ltd | 49 | 7% |

12. A summary of the all the Building Control Service workload for 2019/20 to 2023/24, is shown in table 4:

Table 4

| Building Control Statistics | | | | | |
|--|---------|---------|---------|---------|---------|
| | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 |
| Corporate Complaints | 0 | 0 | 0 | 0 | 0 |
| Jobs Commenced | 278 | 151 | 210 | 191 | 198 |
| Jobs Completed | 186 | 121 | 164 | 146 | 163 |
| Full Plans Applications Submitted | 174 | 100 | 118 | 108 | 107 |
| Building Notice Applications submitted | 78 | 46 | 78 | 71 | 36 |
| Partnership Applications | 10 | 8 | 9 | 10 | 8 |
| Regularisations | 29 | 12 | 14 | 24 | 15 |

| | | | | | |
|--------------------------------|------------|----------|------------|------------|------------|
| Cross Boundary applications | 9 | 2 | 3 | 3 | 0 |
| Total Number of Applications | 300 | 158 | 222 | 216 | 166 |
| Competent Person Notifications | 376 | 554 | 508 | 366 | 504 |
| Dangerous Structure Call Outs | 23 | 12 | 22 | 18 | 28 |
| Site Inspections | 1759 | 894 | 1256 | 1205 | 1415 |
| Income | £1,058,245 | £810,533 | £1,025,501 | £1,054,705 | £1,144,404 |
| Market Share | 30% | 27% | 28% | 26% | 22% |

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

- Special and Temporary and Special Structures- 30 applications.
- Approvals in Principle for the Engineering Team- 33 applications.
- Marriage Act applications to carry out a technical assessment for the premises prior to a Licence being issued-14 applications.
- Sustainable Drainage Systems (SuDS) - providing the technical advice and assessment for major planning applications -56 applications.
- Demolition Notices -14
- Fire Safety Statement advice for major planning applications-39 applications.

14. Income from Building Regulation applications for year 2023/24 was £1,144,404.

This income and total Local & Central risk expenditure for delivering this service has been determined and included into the Building Control Financial Statement and has been approved by the Chamberlain. The statement has determined that the Building Regulation service has made a financial surplus of £185,018 for 2023/24.

15. Tables 2 and 3, show the total number of Building Regulation applications received by the Building Control team, dropped during 2022/23 and further in 2023/24. This reduction is mainly in the number of Building Notices received, and this can be attributed to the introduction of the Building Safety Act 2022 and changes in the Building Control system.

16. Following the Grenfell tragedy, the government carried out a review into the construction industry, fire safety and the building control system, which has resulted in the introduction of The Building Safety Act 2022. This new legislation includes.

- The formation of the Building Safety Regulator (BSR) to oversee safety in the construction industry.
- From 1st October 2023, the Building Safety Regulator to act as the Building Control Authority for all Higher Risk Buildings. (A higher risk

building is defined as a building containing at least 2 residential units, a care home or a hospital and has a floor higher than 18 m or 7 storeys.)

- All building control surveyors must register with the BSR.
- As part of their registration, all surveyors are required to demonstrate their competence by completing an assessment with an approved third-party approver.
- Competency of surveyors will be assessed depending on individual's knowledge and experience and they will be assigned a Class. Class 1-Trainee, Class 2-General, and Class 3-Specialist.
- From 6th July 2024, all surveyors will be required to work within their class bands, under the Building (Restricted Activities & Functions) (England) Regulations 2023.

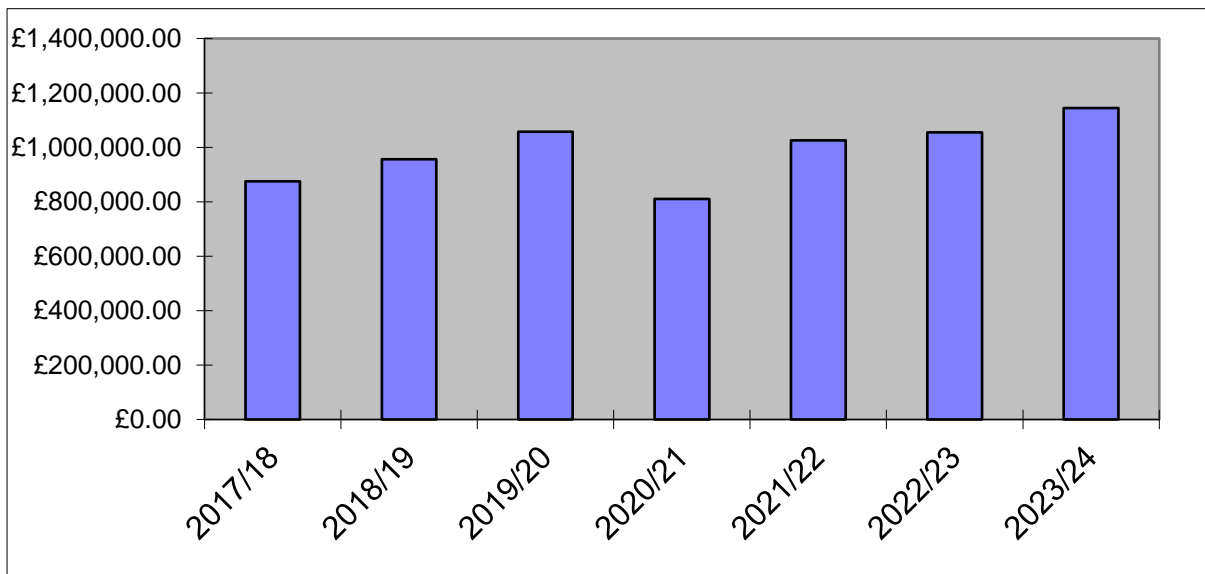
17. The reduction in Building Notices being received, correlates to the introduction of the Building Safety Regulator becoming the building control authority for Higher Risk Buildings, as all building notices received were for alterations to residential flats, mainly in the Barbican, which have now transferred to the BSR. All other applications remain at a stable level.

18.

19. This legislative change and the resulting falling building notice numbers has resulted in the market share also falling. We will continue to monitor the effects of the new legislation on applications and income, over the coming years.

20. As application received over the past few years continues to be monitored, and the fees generated from those applications can be seen in Table 5. This shows that application activity in 2023/24 was buoyant.

Table 5



21. Income received in a year can be difficult to use as a measure of new business activity as large projects which have already started, are invoiced throughout their construction period and can disguise market activity. To analysis new business activity, applications received in a calendar year and their respective fee income is checked and the results are listed in table 6:

Table 6

| Table 6 Building Control Applications 2017-2023 | | |
|--|-----------------------|----------------|
| Year | Number of Application | Fees Generated |
| 2017 | 236 | £778,279 |
| 2018 | 246 | £778,279 |
| 2019 | 266 | £1,091,256 |
| 2020 | 191 | £1,091,256 |
| 2021 | 210 | £1,391,085 |
| 2022 | 191 | £1,091,256 |
| 2023 | 166 | £1,246,499 |
| | | |

22. The analysis of Table 6 suggests that although application numbers have decreased, income generated from applications remains high. This is linked to large scale developments commencing and fit out applications to recently completed office developments continuing to drive construction activity within the square mile. The office has also received requests for pre application advice form a number of new large schemes, so the outlook remains extremely positive.

Major Projects that Completed in 2023/24

23. Construction work during 2023/24 has seen the completion of a number of major buildings. These included:

- 8 Bishopsgate.
- 100 Liverpool Street.
- 40 Leadenhall

- Multiple fit out works for 22 Bishopsgate.
- Multiple fit out works for 8 Bishopsgate.

24. While the number of large projects that completed was small, fit out works at 22 Bishopsgate and, 8 Bishopsgate continue as does the construction works at 81 Newgate Street, Salisbury Square development, 1 Leadenhall, 1-2 Broadgate, 2-3 Finsbury Avenue and the Museum of London.

London HUB

25. In January 2023, this Committee agreed that the District Surveyor could act as the single point of contact between the Building Safety Regulator (BSR) and all London local authority building control teams, when the BSR requires assistance under Section 13, as they carry out their duties as a Building Control Authority. This is known as the London HUB and has been in operation since 1st October 2023.

26. Between 1st October 2023 and 5th April 2024, 108 requests had been received but this is expected to rise over the next few years as the construction industry transitions to the BSR acting as a Building Control Authority.

Engineering Team

27. The Engineering team are continuing to work in collaboration with the development project team, for the Museum of London at Smithfield. Their projects to waterproof a number of bridges around Smithfield and Snow Hill, are taking longer to match their access requirements and further delaying strengthening to the bridge at Lindsey Street.

28. Designs have been developed for the waterproofing and joint replacement of London Wall Car Park with the scheduling of works in two phases commencing at the western end in summer of 2024 and the eastern half in summer of 2025.

29. Working with colleagues at Hampstead Heath a number of the smaller non-statutory Reservoirs were successfully de-silted, and we have participated in consultation for recent flood events by the local authority. The increased development activity referenced above has also been matched by increased abnormal load movements, crane notification etc.

30. A number of reservoir projects are also continuing to proceed along with maintenance and inspection of all the structures the team advise on.

Environmental Resilience Team

31. The Environmental Resilience Team has continued to deliver work that increases the resilience of the City to the increasing risks we face from climate change (flooding, heat stress, water shortages, biodiversity loss, emerging pests &

diseases and disruption to food, trade and infrastructure). The Team is responsible for the implementation of the Local Flood Risk Management Strategy (LFRMS), and two programmes within the Climate Action Strategy – Cool Streets and Greening, and Mainstreaming Climate Resilience.

32. Progression of the Local Flood Risk Management Strategy 2021-27 continues. These tasks contribute to fulfilling the City Corporation's duties as Lead Local Flood Authority for the Square Mile under the Flood and Water Management Act 2010. The City of London Strategic Flood Risk Assessment 2023 was published in November 2023. In response to the Environment Agency's Thames Estuary 2100 Plan initial conversations have been undertaken towards the development of Central Section (Chelsea Bridge to Tower Bridge) Joint Thames Strategy as part of a Thames Regional Flood and Coastal Committee funded refresh program. This would support the implementation of the City of London Riverside Strategy which is proposed to be updated in 2024.
33. Cool Streets & Greening programme has delivered a number of pilot projects, and more are in development. This programme tests the suitability of climate resilience measures such as sustainable drainage (SuDS), climate resilient greening and tree planting, which will protect the Square Mile from climate related changes in our weather. Delivering these schemes is also building capacity internally. Construction completed on a further 11 sites in 2023-24 bringing the total to 17, three sites are underway, and designs are progressing for a further 21 sites. This includes works to transform 14 City Gardens as part of the replanting for climate resilient, 7 schemes of which have been completed. 12 new street trees were planted this year bringing the total to 43 and a new round of site identification will take place in time for the 24/25 tree planting season with target of 100 street trees across the programme. Supporting this work a climate measures catalogue and a resilient planting catalogue have been developed and lessons learnt from complete projects are being used in those being designed.
34. The team has also been successful in attracting external funding to expand the programme. This has included £23 590 for the creation of leaky dams and brush bundles at Yardley Lane, Epping Forest. This grant is part of the Thames Regional Flood and Coastal Committee's Natural Flood Management (NFM) fund and will be used as a demonstration project as part of an NFM Toolkit the team is developing. The team also support the Friends of City Gardens with a successful bid to the Rewild London Fund for a project at Bunhill Fields.
35. The installation of city-wide Climate Sensors Network, which had been delayed due to supply chain issues, has progressed. With a number of temperature, soil moisture sensors now installed across the Square Mile. Gully sensors are due to be rolled out later this year. They provide city-specific long-term climate monitoring data, be used to assess the effectiveness of interventions in reducing overheating and flood risk and offers the opportunity to be used in real-time decision making for operations including gully cleaning and irrigation of planted areas.

36. The Natural Environment Research Council funded “Cubic Mile” project came runner up at the London Tree and Woodland Awards in the London Urban Forest Award. The joint project between the Environment Resilience Team and the British Geological Survey reviewed below ground mapping to identify opportunities for SuDS, tree planting and cool spaces. The outputs from which have already been used to assist with identification of sites for Cool Street and Greening Programme.
37. As part of the Climate Action Strategy’s Mainstreaming Resilience project, the team have been working with colleagues from across the Environment Department to create specifically tailored Climate Adaption Action Plan. This will be rolled out in the following year to the Community & Children’s Services department. The team have continued to run a series of “Climate Chats” to communicate climate change issues within the Environment Department as well as supporting other informative events to a wider audience. This has included establishing a staff group of Climate Champions which was launched at the Mansion House in February 2024.
38. This year the team will be finishing a horizon scanning exercise into the pest and diseases that are likely to increase due to climate change. Working with colleagues across the organisation, they are going to highlight the work we already do and undertake a gap analyse to identify any areas where additional research would be beneficial. A working partnership with the public health team has been established, with a joint presentation being given to the Health and Wellbeing Board. Further collaboration is underway to integrate the two fields of health and climate.
39. The Environmental Resilience Team remain active within the climate resilience professional community, contributing to sharing best practise, remaining up to date with changes and demonstrating leadership across London. The team collated the City Corporation response to the call for evidence from the London Climate Resilience Review. Team members contribute to the steering group for the Thames Tidal Councils Forum, attend the London Climate Change Partnership, London Drainage Engineers Group, London Borough’s Biodiversity Forum, London Urban Forest Partnership, London Council’s Green and Resilient Working Group, and other groups.
40. The team is also working with community groups to coordinate on biodiversity initiatives including Friends of City Gardens and Pollinating London Together, this has included arranging a number of bat walks, butterfly recording, and moth trapping exercises. The groundwork has been laid for collaboration with a number of academic partners including Imperial College London, Queen Mary University and Royal Holloway to undertake further efforts to record and enhance biodiversity across the coming year.

Staff

41. The overall team has increased to 34 from last year's total of 28. This includes 25 within the Building Control Team rising from last year's 19, 5 within the Engineering Team. And 4 within, the Environmental Resilience Team. The District Surveyors Office has officers of various seniority and specialisms to reflect the work we do. These include structural engineers, chartered surveyors, Chartered fire engineer, services engineers and environmental specialists. All members of the Engineering Team are civil engineers.
42. Over the last few years, the Building Control Team has been in transition with a number of staff members retiring. Recruitment to fill positions has been extremely difficult due to the national shortage of Building Control Surveyors, competition from Approved Inspectors, and constraints due to corporate Grading structures, therefore the team has reduced in size over the past few years.
43. However, as set out in last year's report, we have undertaken recruitment to increase our establishment in targeted areas. This has resulted in the recruitment of 2 new technical apprentices, 2 graduate surveyors, 1 qualified surveyor and a new team leader, bringing stability and resilience to the team.
44. In October 2023, new legislation required all Building Control surveyors to start to register with the Building Safety Regulator, and this process was completed in April 2024. From 6th July 2024, The Building (Restricted Activities & Functions) (England) Regulations 2023 will take effect, (delayed from its original 6th April 2024) that requires all building control surveyors to have their competence validated and recorded as part of their registration. Without the correct validation and registration, surveyors will not be able to work without supervision. All surveyors affected by this new legislation have either completed this process or are actively involved within the validation process.
45. We continue to actively seek out potential clients and win new work, with discussion continuing with major developers and landowners, such as British land. Pre application requests have been received regarding, 70 Gracechurch Street and 1 Undershaft. Initial design workshops regarding the Markets relocation project are continuing. Through our LDSA HUB, we are supporting the Building Safety Regulator with applications at Great Ormond Street Hospital and a number of other smaller projects within the Square Mile. We will continue to support the Building Safety Regulator in their role as a building control body where we can, but the Committee should be aware that the regulator has issued guidance that includes "Conflict of Interest" clauses, so if the Corporation own or manage a property, such as the Barbican, we are unable to assist them with that building.
46. The London District Surveyors Association (LDSA) represents the heads of Building Control in the 33 London authorities. The District Surveyor office continues to support the work of the LDSA and is represented on all its major committees, including its executive committee. Gordon Roy, the District Surveyor was President during 2023 and completed his term of office in March 2024.

47. Regular reviews of our workload and performance are carried out and reviewed in the light of regular customer surveys.

48. Performance standards are measured by means of Key Performance Indicators which indicated in table seven, KPI's 2023.

Table 7 KPI's

| | LBC1 | 5 week apps 90% within 19 working days | | | LBC2 | 8 week apps 90% within 26 working days | | | LBC3 | Completion Certificates Issued 85% within 10 working days | | |
|-------------------|------|---|-----------|------------|------|---|-----------|------------|------|--|------------|------------|
| | | Apps. | Success | % | | Apps. | Success | % | | Final Inspections | Success | % |
| 2023/24 | | | | | | | | | | | | |
| Apr | | 4 | 2 | 50% | | 2 | 2 | 100% | | 12 | 12 | 100% |
| May | | 2 | 1 | 50% | | 6 | 5 | 83% | | 10 | 10 | 100% |
| Jun | | 1 | 0 | 0% | | 7 | 6 | 86% | | 9 | 9 | 100% |
| Jul | | 3 | 3 | 100% | | 4 | 3 | 75% | | 7 | 7 | 100% |
| Aug | | 2 | 0 | 0% | | 6 | 4 | 67% | | 6 | 6 | 100% |
| Sept | | 6 | 3 | 50% | | 7 | 5 | 71% | | 16 | 16 | 100% |
| Oct | | 3 | 1 | 33% | | 5 | 3 | 60% | | 13 | 13 | 100% |
| Nov | | 5 | 3 | 60% | | 7 | 3 | 43% | | 11 | 11 | 100% |
| Dec | | 2 | 2 | 100% | | 3 | 2 | 67% | | 3 | 3 | 100% |
| Jan | | 5 | 3 | 60% | | 1 | 0 | 0% | | 12 | 12 | 100% |
| Feb | | 10 | 8 | 80% | | 1 | 0 | 0% | | 25 | 24 | 96% |
| Mar | | 8 | 5 | 63% | | 0 | 0 | 100% | | 26 | 26 | 100% |
| YEAR TOTAL | | 51 | 31 | 61% | | 49 | 33 | 67% | | 150 | 149 | 99% |

49. The Building Control division operate a Quality Management System which was externally audited in August 2023 and received re-accreditation. This re-accreditation of the Building Control Quality Management System means that the division has been providing an accredited management system, continuously for 30 years.

50. The District Surveyor's office uses the Building Control module of IDOX Uniform software to record all applications and records. This is the same software that the Planning department use for their purposes. The use of a common system enables easy abstraction of information for building searches and shared information. The system is currently being updated to ensure we are able to submit all required new performance information to the Building Safety Regulator as set out in their Operational Standard Rules-Monitoring.

51. The District Surveyor continues to work closely with other London Local Authority building control teams and the Building Safety Regulator on all building control matters to ensure our teams are adequately prepared for the challenges that new legislation, due to the Grenfell tragedy, are bringing to the construction industry.

Conclusion

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

Gordon Roy
District Surveyor

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| | |
|--|--|
| Committee: Planning and Transportation Committee | Dated: 23 July 2024 |
| Subject: Environment Department high-level Business Plan 2023/24 Progress Report (Period 3, December 2023 - March 2024) | Public |
| Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly? | <ul style="list-style-type: none"> • Providing Excellent Services • Vibrant Thriving Destination • Leading Sustainable Environment • Dynamic Economic Growth |
| Does this proposal require extra revenue and/or capital spending? | No |
| Report of: Gwyn Richards, Planning and Development Director Ian Hughes, City Operations Director | For Information |
| Report author: Joanne Hill, Business Planning and Compliance Manager | |

Summary

This report provides an update on progress made during Period Three (December 2023-March 2024) towards delivery of the high-level Business Plan 2023/24 for the service areas of the Environment Department which fall within the remit of your Committee. Key performance information is provided within the covering report and at Appendices 1 and 2.

Financial information relating to this period is provided in the Chamberlain’s Revenue Outturn report which is presented separately to this Committee.

Recommendation

Members are asked to:

- Note the content of this report and its appendices.

Main Report

Background

1. Your Committee is responsible for the following service areas of the Environment Department:
 - The Planning and Development Division, including the District Surveyor
 - The City Operations Division: Highways and Transportation services.

2. The 2023/24 high-level departmental Business Plan was approved by your Committee in March 2023. The plan set out the key workstreams and key performance indicators (KPIs) for the year ahead.

3. To ensure your Committee is kept informed, an update on progress made against delivery of the high-level Business Plan 2023/24 is reported to you on a periodic (four-monthly) basis. This approach allows Members to ask questions and have a timely input into areas of particular importance to them.
4. Please note that the full, end of year financial position is detailed in the Chamberlain's Revenue Outturn presented separately to this Committee.

Current Position

5. This report provides an update on progress made against the 2023/24 high-level Business Plan during Period Three (December 2023 - March 2024) by the following service areas of the Environment Department:
 - The Planning and Development Division, including the District Surveyor
 - The City Operations Division: Highways and Transportation services

Key workstreams

6. The high-level Business Plan set out the key workstreams that would be undertaken during 2023/24. Teams have continued to make progress against these workstreams and a summary of the current position of each is provided at Appendix 1.

Key Performance Indicators

7. Key Performance Indicators were identified in the business plan. These measures are monitored to assess the performance of each service area in providing their statutory duties and progressing their key workstreams. Details of performance during Period Three 2023/24, and full year results, are provided at Appendix 2.

Corporate and Strategic Implications

Strategic implications – The monitoring of key improvement objectives and performance measures links to the achievement of the aims and outcomes set out in the City of London's Corporate Plan.

Financial implications – Financial implications are addressed within the separate Chamberlain's Outturn report.

Resource implications – None.

Legal implications – None.

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

Equalities implications – None.

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

Security implications – None.

Appendices

Appendix 1 – Progress against key workstreams

Appendix 2 - Progress against key performance indicators

Background Papers

‘Draft High-Level Business Plans 2023/24 – Environment Department’ (P&T Committee, 7 March 2023)

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Progress against key workstreams
Period Three 2023/24: 1 December 2023 – 31 March 2024

| Ref: | Workstream | Progress Period Three (1 December 2023 – 31 March 2024) |
|------|--|---|
| 1. | Produce a revised City Plan 2040 and undertake formal public consultation on the draft submission, subject to Committee approval. | <ul style="list-style-type: none"> • The City Plan was approved for public engagement (regulation 19/20) by the Planning and Transportation Committee, the Policy and Resources Committees, and the Court of Common Council. • Public consultation on the Plan commenced in April and closed on 17 June 2024. |
| 2. | Align BID strategic priorities with existing and emerging CoL plans and strategies. | <ul style="list-style-type: none"> • The City has been going through various reviews including Destination City, Corporate Communications and Stakeholder Review and the launch of the new Corporate Plan. • To deliver on the new strategic direction resulting from the reviews, we need to align our efforts and resources and therefore the steering group's work has not progressed as intended. • We will formulate new priorities in liaison with other corporate departments and feedback the priorities to the BIDs accordingly in the next six months. • Notwithstanding, the BIDs are joining forces to deliver in this space with e.g. a programme of Summer of Sport and commissioning installations to celebrate the London Festival of Architecture, which hope to drive footfall and keep workers in the City beyond working hours. • The FSQ BID is holding a series of talks as part of a Climate Festival, and Eastern Cluster and Culture Mile are considering where they can incorporate climate resilience and Biodiversity in their public realm visions. |
| 3. | Adopt the City of London Lighting Supplementary Planning Document (SPD) . | <ul style="list-style-type: none"> • All the relevant documents have been approved and adopted. No further update. |
| 4. | Complete Climate Action Strategy 'Square Mile' projects. | <p>The Environment Department is responsible for delivering several workstreams within the Climate Action Strategy. These include:</p> <ul style="list-style-type: none"> • Cool Streets and Greening - This period saw the completion of the schemes at Withington Gardens, Queen Street Place, Noble Street, Angel Lane, and St Dunstan's Hill. 11 trees were planted and the search for new locations continues. Works began on site at Greening Cheapside, Jubilee Gardens, and Finsbury Circus Garden. • Mainstreaming Climate Resilience - This period saw further work on the Environment Department Climate Adaption Action Plans, the establishment of a new Climate Champions Network, and a survey of staff understanding on climate change. Development of the working relationship with public health colleagues also progressed, including a joint paper to the Health and Wellbeing Board. |

| Ref: | Workstream | Progress Period Three (1 December 2023 – 31 March 2024) |
|------|--|---|
| 5. | Carry out a review of operational property requirements . | <ul style="list-style-type: none"> The review of the Environment Department’s operational property portfolio is ongoing, but the additional Cyclical Works Programme (CWP) funding agreed for the next five years has created the opportunity for the Environment to work with City Surveyor’s Department to invest in maintaining those key properties we require into the long term. |
| 6. | Carry out a review of the Transport Strategy and deliver the actions therein. | <ul style="list-style-type: none"> Consultation on draft revisions to Transport Strategy has concluded. Progress with delivering Transport Strategy projects and initiatives includes final design and approvals for King William Street. Construction of King William Street pavement widening will begin once works at Bank junction complete in Spring 2024. All Change at Bank - delivery is ongoing and on schedule to complete in Spring 2024. A Bank restrictions review is also ongoing following the decision of Court of Common Council in June to pursue the safe reintroduction of taxis. Healthy Streets Plan Liverpool Street area and Barbican and Golden Lane area are in development. Ongoing engagement with industry, BIDs, TFL and neighbouring boroughs on last mile and consolidation. |
| 7. | Review on and off-street parking tariffs and controls , in the context of the Transport Strategy’s kerbside review. | <ul style="list-style-type: none"> An Off-street Emissions based charging report has been agreed by Planning and Transportation Committee. Target implementation in 2024. |
| 8. | Develop, consult on and implement an Infrastructure Strategy for the City’s long term utility requirements. | <ul style="list-style-type: none"> This strategy was approved by the Planning and Transportation Committee and subsequently adopted by the Court of Common Council in June 2024. |
| 9. | Establish a sustainable funding strategy for front-line services within the remit of the Committee. | <ul style="list-style-type: none"> Additional funding has been drawn into the Highways and Cleansing services from the On-Street Parking Reserve to offset the impact of contractual cost increases, as well as, more specifically, the desire from Port Health and Environmental Services Committee to increase street cleansing resources on the ground. This remains under review and will form the basis of the upcoming financial deep dive process looking at funding for the next 18 months. |
| 10. | Prepare for the introduction of the Building Safety Act 2022 which includes the registration of all Building Control Surveyors. | <ul style="list-style-type: none"> All relevant surveyors have now registered with the Building Safety Regulator as minimum Class 1 Registered Building Inspectors. A register of all surveyors is now active, and as at end March 2024, three surveyors were registered as Class 3 and one as Class 2. All relevant surveyors have applied with a certified body to have their validation checked and will complete the process in due course. |

| Ref: | Workstream | Progress Period Three (1 December 2023 – 31 March 2024) |
|------|---|---|
| | | <ul style="list-style-type: none"> In addition, the Quality Management System is in the process of being amended to ensure compliance with the new legislation. |
| 11. | Provide a London HUB to act as a single point of contact for the Building Safety Regulator . | <ul style="list-style-type: none"> The HUB is working well, and we have received compliments on our processes. This is now becoming business as usual. |
| 12. | Provide Building Regulation approval services . | <ul style="list-style-type: none"> We are continuing to market the Building Control Service wherever possible. Applications for the fit to works to 22 Bishopsgate and 8 Bishopsgate continue to be received. Overall, for the year to end March 2023, the value of applications was the highest for over 8 years. |

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**Progress against Key Performance Indicators
1 December 2023 – 31 March 2024**

| Performance Measure | Performance 2022-23 (full year result) | Target 2023-24 | Performance Period Three 2023-24 | Performance 2023-24 (full year result) |
|--|---|---|---|---|
| The number of people killed and seriously injured on City of London Streets. (2017 baseline: 54) | 59 <i>(2022 calendar year)</i> | <20 by 2030 0 by 2044 | N/A Annual measure <i>(Calendar year)</i> | 42 <i>(2023 calendar year)</i> |
| The area (%) of the City covered by sustainable drainage systems. | 0.56% <i>(1.59 ha.)</i> | 1.5% (4.3 ha.) | 0.83% <i>(2.36ha)</i> | 0.83% <i>(2.36 ha)</i> |
| Building Control Market Share. | 26% | 25% | N/A Annual measure | 23% |
| Major planning applications determined to agreed timescales. | 100% | 100% | 100% | 100% |
| Planning Performance Agreement Income. | £1.3m | £1.3m | N/A Annual measure | 1.6m |
| Square metres of office floorspace in the City. | 9.44m sqm | 150,000 sqm increase p.a. (2021-26 target: 750,000 sqm net increase) | N/A Annual measure | 9.38 million sqm |
| Proportion of approved planning applications which incorporate retention (including partial retention) of existing fabric. | N/A <i>New KPI for 2023-24</i> | TBC *1 | N/A Annual measure | 57% |

| Performance Measure | Performance 2022-23 (full year result) | Target 2023-24 | Performance Period Three 2023-24 | Performance 2023-24 (full year result) |
|--|--|----------------|----------------------------------|---|
| Cultural and community floorspace secured through planning applications. | N/A <i>New KPI for 2023-24</i> | TBC *1 | N/A Annual measure | 1 Scheme |
| Public realm, roof gardens, viewing galleries etc secured through planning applications. | N/A <i>New KPI for 2023-24</i> | TBC *1 | N/A Annual measure | Public Realm: 2 Roof Garden: 6 Viewing Gallery: 0 TOTAL: 8 |
| *1 The targets for these KPIs will be confirmed within the new City Plan. | | | | |

| | |
|---|--|
| Committee(s): Planning and Transportation Committee | Dated: 23 July 2024 |
| Subject: Risk Management Update Report | Public |
| Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly? | <ul style="list-style-type: none"> • Providing Excellent Services • Vibrant Thriving Destination • Leading Sustainable Environment • Dynamic Economic Growth |
| Does this proposal require extra revenue and/or capital spending? | No |
| Report of: Gwyn Richards, Planning and Development Director Ian Hughes, City Operations Director | For Information |
| Report author: Joanne Hill, Business Planning and Compliance Manager | |

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 identify, 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 held by 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. Key risks have been selected as being those with a score of 12 or above.
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 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 key risks held by the service areas which report to your committee are summarised below and the detailed Risk Register is presented at Appendix 2. The Register contains seven risks (two currently scored as RED, and five as AMBER).
7. Since the date of the last report to your Committee, all risks have been reviewed and updated in the risk management information system. None of the risk scores have changed.
8. The two highest risks remain:
 - **ENV-CO-TR 001: Road Safety** which is currently scored at Red 24 (possible likelihood, with an extreme impact) to reflect the risk of a fatal collision occurring. Officers are undertaking a range of mitigating actions to deliver safe streets, as shown at Appendix 2.
 - **ENV-CO-HW 010: Car parks: Fire safety** which addresses the risk of a fire occurring in one of the City's car parks. This risk has a current score of Red 16 (unlikely to occur, but an extreme impact). A variety of actions are underway or planned to reduce the risk of fire. Further details are provided at Appendix 2.
9. The other key risks are as follows. Appropriate actions are in place to control each risk:
 - **ENV-CO-HW 009: Car parks: Repairs and maintenance** (*AMBER, 12*)

- **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-CO-HW 002: Working in service/pipe subways (confined spaces)** (*AMBER, 8*)
- **ENV-PD-DS 003: Inspecting dangerous structures** (*AMBER, 8*)
- **ENV-PD-PD 007: Adverse planning policy context** (*AMBER, 6*)

10. 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

11. 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.
12. 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.
13. 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

14. 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) |

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(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: 01 July 2024

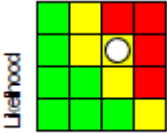
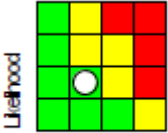
Rows are sorted by Risk Score

| 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 |
|--|---|-----------------------------|----|---|----------------------------|----|---------------------------|-------------------------------------|
| ENV-CO-TR Road Safety 02-May-2023 Ian Hughes; Bruce McVean | <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 | Likelihood Impact | 24 | 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. Mitigating actions include a range of projects to deliver safe streets, including All Change at Bank; St Paul’s Gyratory; the Pedestrian Priority Programme and Healthy Streets Minor Schemes. Campaigns and engagement activities are delivered in partnership with the City of London Police throughout the year, a spring/summer campaign is currently being developed. We are continuing to provide cycle training. | Likelihood Impact | 16 | 31-Mar-2028 | Constant |
| | | | | 25 Jun 2024 | | | Reduce | Constant |

| Action no | Action description | Latest Note | Action owner | Latest Note Date | Due Date |
|-------------------|---|---|--------------------------|------------------|-------------|
| ENV-CO-TR 0011 | <p>A programme of projects to reduce road danger on the City's streets including:</p> <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 nearing completion. • St Paul's Gyratory – preferred option approved and now progressing through detailed design. • Pedestrian Priority Programme – Improvements to King William Street are expected to start construction in July. Design for Threadneedle Street and Old Broad Street are in development. • 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. | Ian Hughes; Bruce McVean | 25-Jun-2024 | 31-Mar-2028 |
| ENV-CO-TR 001m | <p>Campaigns and engagement activities to encourage safe behaviours and promote safe vehicles, including:</p> <ul style="list-style-type: none"> • Active City Network • User and stakeholder liaison • Partnership working with City of London Police | <p>Campaigns and engagement activities are delivered in partnership with the City of London Police throughout the year, a spring/summer campaign is currently being delivered. We are continuing to provide cycle training, including professional cargo bike training. The Vision Zero Action Plan identifies a range of actions relating to Safer Behaviours.</p> | Ian Hughes; Bruce McVean | 25-Jun-2024 | 31-Mar-2028 |

Appendix 2

| | | | | | |
|-------------------|--|--|--------------|-------------|-------------|
| ENV-CO-HW 010c | Finalise the Fire Management Plan. | The Fire Management Plan has been drafted. Life Care Plans for the Car Parks have now been prepared in collaboration with the City Surveyor's Department (CSD) and incorporate the Fire Strategy and the Fire Management Plan. Bi-monthly meetings are held with CSD to discuss the Life Care Plan. Governance and progress will be reviewed by new Parking Assistant Director. | David Morris | 24-Jun-2024 | 31-Dec-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 have been completed in Tower Hill coach and car park for ventilation and lighting. 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. | David Morris | 27-Jun-2024 | 31-Dec-2024 |
| ENV-CO-HW 010f | Consider ways to reduce speed within some of the car parks. | We are currently looking into possibilities for installing speed humps across the portfolio to reduce speed and the likelihood of accidents. Speed humps are due to be installed at Smithfield Car Park at the end of June 2024. The only other car park where humps are due to be installed is Barbican car park: this will be completed by the end of the calendar year. | David Morris | 27-Jun-2024 | 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-HW 009 Car Parks: Repairs and maintenance 02-Sep-2022 David Morris | <p>Cause: The facilities management of the car parks is dependent upon action by City Surveyor's Department (CSD).</p> <p>Event: Required repairs and maintenance to the car parks is delayed.</p> <p>Effect: Increased possibility of structural and safety failure; greater likelihood of fire; serious injury or death of member of the public; our liability as the occupier increases; financial impact of insurance claims and increased premiums; reputational damage.</p> |  | 12 | <p>We are reliant on the City Surveyor's Department (CSD) assistance with actioning our requests for facilities management (FM). On a continuous basis, we liaise with CSD to address outstanding issues. We are currently recruiting a Parking Asset Manager who will take control of Facilities Management.</p> <p>24 Jun 2024</p> |  | 4 | 31-Dec-2024 | Constant |
| | | | | | | | Reduce | |

| Action no | Action description | Latest Note | Action owner | Latest Note Date | Due Date |
|-------------------|--|--|--------------|------------------|-------------|
| ENV-CO-HW 009a | The contractor responsible for each car park reports daily and weekly on any issues, including near misses. Issues are logged on the Concerto (CSD) system by CoL officers for action to be taken. | This is an ongoing action which is kept under review and continues to be monitored under the parking contract to ensure reports are received and issues logged appropriately. | David Morris | 24-Jun-2024 | 31-Dec-2024 |
| ENV-CO-HW 009b | Quarterly meetings are held with CSD and other stakeholders to discuss all CoL owned car parks and current issues. | This is ongoing action. Meetings continue to be held regularly. | David Morris | 24-Jun-2024 | 31-Dec-2024 |
| ENV-CO-HW 009c | Monthly site 'walk-arounds' of each car park are carried out with the FM Manager, car park management contractor and CoL staff to identify and review issues. | This is an ongoing action. CoL staff ensure the monthly visits are carried out with appropriate attendees. | David Morris | 24-Jun-2024 | 31-Dec-2024 |
| ENV-CO-HW 009d | Consider alternative options for the provision of facilities management. | Alternative FM options are being investigated, such as direct FM arrangements at each car park. This will be reviewed in light of moving the funding for repairs and maintenance to the On-Street Parking Reserve (OSPR) on a permanent basis. | David Morris | 24-Jun-2024 | 31-Dec-2024 |

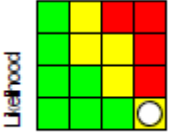
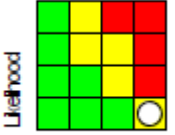

| Risk no, title, creation date, owner | Risk Description (Cause, Event, Impact) | Current Risk Rating & Score | | Risk Update and date of update | Target Risk Rating & Score | | Target Date/Risk Approach | Current Risk score change indicator |
|---|--|-----------------------------|----|---|----------------------------|---|---------------------------|-------------------------------------|
| ENV-CO-TR 003 Transport and public realm projects not delivered due to lack of funding 22-Jun-2023 | <p>Cause: Insufficient capital funding available or failure to secure sufficient capital funding through internal or external bidding processes.</p> <p>Event: Funding for capital programme ceases or is significantly reduced.</p> <p>Effect:</p> <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 | Impact 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 of 3 (Possible) reflects current lack of TfL or other external funding and competing demands for CIL and OSPR funding. Mitigating actions including maximising the potential to use S278 funding and bidding internally for CIL and OSPR funds. 25 Jun 2024 | | 8 | 31-Mar-2029 | Constant |
| | | | | | | | Reduce | |

| 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 | Bids for Vision Zero Safer Streets programme and Fleet Street Transformation submitted in Q1 2024/25. | Bruce McVean | 25-Jun-2024 | 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 | 25-Jun-2024 | 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 | 25-Jun-2024 | 31-Mar-2029 |

Appendix 2

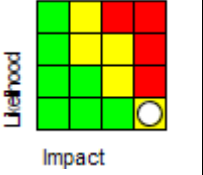
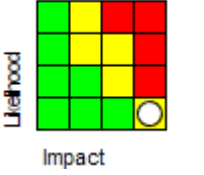

| | | | | | |
|-------------------|---|--|---------------|-----------------|-----------------|
| | application process. | | | | |
| ENV-PD-DS 001c | Following approval by P & T Committee, a Business Plan is being developed and will be presented to Members for consideration in due course. | District Surveyor HUB for LDSA and the Building Safety Regulator has now been live for six months. Work processes receiving excellent feedback from other Authorities and all working well. It is early days and major projects have only started to come through. Constant communication with the Building Safety Regulator is being maintained and City has now received its first two new Building Regulation applications through this process. We will continue to monitor the situation. | Gordon Roy | 20-Jun- 2024 | 31-Mar- 2025 |

Appendix 2

| 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 | <p>Cause: Safe access and egress for utilities and maintenance functions is required, whilst having operatives entering the confined space to undertake checks.</p> <p>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.</p> <p>Effect: Fatality / major injury / illness.</p> |  Likelihood | 8 | This risk assessment is suitable and sufficient. 17 Jun 2024 |  Likelihood | 8 | Accept |  Constant |

| Action no | Action description | Latest Note | Action owner | Latest Note Date | Due Date |
|---------------------------|--|----------------------------|---------------|------------------|-------------|
| ENV-CO-HW 002a Page 41 | <p>Confined space working is avoided when possible.</p> <p>All PPE and other equipment required for a SSOW shall be suitable and sufficient for the tasks identified. Suitable PPE and equipment shall be provided, as stated in the approved code of practice.</p> <p>All openings are controlled through a central booking system. A subway must not be entered if permission to do so has been refused.</p> <p>No booking will be granted to parties who are not on the database. If the contractor is not on the database, they must seek approval from CoL regarding their works. Once confirmed, the contractors will be added to the system before agreeing access.</p> <p>All works and operatives entering the pipe subway must comply with the code of practice for access and safe working in local authority subways.</p> <p>Regular inspections of the structure, covers, condition and asbestos surveys are undertaken.</p> <p>The Permit to Enter form must be completed and contractors checked to ensure they have suitable and sufficient equipment to enter a confined space.</p> <p>No smoking is allowed at any time.</p> | This is an ongoing action. | Giles Radford | 17-Jun-2024 | 31-Dec-2024 |

Appendix 2

| 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 | Cause: Officers involved in inspecting a dangerous structure. 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. Effect: Ranging from minor injury to death. |  | 8 | Risk is unchanged and remains valid. A range of mitigation measures are in place (as shown in the action) to control the risk. 20 Jun 2024 |  | 8 | Accept |  Constant |
| | | | | | | | | |

| Action no | Action description | Latest Note | Action owner | Latest Note Date | Due Date |
|---------------------------|---|-----------------------------------|--------------|------------------|-------------|
| Page 42 ENV-PD-DS 003a | Emergency Planning procedures in place - only authorised personnel to respond to Dangerous Structures call-outs and enter buildings. Take advice from Fire Brigade and emergency services. PPE issued and monitored. ISO9001:2015 Accredited (Quality Management Systems in place) | All mitigation measures in place. | Gordon Roy | 20-Jun-2024 | 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-PD 007 Adverse planning policy context Page 13 26 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. Effect: Adverse changes cannot be prevented using local planning control. | Likelihood Impact | 6 | Planning reform played a significant role in the Labour manifesto as a means to boost growth. The Government has announced that they will publish a revised NPPF in July 2024 for consultation. Most changes are expected to focus on housebuilding and would be unlikely to have a detrimental impact on the City. Given the focus on reforming planning to unlock growth, consideration will be given to liaising with the new government on planning matters to promote reforms that would align with the priorities in the City Plan 2040. 05 Jul 2024 | Likelihood Impact | 6 | 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. | Consultation responses have been submitted to previous government consultations. The Policy Team meet regularly with colleagues in DLUHC. | Rob McNicol | 05-Jul-2024 | 31-Dec-2024 |

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| | |
|--|----------------------------|
| Committee(s) | Dated: |
| Planning & Transportation Committee | 23 rd July 2024 |
| Subject: Revenue Outturn 2023/24 | Public |
| Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly? | N/A |
| Does this proposal require extra revenue and/or capital spending? | No |
| If so, how much? | N/A |
| What is the source of Funding? | N/A |
| Has this Funding Source been agreed with the Chamberlain's Department? | N/A |
| Report of: Chamberlain Planning & Development Director City Operations Director Chief of Staff (Environment) The City Surveyor | For Information |
| Report author: Dipti Patel, Chamberlain's Department | |

Summary

This report compares the revenue outturn for the services overseen by your Committee in 2023/24 with the final budget for the year. Overall total net expenditure across all risks during the year was (£15.448m), whereas the total budget was (£18.333m), representing an underspend of £2.885m as set out below.

| Summary Comparison of 2023/24 Revenue Outturn with Final Agreed Budget | | | | |
|---|------------------------|---------------------|------------------------|----------------------------------|
| | Original Budget | Final Budget | Revenue Outturn | Variation Better/ (Worse) |
| | £'000 | £'000 | £'000 | £'000 |
| Direct Net Expenditure | | | | |
| Interim Executive Director Environment | (4,468) | (6,174) | (4,406) | 1,768 |
| The City Surveyor (including Cyclical Works Programme) | (1,978) | (1,946) | (861) | 1,085 |
| Total Direct Net Expenditure | (6,446) | (8,120) | (5,267) | 2,853 |
| Capital & Support Services | (10,121) | (10,213) | (10,181) | 32 |
| Overall Total | (16,567) | (18,333) | (15,448) | 2,885 |

Recommendation(s)

Members are asked to:

- Note the report.

Main Report

Revenue Outturn for 2023/24

1. Actual net expenditure across all risks for your Committee's services during 2023/24 totalled (£15.448m), an underspend of £2.885m compared to the final budget of (£18.333m). A summary comparison with the final budget for the year is tabulated below. In this and subsequent tables, expenditure and adverse variances are presented in brackets. Only significant variances (generally those greater than £50,000) have been commented on.

| Table 1 - Summary Comparison of 2023/24 Revenue Outturn with Final Budget | | | | |
|--|----------------------------------|-------------------------------|----------------------------------|--|
| | Original Budget £'000 | Final Budget £'000 | Revenue Outturn £'000 | Variation Better/ (Worse) £'000 |
| Local Risk | | | | |
| Interim Executive Director Environment | (12,499) | (13,799) | (11,692) | 2,107 |
| The City Surveyor | (273) | (241) | (140) | 101 |
| Total Local Risk | (12,772) | (14,040) | (11,832) | 2,208 |
| Central Risk | 8,031 | 7,625 | 7,286 | (339) |
| Cyclical Works Programme | (1,705) | (1,705) | (721) | 984 |
| Capital and Support Services | (10,121) | (10,213) | (10,181) | 32 |
| Overall Total | (16,567) | (18,333) | (15,448) | 2,885 |

2. Interim Executive Director Environment local risk underspend of £2.107m comprises of the following most significant variations:
- (i) **Employees underspend £1,452,000** – staff vacancies during the process of TOM implementation.
 - (ii) **Additional customer & client receipts £1,336,000** – additional income mainly from Planning fees & Planning Performance Agreements £958,000; Traffic Management fees £743,000; Building Regulation fees £94,000; and other admin charges £17,000. Partly offset by shortfall in car parking fees and rental income (£476,000).
 - (iii) **Reduced third party payments £338,000** – due to contract savings for car park management and on-street parking enforcement costs.
 - (iv) **Premises Related expenses (£250,000)** – largely due to additional Highways repairs and maintenance costs (£601,000). These are partly offset by underspend for car parks rate reductions £224,000; reduced energy costs £74,000; and reduced Highways Structures breakdown maintenance works £59,000.
 - (v) **Transfer to reserve (£759,000)** – lower On Street Parking net local risk operating costs facilitated an increased transfer to Parking Reserve Account (£659,000), plus transfer to reserves of unspent (£100,000) Digital Planning Funding Programme Grant, which will now be spent in 2024/25.
3. Interim Executive Director Environment central risk overspend of (£339,000) comprises of the following most significant variations:
- (i) **Staff cost recharges to capital projects overspend (£577,000)** – due to shortfall in staff cost recharges to capital projects, mainly as a result of staff vacancies and reduced allocation of officer's time to projects.
 - (ii) **Off-Street Parking overspend (£139,000)** – due to lower local risk operating costs and lower central support recharges, this facilitated an increased transfer of funding to the Parking Reserve Account.
 - (iii) **Town Planning underspend £298,000** - due to increase in pre-application fees and land charges fees £298,000.
 - (iv) **On Street Parking underspend £71,000** – underspend due to increase in suspension and pay & display income £903,000 and reduction in bad debt provision £800,000. These were largely offset by reduced PCN income for the year (£619,000) and an increased transfer of funding to the Parking Reserve Account (£1,013,000).
4. The Cyclical Works Programme (CWP) underspend of £984,000 was due to works on Highway Structures being deferred to 2024/25 after review by the Engineering Team. The CWP does not form part of the City Surveyor's local risk budget and any variances will be carried over to 2024/25.

5. The reduction in the City Surveyors breakdown repairs maintenance works of £101,000 was due to reductions in reactive call outs on Highway Structures and reduction in the overall costs of the new planned preventative maintenance contract at the car parks.
6. There was an underspend on capital and support services of £32,000. During 2023/24 a review of central support services recharges was carried out. This involved updating the basis of apportionment for all recharges following the TOM and Governance Review along with trying to make them more transparent and fairer across all services. The updated basis has led to several variations to the original budget across committees, but overall total recharges have remained within the total original envelope. City Fund Original Budget (£29.9m) vs Outturn (£27.9m), and City's Estate Original Budget (£24.2m) vs Outturn (£22.9m). Consultation has been held with areas where recharges are funded from local reserves, i.e. HRA and Police, any variation/increase in costs across other services are met from the deficit funding and have no effect on front-line services. The full review has not yet been formally approved by Members as work is ongoing as how the new basis will affect 2024/25 budgets. Once the review is fully adopted the 2024/25 budget will be reviewed and updated where necessary and the paper on the review made available.
7. Appendix A and B provides a more detailed comparison of the local and central risk outturn against the final budget, including explanation of significant variations.
8. Appendix C shows the movement from the 2023/24 original budget of (£16.567m) to the final budget of (£18.333m).

Local Risk Carry Forward to 2023/24

9. The Interim Executive Director Environment had a local risk underspending of £2,107,000 on the activities overseen by your Committee. The Interim Executive Director had net local risk overspends totalling (£2,070,000) on activities overseen by other Committees, after adjusting for unspent carry forwards from 2022-23. The Director had requested that his maximum eligible underspend of £37,000 be carried forward, none of which relates to activities overseen by your Committee.

Corporate & Strategic Implications

Strategic implications – none.

Financial implications – none.

Resource implications – none.

Legal implications – none.

Risk implications – none.

Equalities implications – none.

Climate implications – none.

Security implications – none.

Report author

Dipti Patel, Chamberlain's Department

E: Dipti.Patel@cityoflondon.gov.uk

Appendices:

Appendix A – Planning & Transportation Committee – Comparison of 2023/24 Local Risk Revenue Outturn with Final Budget

Appendix B – Planning & Transportation Committee – Comparison of 2023/24 Central Risk Revenue Outturn with Final Budget

Appendix C – Planning & Transportation Committee – Movement in 2023/24 Original Budget to Final Budget

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Planning & Transportation Committee**Comparison of 2023/24 Revenue Outturn with Final Budget – Local Risk**

| | Original Budget £'000 | Final Budget £'000 | Revenue Outturn £'000 | Variation Better/ (Worse) £'000 | Notes |
|---|----------------------------------|-------------------------------|----------------------------------|--|--------------|
| LOCAL RISK | | | | | |
| Interim Executive Director Environment | | | | | |
| City Fund | | | | | |
| Town Planning | (2,648) | (2,197) | (1,331) | 866 | 1 |
| City Property Advisory Team | (542) | (564) | (464) | 100 | 2 |
| Planning Obligations | 0 | 0 | 0 | 0 | |
| Transportation Planning Directorate | (1,474) | (1,627) | (1,299) | 328 | 3 |
| Road Safety | (2,089) | (2,096) | (2,119) | (23) | |
| Street Scene | (297) | (302) | (288) | 14 | |
| Building Control | (70) | (70) | (70) | 0 | |
| Structural Mtce/Inspections | (915) | (874) | (312) | 562 | 4 |
| Highways | (720) | (663) | (528) | 135 | 5 |
| Traffic Management | (3,311) | (3,358) | (3,954) | (596) | 6 |
| Off-Street Parking | 1,207 | 1,177 | 1,957 | 780 | 7 |
| On-Street Parking | 480 | 708 | 708 | 0 | 8 |
| Drains & Sewers | (3,622) | (3,686) | (3,686) | 0 | 9 |
| Committee Contingency | (381) | (402) | (306) | 96 | 10 |
| Total City Fund | 1,883 | 155 | 0 | (155) | 11 |
| | (12,499) | (13,799) | (11,692) | 2,107 | |
| Total Interim Executive Director Environment | (12,499) | (13,799) | (11,692) | 2,107 | |
| The City Surveyor* | | | | | |
| Town Planning | (10) | (5) | 0 | 5 | |
| Highways | (148) | (134) | (89) | 45 | |
| Off-Street Parking | (115) | (102) | (51) | 51 | |
| Total City Surveyor | (273) | (241) | (140) | 101 | 12 |
| TOTAL LOCAL RISK | (12,772) | (14,040) | (11,832) | 2,208 | |

(*excludes the Cyclical Works Programme)

Reasons for significant Local Risk variations

- Town Planning** – underspend due to additional income from Planning fees, Planning Performance Agreements and other contributions £958,000, and reduced salary costs as a result of vacancies £395,000. This has been partly offset by increased fees and services costs relating to Local Plan consultant costs and Statement of Historic England SLA (£487,000).
- City Property Advisory Team** – underspend due to reduced salary costs as a result of vacancies £71,000 and spend not required for other running expenses £29,000.

3. **Transportation Planning** – underspend due to reduced salary costs as a result of vacancies £361,000, reduced spend on professional and internal legal fees £106,000 and other running expenses £32,000. This has been partly offset by shortfall in staff cost recovery from capital projects due to vacancies (£171,000).
4. **Building Control** – underspend due to reduced salary costs as a result of vacancies £453,000, increased income from Building Regulation fees £105,000 and other running cost savings £40,000. This has been partly offset by shortfall in Approvals in Principle income (£36,000).
5. **Structural Maintenance** – underspend due to reduced inspection contract costs £62,000, highway structures breakdown maintenance works not required £59,000, and other charges for services provided £14,000.
6. **Highways** – overspend due to:
 - Increase in repairs & maintenance FM Conway contract costs (£600,000).
 - Increase in other running costs (£21,000).
 - Shortfall in admin fee income (£20,000).
 - Partly offset by reduced electricity costs due to Power Purchase Agreement credits £45,000.
7. **Traffic Management** – underspend due to:
 - Increase in road closure fees, hoarding & scaffolding fees, road permitting fees and Thames Tideway SLA income £737,000.
 - Reduced salary costs due to vacancies £43,000.
8. **Off Street Parking** – whilst the overall variance was nil, there were a number of significant offsetting variances:
 - shortfall in rental income (£350,000) and car parking fees (£126,000).
 - reduction in rates costs £224,000, car parks contract management costs £93,000 and other running cost savings £18,000.
 - Deficit balance transferred from the Parking Reserve Account £141,000.
9. **On Street Parking** – whilst the overall variance was nil, there were a number of significant offsetting variances:
 - salary underspends £308,000.
 - reductions in enforcement contract costs £244,000.
 - reduced printing costs £66,000, and other running expenses £41,000.
 - Surplus balance transferred to the Parking Reserve Account (£659,000).
10. **Drains & Sewers** – underspend due to reduction in drainage works £46,000, salary underspends £30,000 and increase in pipe subways openings and admin fee income £20,000.
11. **Contingency** – overspend of (£155,000) due to a vacancy factor held for the Department.
12. **City Surveyor** - underspend of £101,000 for reduction in breakdown repairs maintenance works was due to reduction in reactive call outs and reduced costs for the new planned preventative maintenance contract.

Planning & Transportation Committee**Comparison of 2023/24 Revenue Outturn with Final Budget – Central Risk**

| | Original Budget £'000 | Final Budget £'000 | Revenue Outturn £'000 | Variation Better/ (Worse) £'000 | Notes |
|---|----------------------------------|-------------------------------|----------------------------------|--|--------------|
| CENTRAL RISK | | | | | |
| Interim Executive Director Environment | | | | | |
| City Fund | | | | | |
| Town Planning | 748 | 733 | 1,031 | 298 | 13 |
| Transportation Planning | 773 | 773 | 364 | (409) | 14 |
| Street Scene | 0 | (74) | (74) | 0 | |
| Highways | 2,399 | 2,377 | 2,209 | (168) | 15 |
| Off-Street Parking | 146 | (215) | (354) | (139) | 16 |
| On-Street Parking | 3,920 | 3,971 | 4,042 | 71 | 17 |
| Structural Maintenance | 60 | 60 | 68 | 8 | |
| Committee Contingency | (15) | 0 | 0 | 0 | |
| TOTAL CENTRAL RISK | 8,031 | 7,625 | 7,286 | (339) | |

Reasons for significant Central Risk variations

13. **Town Planning** – underspend due to increased income for pre-application fees and land charges fees £298,000.
14. **Transportation Planning** – overspend due to shortfall in staff cost recharges to capital projects as a result of staff vacancies and allocation of officer's time to projects (£409,000).
15. **Highways** – overspend due to shortfall in staff cost recharges to capital projects as a result of staff vacancies and allocation of officer's time to projects (£168,000).
16. **Off-Street Parking** – overspend due to lower local risk operating costs and lower central support recharges, resulting in an increased transfer of funding to the Parking Reserve Account.
17. **On-Street Parking** – underspend due to increase in suspension and pay & display income £903,000 and reduction in bad debt provision £800,000. These were largely offset by reduced PCN income for the year (£619,000) and an increased transfer of funding to the Parking Reserve Account (£1,013,000).

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Planning & Transportation Committee Analysis of Movements 2023/24 Original Budget to Final Budget

| | £000 |
|--|-----------------|
| Original Local Risk Budget (incl Cyclical Works Programme) | (14,477) |
| Adjustments (City Fund): | |
| Carry-forward from 2022/23 relating to commissioning of data collection for the Transport Strategy Review and Night-time/motorcycle parking review | (50) |
| Pay Award allocation from central pot | (593) |
| Backdated agency staff costs allocation from central pot | (44) |
| Central funding of apprentice posts | (59) |
| Departmental unidentified savings allocation to P&T: | |
| • Virement from Port Health & Environmental Services Cttee | (429) |
| • Virement from Licensing Cttee | (5) |
| Energy pressure costs allocation from central pot | (120) |
| Decrease in City Surveyor's repairs and maintenance costs | 32 |
| Final Local Risk Budget | (15,745) |
| Original Central Risk Budget | 8,031 |
| Adjustments (City Fund): | |
| Net transfer (to)/from Parking Reserve Account | (226) |
| Supplementary revenue project adjustment for: | (180) |
| • Environmental Enhancement Projects | |
| • Transport Projects | |
| Final Central Risk Budget | 7,625 |
| Original Capital & Support Services Budget | (10,121) |
| Adjustments (City Fund): | |
| Increase in Film Liaison Recharges | (76) |
| Increase in recharges within fund | (16) |
| Final Capital & Support Service Budget | (10,213) |
| TOTAL Original Approved Budget | (16,567) |
| Movement in Local Risk Budget | (1,268) |
| Movement in Central Risk Budget | (406) |
| Movement in Capital & Support Services Budget | (92) |
| TOTAL Final Approved Budget | (18,333) |

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| | |
|---|--|
| Committee(s): Planning and transportation committee – For Information | Dated: 05 July 2024 |
| 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 02 May 2024 to 04 July 2024. 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 **94%** 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 |
|-----------------|-------------------------------|---------------------------------------|-----------------------|-------|
| SC6458959 | London Wall Up Escalator | 100.00% | 75.00% | ↑ |
| SC6458958 | London Wall Down Escalator | 100.00% | 77.00% | ↑ |
| SC6458962 | Tower Place Public Lift | 100.00% | 99.00% | ↑ |
| SC6458963 | Tower Place Scenic Lift | 100.00% | 99.00% | ↑ |
| SC6458964 | London Wall East | 100.00% | 75.17% | ↑ |
| SC6458967 | Little Britain | 100.00% | 85.00% | ↑ |
| SC6458965 | London Wall West | 97.00% | 83.05% | ↑ |
| SC6459244 | Glass South Tower | 97.00% | 77.90% | ↓ |
| SC6459146 | Speed House Glass/Public Lift | 95.00% | 98.76% | ↓ |
| SC6462850 | 33 King William Street | 93.00% | 44.00% | ↑ |
| SC6458969 | Pilgrim Street Lift | 92.00% | 96.64% | ↑ |
| SC6462771 | Blackfriars Bridge | 90.00% | 81.50% | ↑ |
| CL24 | Duchess Walk Public Lift | 81.00% | 90.56% | ↓ |
| SC6458968 | Moor House | 80.00% | 92.93% | ↓ |
| SC6458970 | Wood Street Public Lift | 79.00% | 87.16% | ↑ |

2. Pilgrim Street, Moor House and Wood St Public Lift downtime was due to insurance inspections being conducted and the completion of any associated fault rectifications.
3. Blackfriars Bridge downtime due to a fault caused by debris within door tracks which has now been rectified.
4. Duchess Walk lift downtime was caused as a result of water ingress into the lift shaft which required pumping out.
5. The fault at 33 King William Street requiring a specialist contractor and a part on a 6-week lead time (reported during the last reporting period) is now rectified.
6. 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.
7. Table 3.0 categorises the causes of faults/outages in this reporting period.

Table 3.0

| Category | No of call outs |
|---|------------------------|
| External/Environmental factors | 1 |
| Equipment faults/failure | 3 |
| Planned Insurance Inspections | 3 |
| Planned Repairs | 0 |
| Resets following emergency button press or safety sensor activation | 5 |
| Damage/misuse/vandalism | 0 |
| Autodialler faults | 0 |
| Total | 12 |

8. 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 | 21 |
| Equipment faults/failure | 163 |
| Planned Insurance Inspections | 24 |
| Planned Repairs | 27 |
| Resets following emergency button press or safety stop equipment activation | 18 |
| Damage/misuse/vandalism | 26 |
| Autodialler faults | 6 |

9. 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 |
|-----------------------|------------------|---------------|----------------------------|
| Glass South Tower | Lift Car Upgrade | In Progress | TBC |

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PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 30 April 2024

Minutes of the meeting of the Planning and Transportation Committee held at the Guildhall EC2 at 10.30 am

Present

Members:

| | |
|-------------------------------------|-----------------------------------|
| Deputy Shравan Joshi MBE (Chairman) | Deborah Oliver |
| Graham Packham (Deputy Chairman) | Alderswoman Susan Pearson |
| Mary Durcan | Deputy Henry Pollard |
| Deputy John Edwards | Ian Seaton |
| Deputy Marianne Fredericks | Hugh Selka |
| Alderman Robert Hughes-Penney | Shailendra Kumar Kantilal Umradia |

Officers:

| | |
|------------------|---|
| Zoe Lewis | - Town Clerk's Department |
| Fleur Francis | - Comptroller and City Solicitor's Department |
| David Horkan | - Environment Department |
| Samuel James | - Environment Department |
| Tom Nancollas | - Environment Department |
| Rob McNicol | - Environment Department |
| Gwyn Richards | - Environment Department |
| Robin Whitehouse | - Environment Department |

1. **APOLOGIES**

Apologies for absence were received from Ian-Bishop Laggett, Deputy Michael Cassidy, Deputy Simon Duckworth, Deputy John Fletcher, Antony Fitzpatrick, Jaspreet Hodgson, Deputy Edward Lord, Eamonn Mullally, Alderswoman Jennette Newman, Judith Pleasance, Alderman Simon Pryke and William Upton.

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

There were no declarations of interest.

3. **ORDER OF THE COURT OF COMMON COUNCIL**

The Committee received the Order of the Court of Common Council of 28 April 2024 appointing the Committee and setting out its terms of reference for the ensuing year.

RECEIVED.

4. **ELECTION OF CHAIRMAN**

The Committee proceeded to elect a Chairman in accordance with Standing Order No. 29.

Being the only Member expressing a willingness to serve, Deputy Shравan Joshi was re-elected as Chair of the Committee.

RESOLVED – That Deputy Shравan Joshi be elected Chairman in accordance with Standing Order 29 for the year ensuing.

On being elected, the Chairman thanked the Committee for its support.

The Chairman went on to pay tribute to those Members who had now left the Committee – Brendan Barns, Dawn Frampton, Steve Goodman, Anne Corbett and Dawn Wright.

The Chair also welcomed new Members of the Committee – Deputy Randall Anderson, Deputy Michael Cassidy, Deputy Natasha Lloyd-Owen, Deputy Eamonn Mullally and Jacqueline Webster.

5. ELECTION OF DEPUTY CHAIRMAN

The Committee proceeded to elect a Deputy Chairman in accordance with Standing Order No. 30.

Being the only Member expressing a willingness to serve, Deputy Graham Packham was duly elected as Deputy Chair of the Committee.

RESOLVED – That Deputy Graham Packham be elected Deputy Chairman in accordance with Standing Order 30 for the year ensuing.

6. MINUTES

The Committee considered the public minutes of the Planning and Transportation Committee held on 5 March 2024 and approved them as a correct record.

7. APPOINTMENT OF SUB-COMMITTEES

The Committee considered a report of the Town Clerk concerning the appointment of its Sub-Committees, their composition and terms of reference.

Streets and Walkways Sub Committee

The Town Clerk announced that with nine Members expressing an interest in standing for the seven available spaces from the Planning and Transportation Committee, a ballot would be required.

The results of the first ballot were as follows:

| | | |
|----------------------------|---|----|
| Deputy Randall Anderson | - | 12 |
| Mary Durcan | - | 9 |
| Deputy John Edwards | - | 9 |
| Deputy Marianne Fredericks | - | 8 |
| Deputy Edward Lord | - | 7 |
| Deputy Alastair Moss | - | 7 |
| Eamonn Mullally | - | 5 |
| Hugh Selka | - | 8 |
| Ian Seaton | - | 8 |

As there was a tie for the seventh place on the Sub-Committee, there was a second ballot held between those two members receiving an equality of votes for this place.

The results of the second ballot for seventh place were as follows:

| | | |
|----------------------|---|---|
| Deputy Edward Lord | - | 3 |
| Deputy Alastair Moss | - | 9 |

Successful Candidates after two rounds of voting:

Deputy Randall Anderson
Mary Durcan
Deputy John Edwards
Deputy Marianne Fredericks
Deputy Alastair Moss
Hugh Selka
Ian Seaton

Local Plans Sub-Committee

The Town Clerk announced that with five Members expressing an interest in standing for the five available spaces from the Planning and Transportation Committee, a ballot would not be required.

The Town Clerk stated that Officers proposed that responsibility for the consideration of changes to the Transport Strategy and Local Implementation Plan be moved to the Streets and Walkways Sub-Committee with the following line added into its terms of reference - To provide guidance and make recommendations on changes to the Transport Strategy and Local Implementation Plan (LIP) to the Grand Committee.

In line with Standing Order 27(2), the Chairman put forward nominees for the position of Chairman and Deputy Chairman of the sub-committees of the Grand Committee. For the Streets and Walkways Sub-Committee, he nominated the Deputy Chairman of the Grand Committee, Graham Packham to continue in the role of Chairman, with Deputy John Edwards as Deputy Chairman. For the Local Plans Sub-Committee he nominated himself to continue in the role of Chairman with the Deputy Chairman of the Grand Committee, Graham Packham as Deputy Chairman.

RESOLVED – That the appointment, composition and terms of reference of the sub-committees for the ensuing year are approved as follows: -

1) Streets and Walkways Sub-Committee

- The Chairman of the Grand Committee
- The Deputy Chairman of the Grand Committee as Chairman

Seven other Members as follows:

- Deputy Randall Anderson
- Deputy John Edwards as Deputy Chairman
- Mary Durcan

- Deputy Marianne Fredericks
 - Deputy Alastair Moss
 - Ian Seaton
 - Hugh Selka
- Together with four Members representing the Finance, Police, Natural Environment Board and Port Health and Environmental Services Committees.

Terms of Reference

The Sub-Committee is responsible for:-

- (a) traffic engineering and management, maintenance of the City's streets, and the agreement of schemes affecting the City's Highways and Walkways (such as street scene enhancement, traffic schemes, pedestrian facilities, special events on the public highway and authorising Traffic Orders) in accordance with the policies and strategies of the Grand Committee;
- (b) all general matters relating to road safety;
- (c) the provision, maintenance and repair of bridges, subways and footbridges, other than the five City river bridges;
- (d) public lighting, including street lighting;
- (e) day-to-day administration of the Grand Committee's car parks;
- (f) all matters relating to the Riverside Walkway, except for adjacent open spaces;
- (g) to provide guidance and make recommendations on changes to the Transport Strategy and Local Implementation Plan (LIP) to the Grand Committee;
- (h) to be responsible for advising the Grand Committee on:-
 - (i) progress in implementing the Grand Committee's plans, policies and strategies relating to the City's Highways and Walkways; and
 - (ii) the design of and strategy for providing signposts in the City
- (i) Those matters of significance will be referred to the Grand Committee to seek concurrence.

2) Local Plans Sub-Committee

- The Chairman of the Grand Committee as Chairman
- The Deputy Chairman of the Grand Committee as Deputy Chairman

Five other Members as follows:

- Deputy Randall Anderson
- Deputy John Edwards
- Deputy Marianne Fredericks
- Deputy Edward Lord
- Deputy Alastair Moss

- Together with two Members representing the Policy and Resources Committee and the Port Health and Environmental Services Committees.

The Committee also approved the Terms of Reference as set out in the report.

Terms of Reference

To provide guidance and make recommendations on changes to the City of London Local Plan to the Grand Committee.

3) Planning Applications Sub-Committee

Terms of Reference

To determine all planning, listed building and advertisement consent Applications (including matters relating to planning obligations, conditions and to the principle of stopping up orders under the Town and Country Planning Act 1990 relevant to such determinations) not delegated to officers under the Scheme of Delegation with all other functions within the Terms of Reference of the Planning and Transportation Committee not delegated to officers continuing to be exercised by that Committee or any other Sub-committees to which it delegates functions.

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

In relation to a question about the definition of 'broad interest' and the factors considered in weighing up whether there was broad interest, the Planning and Development Director stated that broad interest was a term that the Court of Common Council had adopted as one of the criterion on the scheme of delegation. The concept could encompass a very wide range of consideration from the scale, strategic and wider impact of proposals, impact on community infrastructure and also in reviewing representations from strategic stakeholders. It was common procedure across all UK local planning authorities to grant delegated authority to the planning director to carry out this sifting exercise to ensure applications which had a broader and strategic interest were brought to committee, even if they were policy compliance and had not triggered the number of objections required by the scheme of delegation. The Planning and Development Director stated that he had regular meetings with the Chairman and Deputy Chairman of the Planning and Transportation Committee to discuss the planning pipeline of cases and to highlight any applications which were potentially eligible to be determined by delegated authority but which ought to be brought to the committee's attention because of their broader interest. He stated that such consultation was common practice in every local planning authority.

The Planning and Development Director stated that a recent example, which had broad interest but did not trigger the number of objections required by the scheme of delegation and was policy compliant, was the Hill House application which was considered by the committee. It was considered to be of broad interest due to the scale of the development, the impact on citywide and

London views and the fact that a public library replacement was proposed. The decision was therefore taken by committee.

Members were informed that other examples were instances where strategic stakeholders, such as the TfL and Historic England, objected to an application. This was indicative of wider, broader interest. Forthcoming Planning Application Sub-Committee meetings would include applications which, although not triggered by the number of objections and were policy compliant, were nevertheless considered to have broad interests.

A Member raised concerns about 81 Newgate Street and public benefits having been removed and the process. The Chairman referred the Member to the answer given by Officers at a previous committee meeting. The Director of Planning and Development stated that there was a statutory consultation undertaken for every application and there had been no breach of statutory duties. He stated that 81 Newgate Street was advertised as per process and this took place in a transparent and open manner.

In response to a Member's question about the policy around the use of a design review panel and the composition of a panel, the Chairman stated that as the Member had only given notice of her question at the start of the meeting, Officers would be unable to provide a response but were welcome to provide a written response on the City of London's processes.

The Chairman advised a Member, who had not given prior notice of her question, to submit the question in writing and then she would receive a written response from Officers.

In response to a Member's question about the requirement for advanced notice of Members' questions, the Chairman asked the legal officer to comment. The legal officer stated that although relevant questions relating to the work of the committee could be taken, it was helpful to have advanced notice so that appropriate Officers were present to answer the questions.

9. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
There was no urgent business.

The meeting closed at 10.50 am

Chairman

Contact Officer: Zoe Lewis
zoe.lewis@cityoflondon.gov.uk

PLANNING APPLICATIONS SUB-COMMITTEE Thursday, 9 May 2024

Minutes of the meeting of the Planning Applications Sub-Committee held at Livery Hall - Guildhall on Thursday, 9 May 2024 at 11.00 am

Present

Members:

Deputy Shravan Joshi MBE (Chairman)
Graham Packham (Deputy Chairman)
Deputy Randall Anderson
Mary Durcan
Deputy John Fletcher
Deputy Marianne Fredericks
Amy Horscroft
Deputy Charles Edward Lord
Judith Pleasance
Deputy Henry Pollard
Luis Felipe Tilleria
Jacqui Webster

Officers:

| | |
|---------------|---|
| Zoe Lewis | - Town Clerk's Department |
| Fleur Francis | - Comptroller and City Solicitor's Department |
| Gemma Delves | - Environment Department |
| David Horkan | - Environment Department |
| Tom Nancollas | - Environment Department |
| Rob McNicol | - Environment Department |
| Gwyn Richards | - Environment Department |
| Peter Wilson | - Environment Department |

1. APOLOGIES

Apologies had been received from Ian Bishop-Laggett, Deputy John Edwards, Anthony Fitzpatrick, Alderman Robert Hughes-Penney, Jaspreet Hodgson, Deputy Brian Mooney, Deputy Alastair Moss, Eamonn Mullally, Alderwoman Jennette Newman, Alderwoman Susan Pearson and Shailendra Umrada.

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

There were no declarations.

3. MINUTES

RESOLVED: - That the consideration of the minutes of 17 April 2024 be deferred until the next meeting of the Sub-Committee.

4. **ALBAN GATE, 125-130 LONDON WALL**

The Sub-Committee considered a report of the Planning and Development Director concerning an extension, refurbishment and alterations to Alban Gate, 125-130 London Wall including: creation of a connection from the office reception to the Wood Street north escalator; reconfiguration of Class E uses and spaces at podium level to include extension of the office floorspace; formation of new seating areas at podium level; installation of new planters; refurbishment of the escalator surrounds (Wood Street south and north); formation of feature and art walls; re cladding of columns; alteration of the Alban Highwalk City Walkway and declaration of new areas of City Walkway; and provision of new lighting and wayfinding.

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

Officers presented the application and stated that the application related to the ground and podium level of Alban Gate, a postmodern office building that spanned across London Wall, with the Barbican Estate to the north of the site, residential development on Monkwell Square to the west and commercial development surrounding the site on the remaining sides. Members were informed that the site was not within a conservation area and the building was not listed. It was recently granted a certificate of immunity from listing by the Secretary of State.

Members were shown an image of the existing building looking north along Wood Street. The Officer highlighted the building's publicly accessible escalators on its north and south sides, in addition to a lift and stairs. Members were informed that these were important for providing routes between ground and podium level for pedestrians. The Officer also highlighted the walkway with retail units.

Members were shown an existing image of the entrance to the building on the Wood Street north side. In addition, they were shown an existing image of the podium level which included one of the retail units and an additional entrance into the building. Members were informed that the existing retail units at podium level were all vacant, despite the applicant's attempt to market them.

The Officer stated that the existing building would be retained and minor refurbishment and extension works were proposed to enhance the ground and podium level of the building. The proposal sought to address some of the constraints with the existing site, i.e. reception areas across multiple levels, and the public routes lacking wayfinding and vibrancy.

Members were informed that at ground floor level, the works proposed included the recladding of the existing columns in aluminium and new backlit feature walls along the London Wall and behind the escalators on the Wood Street north side of the building. Part of the steps on the Wood Street north side would be removed and replaced with a planter. The escalator surrounds on the Wood

Street south side of the building would be refurbished with a new art wall incorporated.

The Officer stated that the most significant element of works would take place at podium level. It was proposed that the reception office entrance would be extended. At present, it was considered that the entrance at this level was small in relation to the scale of the building. In order to enable the extension to take place, one of the existing retail units would be demolished and the loss of the retail unit was considered to be acceptable in policy terms.

A new seating area and planting were proposed at podium level in place of the retail unit and further opportunity would be sought for greening and planters. A new feature wall was proposed adjacent to the extension.

Members were shown existing elevations and sections along London Wall which showed the areas of the building to be removed. Some existing glazing would be removed at ground floor level to make way for the new feature wall and the retail unit would be demolished along with a gantry area at podium level.

Members were also shown proposed elevations and sections, which included the refurbished escalator surrounds and the new office extension and new planting. The existing sections and elevations of the Wood Street north side of the building showed the areas to be removed, the existing retail unit and the current glazing that formed the backdrop to the escalators. The proposed images showed the new greening and the new office extension. Members were informed that it was also proposed that a small part of the office floor plate at podium level would be extended, but this would not impact on the functioning of the escalators.

The Officer stated that in order to make way for the extension, approximately 200 square metres of existing city walkway at podium level would need to be rescinded for the extension and planters. This was considered by Officers to be acceptable in principle as it would be offset by approximately 220 square metres of city walkway that would be newly dedicated in place of the retail unit that would be removed.

Members were shown images of the existing and proposed routes within the city walkway and an image showing the impact that the extension would have on pedestrian walking routes. While some of the routes around the podium would be extended, this would not be to a significant degree where people would need to walk around the extension. The podium would still be spacious and accessible and the extension would be glazed as well to allow sight lines through the built form. New signage, details of which would be provided by condition, would aid wayfinding around the site. Members were informed that at present, the site lacked greening, so new opportunities were sought, with planters to create a more welcoming and softer environment.

Members were shown a number of CGI images of the key entrance and arrival points onto the podium. An image looking south along Alban High Walk showed one of the new planters and the new office extension. An image looking south

into the podium showed it would maintain a spacious feel and that the walkways through would be unobstructed. Members were shown an image of the new extension, new planters and seating looking east across the podium, which would be provided by condition. Members were also shown images of the greening on the podium and the new office extension and the seating areas. They were also shown images of the refurbished escalator surround and the location of the new wall art, the details of which would be provided by condition.

Members were shown an image of the new feature wall that would form a backdrop to the escalators on the Wood Street north side of the building, and were informed this would be much brighter, with the greening enhancing the environment, than the existing black tiling. Members were also shown a view from the ground floor level.

The Officer stated that the works were quite minor. There would be no impact on the overall appearance of the building and as a result, there would be no harm to the setting or impact of any of the surrounding designated heritage assets.

In summary, the Officer stated that the proposed works would enhance the ground and podium level through new greening, lighting, wayfinding and finishes to public routes. The proposed podium level extension would create a prominent and clear arrival point for the building. The Officer stated that the applicant had developed the proposal in consultation with local residents and matters relating to final details and construction arrangements would be required by condition. The alterations to the city walkway were considered acceptable in principle, as the rescinded walkway would be offset by the dedication of new walkway. Officers therefore recommended that the application be approved.

The Chairman stated that there were no speakers registered to address the Sub-Committee in objection to the recommendations.

The Chairman stated there were two speakers registered in support of the application and invited them to speak.

Mr Fred Rodgers, a resident of the Barbican Estate stated he was surprised in view of recent complaints in relation to delegated authority, that the application was being considered by the sub-committee. He requested that step free access to Barber-Surgeons' Hall gardens should be provided as those in wheelchairs or with buggies could not get into and enjoy the garden.

He added that step free access was not only vital, especially for Destination City, but also for the compliance with the CLC statutory obligations. Mr Rodgers stated that City Gardens were continuing with their own master plan for the site, which would include step-free access.

Mr Rodgers showed images of the current means of public access to the gardens and the point adjoining the applicant site. He stated that the installation of an access ramp there, would be feasible. He also stated that alternative

access to the north of Barber-Surgeons' Hall was also feasible, but would involve the laying of a path around Bastion 13, which would require listed building consent and being outside the city wall would infringe on the site of the former Jewish cemetery. Mr Rodgers stated that the Officer report claimed, without evidence, that such works would be outside the scope of this application and could not be secured as part of it. He added that whilst the Officer report stated that the applicant had been made aware of the request, it seemed that this had not been followed up and Members could be unaware if the applicant was amenable to this request. He stated that the option of requesting the applicant agreed to a commitment being secured as a planning obligation should be taken at the meeting.

Mr Adam Draper from Arax Properties, stated that he was representing the applicant. He informed Members that Alban Gate was a unique site on London Wall, comprising two connected commercial buildings, one of which bridged over London Wall. Designed by Sir Terry Farrell, the building was in the post-modernist style. To the north, was Monkwell Square and the Barbican Estate.

Mr Draper stated that the proposals, designed by award winning architects TP Bennett, sought to capitalise on the opportunities to address the existing shortcomings of this early 1990s building, at ground and podium levels. The existing height and massing of the building would remain unchanged, and the scheme proposed very limited deconstruction. The proposals would have no impact beyond the immediate vicinity of the lower levels of the building and would not adversely impact residents.

Members were informed that one of the key shortcomings of the building was the lack of legibility across the ground and podium levels and the lack of a primary, meaningful office reception for a building of this size. The retail units at the podium level also lacked any real street presence and had largely failed following the pandemic, despite active marketing.

Mr Draper stated that the application proposed an enhanced office reception at podium level and a legible, muted design, that complemented the existing post-modernist design, but would enhance wayfinding through the site. It would also provide significant enhancements to the existing environment and general aesthetics through hard and soft landscaping improvements.

Members were informed that the enlarged office reception and optimised retail accommodation would provide vibrancy and natural surveillance at podium level. The existing escalators would be serviced and refurbished as part of the scheme. The revisions at podium level would also increase the aggregate area of the City Walkway by 20 square metres compared to the existing arrangement. The proposals sought to optimise the functionality and design of the existing lower levels of the building, whilst maximising fabric retention and prioritising the principles of repurposing and reuse wherever commercially possible.

Members were further informed that the planning application had been carefully considered following extensive pre-application discussions and wider

stakeholder engagement. A substantial consultation exercise was undertaken prior to, and during the consideration of an earlier refurbishment application, which was later withdrawn. These discussions, and feedback from residents, had directly informed the design of the current proposal, which had received no objections from local residents, with only six comments made which generally related to construction and operational matters. Mr Draper stated the applicant was aware of the location of the building and its proximity to residents, and would ensure that these comments were addressed with the appointed contractor.

Mr Draper advised Members that the applicant considered the proposed works were essential in order to address a major shortcoming of the existing asset and to ensure that Alban Gate could continue to operate as a Grade A office building in the heart of the City of London. He added that these proposals struck the right balance of respecting the embodied carbon intrinsic to the buildings, whilst creating the changes needed to ensure ongoing relevance and appeal to the ever-evolving occupational market.

Mr Draper welcomed the recommendation by Officers and asked Members to support the proposals.

The Chairman asked Members if they had any questions of the supporter and applicant.

Members commented that some of the steps would be removed but some would remain and raised concern about the accessibility issue of steps having to be used in order to access the escalators. Mr Alastair Paterson from TP Bennett architects stated that the applicant was not changing the current situation and that an extremely long ramp would be needed to make the escalators accessible.

In response to Members' questions about whether the escalator could come down to street level, or a platform lift be installed on the steps to help people access the escalator, Mr Patterson stated there were no proposals to replace the escalator or install a platform lift. He stated that there was a lift on Wood Street south which could take people from ground to podium level.

A Member asked if the applicant had considered the proposal from the objector and the applicants stated they had not been briefed on the suggestion.

A Member commented that all the retail units along the high walk had been vacant for some time and asked if this was a post-pandemic problem or if there was an issue with a lack of passing trade. The applicants stated that retail agents had been engaged in marketing the asset throughout the period. A number of businesses had failed during the pandemic and there was a lack of passing trade with the building not being in active use day-to-day. Occupiers had struggled to see the opportunity to operate a viable business in that location, partly due to the quantum of retail space there versus the way the building was now occupied with certain occupiers employing hybrid practices. Under the proposals, the intention was to try and right size the retail provision

to provide a single space within the podium area, providing positive amenity for the building, nearby residents and other users of the space.

In response to a Member's question, Jeremy Randall from Gerald Eve stated that a previous iteration of the scheme had been presented to the City of London's Access Group. They provided detailed comments and the revised application responded to many of the comments that were received.

A Member raised concern about the large gap where the building joined the high walk and asked if the applicant, when undertaking the refurbishment, could ensure any large gaps between the building and the railing on the high walk were plugged. Mr Randall stated the applicant would need to discuss this with Officers as it would be an amendment to the proposal and the applicant would need to ensure this was acceptable to Officers.

In response to a Member's question about escalator reliability and servicing, the applicants stated that the leasing history of the building meant that until June 2023, the escalators and the maintenance and repairing obligations of those escalators sat with the maintenance of the building. The tenant was not in physical occupation of the building day-to-day and the building was sublet to a number of other occupiers. Since June 2023, direct responsibility for the day-to-day property and facilities management of the building had been taken back by the applicant and all the escalators were put back into a state of operation. The reason for the delay in getting to that point was a long lead in time for ordering certain components. Members were informed that one escalator had recently suffered a failed part and that part was on order with an expected two to three-week lead in time so it was expected that this would be in operation again by the end of May 2024.

Members were informed that a key part of the proposal was to seek to establish the podium level as the dominant reception space for the building and so having reliable continuous access up to that podium was of fundamental importance to the applicant. A robust management strategy had been put in place to ensure that the escalators remained operational and any faults or issues were quickly addressed.

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

The Chairman asked Officers how well Officers considered the reliability and maintenance of the escalators was secured within the conditions put forward. An Officer stated that, at present there were no conditions to cover the escalator maintenance and operation as the actual operation of the escalators was not included within the application and no works to the escalators were proposed as part of the application. As there were only changes to the escalator surrounds proposed, it was not considered reasonable to condition this. Officers had discussed with the applicant the operation of the escalators and the applicant had provided details of the maintenance arrangements and the maintenance plan.

In response to Members' questions, the Chairman stated that there should be clarity on who was responsible and who could be contacted if the escalators were not in operation. An Officer stated that it would be unreasonable to put a condition on the maintenance of the escalators as conditions could only relate to the proposal but Officers could include in the conditions a requirement for contact details and a phone number to be provided.

A Member asked if the objector's suggestion that there should be a condition that the applicant would provide step-free access to Barber-Surgeons' Gardens, was reasonable. An Officer stated that at present, this was not within the scope of the application. Officers had discussed this access point with the applicant who had considered it. However, in order to carry out some of those works that were suggested, part of the area that would be required to undertake those works was outside of the application site. It was therefore not within the scope of the application and was not considered reasonable and proportionate to request such an access on an application of this scale.

A Member stated that in order to achieve an accessible city, partnership with developers was required. She asked if the maintenance of the escalators could be included in the Section 106 agreement. Officers stated that they would continue discussions with the applicant but it would be unreasonable to impose such an obligation as the applicant was not replacing the escalators.

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

A Member spoke in favour of the application and stated the proposal would be an enhancement.

A Member stated she was supportive of the application and hoped developers would consider the discussion in relation to developers going beyond what they had agreed to.

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

Votes were cast as follows: IN FAVOUR – 10
OPPOSED – 0
There were no abstentions.

The recommendations were therefore carried.

[Luis Tilleria, who had not been present for the whole item, did not vote.]

RESOLVED: -

(1) That the Planning and Development Director be authorised to issue a decision notice granting planning permission for the above proposal in accordance with the details set out in the attached schedule as amended by the addendum, subject to:

(a) Planning obligations and other agreements being entered into under Section 106 of the Town and Country Planning Act 1990 in respect of those matters set out in the report, and the decision notice not to be issued until the Section 106 obligations have been executed.

5. *** VALID PLANNING APPLICATIONS RECEIVED BY THE ENVIRONMENT DEPARTMENT**

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

RESOLVED – That the report be noted.

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

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

There were no questions.

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

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

The meeting ended at 11.45 am

Chairman

Contact Officer: Zoe Lewis
zoe.lewis@cityoflondon.gov.uk

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PLANNING APPLICATIONS SUB-COMMITTEE Tuesday, 11 June 2024

Minutes of the meeting of the Planning Applications Sub-Committee held at Livery Hall - Guildhall on Tuesday, 11 June 2024 at 10.30 am

Present

Members:

Deputy Shравan Joshi MBE (Chairman)
Graham Packham (Deputy Chairman)
Deputy Randall Anderson
Michael Cassidy
Mary Durcan
Deputy John Edwards
Anthony David Fitzpatrick
Deputy Marianne Fredericks
Jaspreet Hodgson
Deputy Natasha Maria Cabrera Lloyd-Owen
Deputy Charles Edward Lord
Antony Manchester
Eamonn Mullally
Alderman Susan Pearson
Judith Pleasance
Deputy Henry Pollard
Ian Seaton
Hugh Selka
Luis Felipe Tilleria
Shailendra Kumar Kantilal Umrada
Jacqui Webster

Officers:

| | |
|-----------------------|---|
| Zoe Lewis | - Town Clerk's Department |
| Baljit Bhandal | - Comptroller and City Solicitor's Department |
| Michael Folyan | - Environment Department |
| David Horkan | - Environment Department |
| Kerstin Kane | - Environment Department |
| Rob McNicol | - Environment Department |
| Tom Nancollas | - Environment Department |
| Joanna Parker | - Environment Department |
| Taluana Patricio | - Environment Department |
| Gwyn Richards | - Environment Department |
| Anastasia Tampouridou | - Environment Department |
| Anna Tastsoglou | - Environment Department |
| Robin Whitehouse | - Environment Department |
| Peter Wilson | - Environment Department |

1. **APOLOGIES**

Apologies were received from Ian Bishop-Laggett, Deputy John Fletcher, Alderman Robert Hughes-Penney, Deputy Brian Mooney, Deborah Oliver, Alderman Simon Pryke and William Upton.

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

There were no declarations.

3. **MINUTES**

The Town Clerk informed Members that a Member had requested a number of amendments to the draft minutes of the meeting held on 17 April 2017. The requested amendments were outlined. Members were informed that one of the amendments was to amend the wording in the second paragraph on page 21, from "within 15 minutes" to "within 50 metres". However, this did not reflect what was stated in the meeting so it was not proposed to make this amendment. Members agreed that the proposed changes be made, with the exception of the amendment to the second paragraph of page 21.

RESOLVED – That the public minutes of the meeting held on 17 April 2024, 30 April 2024, 9 May 2024 be agreed as a correct record subject to the following amendments to 17 April 2024 minutes:

Page 15, last paragraph, 4 lines from the bottom, that after the words, 'independent heritage report' the words, 'by Alec Forshaw' be added.

Page 16 - first paragraph, the last sentence be amended to, 'They concluded that there would be a significant impact and major adverse impact to a number of rooms with a living element'.

Page 16 - last paragraph, last sentence be amended to 'Ms Dehon stated that Mr Sturgis had demonstrated clearly that Option 2 - Major Refurbishment performed far better than any other option in relative (per square metre) and overall terms and the next sentence start with 'It' rather than 'she stated'.

Page 19 - last paragraph, second sentence be amended to state that Deputy King asked why these were never seriously considered and stated 'that retrofitting could have saved significant disruption, carbon and money'.

Page 36, first paragraph be amended to read 'In response to a Member's question about the number of neighbour objections received, an Officer stated that the total number of objections received was not typical of many major applications in the City but it was not unprecedented'.

4. **1-8 LONG LANE, LONDON, EC1A 9HF**

The Sub-Committee considered a report of the Planning and Development Director concerning the demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

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

Officers presented the application, highlighting the location of the site to the north of Long Lane, west of Aldersgate Street and the Barbican Estate, east of Smithfield Market and south of London Underground rail lines. An Officer stated that although it was not located within a conservation area, the Barbican Conservation Area was to the east, the Charterhouse Conservation Area to the north, and the Smithfield Conservation Area to the southwest.

Members were informed that the site comprised two office buildings, 1-5 and 6-8 Long Lane. They were 6 and 5 storeys in height respectively, and they dated from the 1960s and 1970s. Members were shown photographs of the buildings from Long Lane and Aldersgate Street, and a view from Long Lane looking towards the east.

They were also shown the front elevations of the two buildings and the open space on the eastern part of the site which had a hard surface and lacked seating and greening.

Members were shown a photograph taken from the Barbican podium, which showed the small cluster of commercial buildings to the north of Long Lane. Members were also shown a photograph of the view from the north elevation of the buildings alongside adjacent buildings with the Barbican towers to the back.

The Officer stated that the proposed development comprised the demolition of the existing office buildings at 128 Long Lane at basement level, the extension of the basement and construction of a 9-storey building for hotel use with retail use at part ground and basement levels, together with the provision of cycle parking, associated servicing, green terraces and a pocket garden to the east of the application. Members were informed that the site availability assessment and marketing information had been submitted with the application and had been reviewed by a third party. This demonstrated that all three options assessed - light refurbishment, full refurbishment and a new build, would be unviable for office use. The Officer stated that all the figures stated in paragraph 74 of the report, should be negative figures.

Members were shown the ground floor plan with the main entrance to the hotel as well as the entrances to the retail units and the access point to the servicing yard. The Officer stated that the development would generate five vehicle trips a day which was seven less than the existing. She added that the size of the servicing yard was large enough to allow access and egress of the site in

forward gear. Ten long stay and six short stay policy compliance cycle parking spaces were also proposed.

The Officer stated that the development would also include the provision of an open space to the east of the buildings which would provide seating, greening, landscaping and new surface materials, and would animate the public realm.

Members were shown a visual of the proposed development which showed other public realm improvements, including the removal of the existing crossover in front of 1-8 Long Lane and the reinstatement of the footway extension to the loading and unloading restrictions and cycle lane segregation along Long Lane.

Members were informed that the site, by reason of its location, design and position of the pocket park had a great potential for the display of high-quality public art. Members were shown examples of the public art that were proposed by the applicant e.g. a 2D glass panel or metal sculpture. The Officer stated that artistic metal work was also proposed to be installed on the entrance gate of the servicing yard.

The Officer showed some indicative floorplans of the ground floor, basement, first to eighth floor and the roof plan with the plant enclosures. Members were also shown cross sections of the south, north, east and west elevations and the existing and proposed street elevation. The overall height of the proposed building would be comparable to what was previously approved.

The Officer stated that in the view of the proposed building from Long Lane towards the northwest, the massing and height of the building would successfully mediate the changes in scale with its local context, and it would significantly enhance the wider street block. The high architectural design materials detailing and varied tones of colour and curved forms would introduce a well-considered refined development of higher architectural merit. At ground floor, active frontages would be provided along the south elevation of the proposal which would run around the east of the building.

The Officer stated that although the proposal had the highest whole life carbon emissions, the redevelopment option would have more efficient floor to floor heights, optimised structural grade and improved core layout, which would provide greater spatial and operational efficiency. It would provide a significant uplift in greening and biodiversity, support active travel and greater climate resilience, including by reduced risk of overheating and flood risk. The development would be fully electric with air source heat pumps and photovoltaic panels and it would achieve a BREAMM rating of excellent.

The Officer stated that an extensive daylight and sunlight assessment was carried out and was outlined in the report and updated in the addendum. Members were shown an image of the properties that would be mainly affected. These were 41 to 43 Charterhouse Square. The impact on these windows was greater due to the existing fire escapes and staircases and the depth of the rooms. Taking into account these factors, it was conceded that the retained

level of light was commensurate to those experienced in the dense urban environment.

Members were shown townscape views which illustrated that the development would sit comfortably within the massing and mix of architectural style of the buildings in the vicinity. Members were shown the existing and proposed view from Hayne Street. They were also shown the existing and proposed view from Long Lane. Members were informed the building would be comparable to the height of the Kaleidoscope building. Members were shown proposed and existing views from Cloth Street from the corner with Aldersgate, from the Barbican podium and Charterhouse Square. The Officer stated that from here, the building would be highly obscured by the existing buildings and the trees. Members were also shown the proposed and existing view from the northeast corner. The Officer stated that overall, it was considered that the proposal would preserve the significance of the heritage assets and it would enhance the setting of Smithfield Conservation Area.

To conclude, the Officer stated that it was considered the proposed hotel would contribute to the balance in a mix of uses in the area without compromising the primary business function of the City. The proposal would successfully mediate the changes in scale and its local townscape and architecturally would provide a high-quality hotel development. Together with the proposed retail uses, the hotel would provide an active frontage in an area which currently lacked animation and provide improved public realm and urban greening contributing to the Destination City objectives.

The Officer stated the proposal would assist in rejuvenating the north of the City enhancing the distinctive and mixed character of Smithfield area. The site was located between the future Museum of London and the Barbican, and it was therefore considered to be a nodal point to assist in providing visitor accommodation and also a meaningful cultural offer. Members were informed that the development would be acceptable in principle in terms of its transport, residential amenity, sustainability, townscape design and environmental impacts, and it would provide public benefits for those reasons. Officers recommended approval of the application.

The Town Clerk stated that there were two speakers registered to object to the application. Mr Peter Golob who was registered to speak, stated that it had been agreed that he would also speak for the other objector, Mr Richard Vitola-Jones. Mr Vitola-Jones confirmed this. The Chairman invited Mr Golob to speak.

Mr Golob stated that he was representing Charterhouse Square, Hayne Street and the Barbican Association objectors to the development. In relation to daylight and sunlight, Mr Golob stated that deprivation was the main issue. He raised concern about errors in the data. He stated that the developers had not been aware that the southside of Charterhouse was a school until objectors had informed them. Mr Golob stated that the remit of the independent assessment was restricted and assumed the technical calculations were accurate. He stated that in terms of local context, the modelling of cumulative

impact had been accepted by the Planning Officers. He stated that the description of balconies in the BRE guidelines differed substantially from that of the existing balconies, which were actually fire escapes and stated that in relation to the daylight and sunlight survey, the modelling of cumulative impact was inaccurate. Mr Golob stated this was not a solid overhanging structure, as dealt with in the BRE guidelines, but were the supports for a fire escape. He therefore questioned whether the calculations were accurate and stated that there had been no corroboration with residents which could have led to mistaken conclusions in the report. He stated that the applicants, in their submission noted that they had had access to many of the affected properties. Mr Golob proposed that a new, fully independent report be commissioned to look into the effect of daylight and sunlight deprivation from the perspective of the residents and the affected buildings, and that residents would cooperate. The base data could then be looked at and it could be seen if adjustments had been made according to BRE guidelines. Mr Golob stated the calculations would then either be corroborated or if there were errors in the base data or base calculations, the problem would be solved and the Sub-Committee would have fulfilled its duty to scrutinise the plans.

Mr Golob questioned whether the overhanging balconies caused the loss of daylight and sunlight or whether it was the superimposed effect of the new development causing daylight and sunlight deprivation. He stated it was unclear as the base data had not been examined.

Mr Golob stated the objectors disagreed with the report which stated that the proposed scheme was similar to the consented scheme in terms of height, mass and cumulative impact. He showed slides outlining the impact of increased massing and stated that from Charterhouse Square, the real impact could be seen when there were no leaves on the trees. He stated that increasing the height and mass to the upper levels, decreased the amount of daylight and sunlight and stated that this should be investigated further. He stated that the significant conditions attached to the consented scheme had reassured residents.

Members were informed that in 2021, Officers referred to local plan policies DM15.7 and DM 21.3 to restrict the use of terraces stating that there should be no use of terraces between 9pm and 8am on weekdays, and no use on weekends or bank holidays. He commented that the Officer report stated it would be unreasonable and unnecessary to impose any condition on some of the terraces. Mr Golob raised concern that there had been a move from being protecting against overlooking and noise to having no conditions on these.

Mr Golob raised concern about traffic and construction. He stated that Long Lane was a narrow street and there was a cycle path in front of the hotel. He stated that Officers had agreed there were no dropping off points and therefore had proposed that unidentified nearby locations should be used. He suggested there could be abuse of the policy and this was unworkable.

Mr Golob requested conditions controlling pollution and noise during construction to safeguard the well-being of the neighbouring residents and the

Charterhouse School. He stated that many residents had made representations to the Barbican Association concerning 150 Aldersgate and work on Saturdays and stated that noise levels had exceeded those permitted in the views of many of those residents. Mr Golob requested a condition that there should be no work on weekends, including Saturdays.

The Chairman asked if Members of the Sub-Committee had any questions of the objectors.

A Member asked if Mr Golob had objected to the last consented scheme. The objector stated he did not object as he was not a resident of the City of London at the time and therefore was not consulted.

A Member asked about consultation by the applicants with the local community and neighbouring properties. Mr Golob stated that there was usually low participation in consultations but 17 residents of the south side of Charterhouse Square participated as well as a resident from Hayne Street whose property was affected by the proposal.

The Chairman invited the applicant to speak.

Mr Adam Jones from EPR Architects stated that he was representing the applicant and client, McTaggart Family and Partners and was speaking in support of this application. He stated this was an exciting opportunity to develop a new hotel on the site of 1-8 Long Lane in Farringdon, bringing a new use to the site that would support the objectives of local businesses and initiatives such as Destination City and provide much needed hotel space.

Members were informed that the proposal would increase public realm in an area that was experiencing increased demand. The brand was called The Resident and as the name suggested, was a hotel centred around the guest enabling them to use it as a base from which to explore the location around them. He added the hotel would be a home from home.

Mr Jones stated the site was incredibly well located next to existing transport links, including the Barbican Underground and Farringdon Elizabeth Line stations, and was within a short distance of several key cultural institutions, which made it the ideal location for this type of hotel. Members were informed that the two existing buildings on the site, built in the 1960s and 1970s, were of very poor quality, they failed to meet modern EPC requirements and were not able to provide the type of modern office space required for their long-term success. Mr Jones stated that the objective of the design team, was to create a highly sustainable hotel building with carbon efficiency and the principles of responsible environmental design. At its heart, all design decisions had been made with these principles in mind. Sustainable drainage solutions had been proposed, opportunities had been explored to recycle elements of the existing buildings and the proposal had been designed with adaptability in mind. A whole life carbon assessment had been undertaken, as well as studies to review opportunities to retain the existing structures which had been third-party reviewed in line with the City of London Corporation's guidance.

The Sub-Committee was informed that the proposed scheme comprised 128 guest rooms over nine storeys, with separate retail on the ground floor, which would activate the street frontage onto Long Lane with opening windows and awnings.

Mr Jones stated that to the eastern end of the site a new pocket garden was proposed which would transform a currently unattractive paved area into one that was rich with planting beds and trees, offering a space for everyone to enjoy and providing significantly improved biodiversity. Mr Jones added that the building had been carefully designed based on analysis of the local built context and architectural vernacular and developed in dialogue with design Officers to create a building which was highly contextual and born from a collaborative approach.

Members were informed the facade design minimised solar gain, maximised thermal performance and had been designed with disassembly in mind. The proposals had considered an appropriate height that could not only accommodate the hotel but also took into consideration neighbours and the 2021 consented scheme. At the stepped back upper levels, the proposed footprint had extended beyond this massing to provide adequate space for the guest rooms and vertical circulation arrangements to comply with London Plan requirements.

The Sub-Committee was shown images of proposals for cultural offerings and public art opportunities within the site and on the building. These proposals would be developed with local artists and stakeholders.

In summary, Mr Jones stated that the scheme proposed a new, sustainable, high-quality hotel with active ground floor uses in an appropriate location on an otherwise underutilised site. The scheme would support and provide new cultural initiatives, improve biodiversity, provide aesthetic improvements to Long Lane and the conservation area, and create a new beautiful public garden for all to enjoy.

As such, and for the reasons set out in the committee report, the applicants endorsed the recommendation that planning permission be granted.

The Chairman asked Members if they had any questions of the applicants. He asked the applicant to explain more about the carbon optioneering and why retrofit was not suitable for the site. Mr Jones stated there were two existing buildings on the site. Opportunities had been explored to try and retain some or all of the existing structures on the site. However, the buildings were coming to the end of their natural lives. Consideration was given to adapting the structures to utilise them as part of the hotel. The option to retain both buildings was ruled out for the primary reason that the two buildings, because they were built at different times, had different floor levels. Making the building work holistically as one operation would be incredibly difficult and would probably have resulted in compromised accessibility for disabled users. Then, the opportunity to just retain one of the buildings was considered.

However the floor to floor heights were very low and not suitable for adaptation into a hotel considering all of the structural reinforcement that would need to be

done to the existing structures to make them fit for a 21st century hotel operation. The conclusion was that the difference between the carbon figures was minor between the partial retention option, and the retention of as much of the basement substructure as possible, as there was a significant amount of embodied carbon in that element of the of the existing buildings. As a result, when the holistic benefits that the new super structure would bring in terms of flexibility and adaptability and the future of being able to comply with new current building regulations, particularly around accessibility and energy use were considered, it became clear to the applicant that the new superstructure proposal was the right one.

The Chairman asked what consultation had taken place with local stakeholders and asked the applicant to address some of the light impact concerns raised by the objector. Mr Jones stated that two public consultations were held in the autumn of last year, which were well attended, and overall the majority of responders supported hotel use. Mr Jones stated that in addition, he and members of the design team and the client team met with various local stakeholders and local interest groups as part of that consultation.

Mr Andrew Cartmell the daylight sunlight consultant from Point 2, stated that with regards to the school, in the original report, not all of the windows were assessed as it was not known that they were technically connected with the school. Once made aware that there were further windows connected with the school, they were assessed. Mr Cartmell stated there was not a need to assess them because those windows served circulation space at the school, but were assessed in any case. They all continued to meet the BRE guidance because they were off to the side of the proposed development, so there was no further impact there.

In terms of whether something was a balcony or a fire escape, Mr Cartmell stated this was to some extent irrelevant when looking at the principles set out in the BRE guidance. They both blocked natural daylight and they had therefore been assessed and considered in the calculations. In the second set of assessments, they had been taken off as that was the principle following the BRE guidance. The original application was reviewed by the BRE guidance and they agreed with the methodology used. The current application's report had been reviewed by another independent daylight and sunlight surveyor, who had not raised concerns over the methodology used when assessing the impact of the fire escapes.

Mr Cartmell stated that one of the photographs showed the fire escapes were grills with small perforations. He added that in the modelling, they had been assessed as solid which overestimated the percentage reduction and understated the retained levels of daylight. Effectively the worst case scenario was presented.

In response to the objector's concern that the base data could be inaccurate, Mr Cartmell stated that the computer 3D modelling that had been produced and from which the calculations were based, was produced with accurate survey

information using a 3D laser scanner which picked up the position of the buildings and the windows to within one or two millimetres.

In response to a Member's question about the terraces and who would have access to them, Mr Cartmell stated that the proposed built form stepped back at Levels 7 and 8. From street level on Long Lane, Levels 7 and 8 would not be seen. The building being stepped back allowed opportunities to create guest terraces which would have a significant amount of greening which helped improve biodiversity and meet the urban greening factors set by the City. The terraces would be available for use by guests only. It was in the hotel's operational interest to be a quiet neighbour so the terraces were designed for quiet private use by those in guest rooms.

A Member asked the applicant to outline the meaningful engagement which would take place in relation to the cultural offer. Mr Jones stated that The Resident Hotel was designed to be a base from which guests could explore the City. It did not have its own destination, restaurant or bar in that sense and was about partnering with local stakeholders and community initiatives so that the guests could explore them. It would be within the operator's remit to engage with as many of those stakeholders as possible and to get information across to guests about places they could visit in the vicinity and there would be an ongoing process of engagement through the life of the hotel.

A Member asked if, whether in relation to whole life carbon, the assessment and discounting of the refurbishment and retention options took place before or after office use was discounted. Mr Jones stated that an office viability assessment was carried out on the existing buildings as well as for the massing of the proposed development. The optioneering was for hotel use only.

A Member asked for clarification on numbers of people expected to arrive by different modes of transport. Mr Daniel Birkin, from Caneparo, the applicant's transport consultant, stated the anticipated modes of travel were based on that of other similar hotels. It was anticipated that the majority of all activity would be arriving by public transport, a small amount by active travel and a similarly small amount by taxis arriving which showed an active and sustainable travel focus to arrive at the hotel. There was no on-site parking for any guests or visitors or staff, and the expectation would be that unless there was the arrival of a disabled person, there would be no private car activity at the hotel.

In response to a Member's question as to how the valet parking would work for blue badge holders, the Member was informed that the applicant was willing to purchase a private car parking opportunity locally and the intention would be that any disabled guest arriving by car would arrive and would make use of several on-street disabled bays with the hotel providing a valet offering where appropriate. He stated that there would be limitations e.g. if the car was adapted as staff would not be able to move it. Members were informed the closest disabled parking bay was on Cloth Street within 50m of the hotel.

A Member commented that rainwater harvesting was proposed and asked if there had been any consideration made for grey water. Ms Emma Jolly, energy

consultant, stated that a large space provision was required within the rooms and en-suites. Rainwater harvesting would be undertaken as a minimum.

A Member asked if the scheme had been amended following consultation with the residents and if so, how. Mr Jones stated that two half day consultation events had taken place. Responses had been collated from the local community and local residents. Following consultation, the planned drop-off outside the front of the hotel was removed. There was also a change to the proposal to extend the cycle lane and reinforce it as a direct response to some of the feedback received.

The Member asked the applicant to outline the uplift to the scheme compared with the consented scheme and whether the applicant considered the public benefits balanced the uplift in terms of the size of the building compared with the existing building. Mr Jones stated that bringing the hotel to the site was a significant advantage in an area of the City with increasing demand for hotels. Providing 128 guest rooms within this massing gave a significant boost. The space for the retail unit was to be determined in the future so that it could be tailored to the requirements of the local community, i.e. whether it be a retail offering or food and beverage offering.

The Member also asked if guests could drink alcohol on the terraces. Mr Jones stated that the guests would have the opportunity to drink alcohol on the terraces but parties would not be taking place on terraces. They were just for private use by the guests of the hotel.

The Member commented that Barbican was the nearest station but was not step-free and asked the applicant if the scheme should be addressing this as a public benefit, given the uplift. Mr Birkin stated that in the transport assessment there was a full trip assessment study comparing the existing office buildings with the proposed hotel use and during peak hours there was a significant reduction in anticipated public transport trips. There would therefore be a reduction based on the peak flow on the network during those periods. Mr Birkin stated that the Elizabeth Line provided lift access down to the westbound platform at Barbican Station. He added that there were limitations on what could be achieved from the hotel site and a complete redevelopment of Barbican Station would be needed to provide lift access to each platform.

A Member asked if the unisex accessible toilet provided at ground floor in close proximity to the hotel reception was intended to be a publicly available toilet, and raised concern that the pocket garden would become a public urinal.

Mr Jones stated that the retail unit on the ground floor would have an accessible toilet as part of its provision and the retail unit would have access to the pocket garden. He stated that the toilet would be accessible to the public insofar as it would be accessible through the retail unit, but that would be managed and operated by the retail unit for people using that facility. Mr Jones stated that the secluded space at the back would be overlooked by the retail unit, which would discourage loitering. A Member raised concern that the retail

unit would not be open late at night when the secluded space was more likely to be used as a public urinal.

A Member stated that the toilet would be available to the general public at all times of the operation of the unit. He stated the importance of signage and stated that lighting, particularly in the evening and during the night, would act as a deterrent to some of the antisocial activities that might occur. The applicant stated that there was a landscape design and lighting scheme for the pocket garden.

A Member commented that microclimate had been considered in the report. He raised concern that there were times along Long Lane when the wind created an issue. He questioned whether increasing the height of the building could exacerbate this. Ms Angela Crowder, from the applicant's sustainability and environmental team stated that a detailed wind analysis had been undertaken, comparing the present condition to the proposed, making sure that there were not worsening effects. It had been demonstrated there would be no worsening and therefore no mitigation was required.

A Member asked about retrofit and whether the proposal was maximising return on investment rather than being concerned about climate change. He asked whether under retrofit, a boutique hotel could be provided on the site. Mr Jones stated that in order to create a more boutique experience for a hotel on this site, average daily room rates would need to be significantly higher than would be projected for a hotel in this area to make the scheme viable. The number of guest rooms per square metre was considered for viability and for the two retention options, it was evident that the necessary room rates would not be achieved.

The Member also stated that now, when rebuilding took place, the buildings were expected to last for centuries rather than decades. He asked if that was the plan, why the BREEAM rating of excellent rather than outstanding was being targeted. Ms Crowder stated that the proposed use as a hotel, which had certain needs in terms of functionality e.g. water use, made it very difficult to achieve a BREEAM outstanding rating. The excellent aspiration pushed the boundaries of hotel design and included requirements on minimising water use and balancing other aspects in terms of minimising operational energy use. Excellent was seen as an aspirational target to achieve.

A Member asked if the toilet in the lobby could be made accessible to be used by the public when the retail unit was closed. Mr Jones stated there would be two accessible toilets on the ground floor, one of which related to the hotel which would be accessed off the lobby and reception on the ground floor that would be for use by the guests and patrons of the hotel. As part of the fit-out of the development, particularly if it was a food and beverage use, the retail unit on the ground floor would then be required under the building regulations to have a fully accessible toilet. The management of that would be controlled by that operation. Barnaby Collins, DP9 stated that it was not the intention to have that public toilet available outside the operational hours of the retail unit,

because independently operated public toilets tended to be abused and or not operating properly, particularly during the night. A Member commented that there was a urilift toilet close by which came up out of the ground at night and went back down in the early morning and there were plans to increase the number of those. A Member commented that they were only for men and whilst there was an option to have urilifts for women too, they were not accessible.

A Member queried the percentage figures for various modes of transport for guest arrival. The applicant stated that surveys throughout the day of an operating hotel had been used. The figures included people arriving at the start of their stay, and also the movements of those already staying at the hotel.

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

The Chairman asked Officers to explain the specific demand that had been modelled for hotel use in the area and more widely in the square mile. An Officer stated that last year a study by consultants had been commissioned to look at demand for hotel rooms in the square mile. That study showed a need for about 350 additional hotel bedrooms every year, over the next five years. This reflected the Destination City initiative. This area was identified as being potentially suitable for hotel accommodation. Although the new City Plan did not specify locations for hotel accommodation, the area was very well connected by public transport and there would be a substantial number of visitors coming to the area in terms of Smithfield, the new Museum of London and to existing attractions such as the Barbican so there was strong demand for hotels within the City and a need to provide spaces to meet that demand.

A Member asked if there would be specific guidance given as to locations where pick-ups and drop-offs could safely be carried out or whether it was assumed that drivers would locate them themselves on arrival. An Officer stated that drivers were expected to pick-up and drop-off where it was safe to do so.

A Member asked Officers to comment on the objector's concern about the methodology used for the daylight and sunlight assessment. An Officer stated that the BRE allowed for assessors to consider alternative targets considering their urban environment in an area. The daylight and sunlight assessment was third-party reviewed and the reviewer did not raise an objection to the methodology used.

A Member asked if the hours of the terraces could be restricted. An Officer stated that the terraces were on the seventh and eighth floors and the rooftop was not accessible to the public. There would be two terraces in total that would be accessible by guests. The rest of the terraces were balconies to individual rooms. There was a condition for the terraces that were accessible to any guest, to be restricted in terms of hours of use between 9pm and 7am. The rest of the terraces were only accessible from individual rooms and were not dissimilar to any other residential balconies, so Officers did not consider that they would meet the tests for imposing a condition.

A Member asked if the pocket garden was included in the consented scheme. An Officer stated that the previous scheme included the landscaping of that same area, but it was smaller and it was largely hard paving, with not much soft landscaping. The current proposal included some seating and there were further public benefits which included public art, to that eastern elevation and that would be secured within the Section 106 public art strategy. A further benefit would be providing offers for reduced rates for those within creative industry which would be secured within a culture plan as part of the Section 106.

In response to a Member's question about signage so the public would know they could access the publicly accessible toilet in the retail unit without having to make a purchase, the Officer stated that there was a condition which required signs to be provided. To ensure this signage was visible, Officers would request the details so that these could be approved in writing by Officers.

In response to a question about the detail of the cycle lane demarcation and wands, an Officer stated that this would be developed as part of the Section 278 which would follow.

In response to a Member's question about construction noise and disturbance to residents and whether work could be suspended at weekends, an Officer stated that Officer staffing levels had increased meaning the team could be more proactive and make more visits to try and ensure disruption was minimised. He added that construction methodologies had improved which helped to reduce disruption. He stated that the City was dense and there were many transport and logistic issues. There was a balance to reach in trying to complete the works with the disruption ending sooner or extending the works to reduce working hours.

At 12pm, the Chairman stated the meeting would be paused for 20 minutes. The meeting resumed at 12.20pm.

A Member asked for clarification on the embodied carbon figures in the report. The Officer stated the embodied carbon accounted for the replacement and maintenance cycles related to the building.

A Member commented on the statement that air quality was neutral and asked if there would be an air quality impact from construction. An Officer stated that the air quality neutral assessment related to operation and did not cover the air quality impacts of construction.

A Member asked for clarification on whether the number of employees included those working in the retail units. The Officer confirmed that the figure of 50 employees did not include those working in the retail units.

In response to a Member's question about the calculations for cycle parking provision, the Officer stated this was based on floor space, rather than the number of employees.

A Member asked if the servicing hours could be restricted i.e. not between 10pm and 7am and not in peak hours. An Officer stated the servicing hours were usually limited to 7am-11pm and the servicing would be from the servicing bay. An Officer stated that Condition 43 required the details for the servicing management plan to be submitted and approved in writing, and also stated that the number of servicing vehicles per day would reduce from seven to five.

A Member asked about guests being dropped-off. An Officer stated that there would not be a dedicated drop-off space and there were limitations due to the location of the site. She stated there was space available in front of Numbers 9-12 where people could be dropped-off and picked-up subject to it being safe to do so. There were no loading or unloading restrictions and no segregated cycling there.

In response to a question, an Officer stated that there were no Sheffield stands.

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

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

A Member raised concern in relation to the number of elements to be conditioned, the drop-off arrangements, and how people would be arriving at the hotel. She raised concern that the number of tube users was unrealistic considering that most people would be travelling with luggage and stated that more people would use taxis. She also expressed concerns about servicing conditions not being followed at other hotels and stated this was difficult to enforce unless an Officer was present at the time of a breach. She stated that servicing should be off-peak to avoid congestion and regarding drop-offs, she stated that cycle safety was paramount. She commented that these issues should be considered to mitigate against them. The Member suggested that the applicant should put money towards an accessibility study at Barbican tube station or going towards fund accessibility improvements along with other developments. The Member raised concern about what would happen if surveys showed the plans for the pocket garden design were not possible and the public benefit was therefore reduced. She stated concrete public benefits should be included, rather than left to condition.

A Member raised concern about the terraces. She stated that the terraces would need to be licensed if alcohol was to be sold and consumed on the two large terraces and welcomed the terraces being closed from 9pm to 7am. She raised concern that the balconies would be used by people drinking in the evening and stated this should be part of the hotel's plan for the management of potential noise.

A Member welcomed the decision by the applicant not to put a restaurant in the hotel as this would help the food and beverage industry in the area.

A Member commented that significant applications were very complex and he did not consider it to be an issue that some elements were left to condition. He stated the Sub-Committee had to accept a level of ambiguity.

A Member stated that, due to the lack of detail, other local authorities would classify this as an outline planning application, rather than a full application. She stated a hotel use was the right use for the site but it was unfortunate that in terms of height, it exceeded what had been previously consented. She welcomed the number of accessible guest rooms. She also raised concern that the hotel would not use grey water, and raised concern about the impact of drop-offs on cyclists, concern that the hotel was too big and stated that some of the ground floor could be sacrificed to provide a drop-off space.

A Member raised concern about the height and massing, daylight and sunlight, sustainability and cycle safety impact as well as the grey water issue and the intensity of hotels which displaced office provision.

The Chairman stated that it was well recognised that the City of London Corporation had some of the top Planning Officers in the country and he was very confident they would manage the conditions and the business plan and take into consideration the issues raised around signage for public toilets and the terraces and the balconies. He stated that nearby amenities would benefit from having a hotel without its own bar and restaurant and this mitigated the potential for parties on terraces. He also stated that the pocket garden was an excellent public amenity and would enhance the area.

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

Votes were cast as follows: IN FAVOUR – 11 votes
OPPOSED – 5 votes
There were no abstentions.

The recommendations were therefore carried.

[Anthony Fitzpatrick, Deputy Edward Lord, Antony Manchester, Deputy Henry Pollard were not present for the whole item and did not vote.]

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 for the above proposal in accordance with the details set out in the attached schedule as amended by the addendum; and
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

agreements under Sections 278 and 38 of the Highway Act 1980 in respect of those matters set out in the report.

5. **38 - 41 FURNIVAL STREET LONDON EC4A 1JQ (CITY SITE) & 31 - 33 HIGH HOLBORN WC1V 6AX (CAMDEN SITE)**

The Sub-Committee considered a report of the Planning and Development Director concerning the change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction (Use Class F1(b)(c)), including bar (Sui Generis); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principal visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principal bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works. (Duplicate application submitted to the London Borough of Camden as the site area extends across the borough boundary).

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

Officers presented the application, stating that this was an application for the change of use of the existing tunnels, formerly known as the Kingsway tunnels, to a visitor and cultural attraction. Kingsway tunnels were located approximately 32 metres below ground, underneath the Central line. They ran beneath High Holborn and extended beyond the City of London's northwest boundary over to the London Borough of Camden. The tunnel network offered approximately 8,000 square metres of subterranean floor space and included two tunnels of 5.1m diameter known as the North and South Streets which ran beneath High Holborn, and four large tunnels of 7.2 metre diameter to the south, known as the avenues.

Members were shown a diagram which highlighted the portion of the tunnels that fell outside the City's boundary line and was within Camden and the portion which fell within the City's boundary and represented 65% of the overall tunnel network.

The Officer advised that a duplicate application had been submitted to Camden Council which would be considered by their Planning Applications Committee on the 11 July 2024. Officers had been in discussion with Camden Officers to ensure coordination of all planning matters in line with both local planning authority requirements. The planning application was assessed independently by each local planning authority, with each being entitled to reach its own decision on the application.

Members were informed that the streets were built during the Second World War as shelters. However, they were never used as intended. Instead, they

were converted to reserve government headquarters. Once the General Post Office took their possession in the early 1950s, the avenues were constructed. Subsequently, the tunnels became a telephone exchange and by 1990 their function came to an end. BT currently managed and maintained the infrastructure.

The Officer stated that today, there were only two remaining soft access points to the tunnels, one located at 31-33 High Holborn, in Camden and accessed by 1 Fulwood Place and one at 38-39 Furnival Street, located within the northwest side of the of the City. Members were shown an image of the above ground works including the existing access points in the City and Camden, and the building at 40-411 Furnival Street, which was adjoining to 38-39.

The Officer stated that the site in the City sat within the Chancery Lane Conservation Area. The Kingsway tunnels had been identified as a non-designated heritage asset due to its history and rarity.

Members were shown an image of the relationship between the bulk ground structures and the tunnels. Members were shown an image of the late 1990s, 6 storey office building with a basement level. Its architecture and setting were not considered to be a positive contributor to the conservation area. Members were shown an image of the building which formed part of Kingsway tunnels. It housed a round shaft which was built for a goods lift to serve the east side of the tunnels historically and was currently not in operation.

Members were shown views of the site facing south towards Furnival Street and north towards Holborn. For completeness, but not for consideration by the Sub-Committee, Members were shown an image of the site in Camden which was currently the only access point to the tunnels.

In order to enable the creation of a principal entrance and ancillary spaces to the proposed large underground cultural exhibition space, the existing buildings at Furnival Street would be demolished and reconstructed. The reason for demolition arose from the requirement to enlarge the existing shaft and provide escape routes and from the demand for plant space that needed to be accommodated in the basement levels. The loss of office space at 40-41 Furnival Street was considered to be acceptable in policy terms.

Members were informed that in line with City's guidelines, an optioneering study had been undertaken. It assessed the options of retention, the extension requirements for ventilation and cooling equipment in order to bring high number of visitors to the tunnels as well as the need to meet the fire safety requirements for the site. The conclusion was the new build option.

The Officer stated that at ground level, the building line was set back in alignment with the neighbouring building to activate the principal site entrance facing north towards Holborn. Members were shown how the building layouts had been combined to provide sufficient space for the main entrance of the proposed cultural use with the necessary facilities provided at ground level.

Members were shown a diagram of the visitor entrance sequence. The arrival experience had evolved to consider the need to ensure security alongside the constant flow of people to ensure there was no queueing on the street. Members were shown the arrival route down into the tunnels and the exit route by the gift shop as well as the fire escape routes. Toilets were provided across the site and a changing place toilet was provisioned within Camden.

Members were shown a CGI of the main entrance which visualised the presence of the site on the street.

Three basement levels would be provided with ancillary space for the operation of the site e.g. refuse storage areas. A gift shop would be provided at first floor level with a mezzanine level right above. These areas would be accessible to all visitors at the end of their experience.

The third floor would be the plant room and would only be accessible by staff. The fourth level would be staff accommodation, provide end of trip facilities and a roof terrace for the use of staff only. Conditions had been secured for the hours of operation of the roof terrace. Green roofs would also be provided.

The Sub-Committee was shown the main elevation of the site. The proposed massing and height of the new structures would largely recreate the existing building proportions, whilst maintaining the urban grain of the east side of Furnival Street.

The brick façade of 38-39 Furnival Street would be reinstated and would include the existing concrete ventilation panel. The original metal work, which had been lost, would be replicated and reinstated on the building with a methodology conditioned. The proposed buildings would be recessed.

Members were shown a map showing the residential premises to the west and south of the site.

Members were informed that loading would occur on Holborn between 8pm and 10pm. This location had changed over the course of the application and had been moved away from residential properties. Conditions had been recommended to restrict the hours of servicing.

Improvements to the public realm would be secured under the legal agreement. The plan showed the maximum extent of the Section 278 works, which aligned with the Healthy Streets Plan for this location and this was subject to further consultation.

A daylight sunlight assessment had been undertaken as part of this application. Overall, the impact on neighbouring properties was considered to be acceptable due to the high level of BRE guideline compliance.

Members were informed that in relation to vertical movements, there would be double decker, twin lifts, with maximum capacity of 60 people. These would provide access to the tunnels and the gift shop at the upper levels. In the case

of an emergency evacuation, firefighting lifts and evacuation stairs would be available at both ends, with fire protected lobbies at the entry points and the secondary entrance in Camden would act as an emergency escape. This arrangement had been reviewed by building control and considered to be acceptable in compliance with the relevant policies. Accessible evacuation routes had been designed at both exit points in the City and in Camden.

In terms of sustainability, the proposed development employed a highly efficient and full electric HVAC system, heat pumps, cooling towers and water-cooled chillers with heat recovery, which helped reduce carbon emissions. Greening would be provided wherever possible at roof levels. The application secured a carbon offset contribution alongside an obligation to explore possible options for beneficial rejection of waste heat.

Members were informed that it was proposed to provide a cultural exhibition space in the majority of the tunnels. This area would be accessed from the proposed buildings in Funnival Street, and fell within both local authorities, with the majority being within the City. Members were shown images of the space and the pre-existing bar known to be the deepest bar in London would be recreated at the very west side of the tunnels. The entirety of the bar floor space fell within Camden. Access and exit to the bar would be from Camden only. Members were informed that 71% of the total proposed area would sit within the City.

In terms of capacity, the exhibition areas had been designed to accommodate up to 750 people per hour, and the capacity for the bar would be 160. These figures were capped to ensure the site was safe.

The cultural use visitors would enter and exit from the City, whilst programmed school visits would enter and exit from Camden to allow for separate, safer and more efficient school tours. Members were advised that school visits would occur at least twice a week.

Members were shown images of the cultural exhibition space area which would be divided into areas of permanent and temporary nature. The permanent exhibition space would take place in the streets and Members were shown a diagram showing the circulation route. This area would make references to the historic timeline of the tunnels. A dedicated medium term exhibition would revolve around the character of James Bond deriving from the author's references to the tunnels in his books. It was intended to incorporate key elements of the heritage infrastructure within the exhibition space and Members were shown images of the equipment. It was intended that historic narratives would be brought to life through immersive use of large-scale audio-visual and digital interactivities to make the experience unique and stimulate interest.

In the three avenues it was proposed to create a temporary cultural exhibition space. Members were shown CGI images of the proposed immersive space for cultural exhibitions around art, science and nature. Opportunities for co-creation on the content of this area would be provided through partnership programmes. Up to 12 special events were expected to take place in the avenues over the

year. Members were shown images of examples of these. Members were informed that Officers had secured by obligation, a public access and events management plan. The head of exhibition space would curate the history of the site in a most interesting and interactive way.

The Officer stated that the development would secure free school visits and discounted entrance tickets to certain groups of people and create opportunities to engage with local communities on the cultural content.

Inclusive procurement exploration for waste heat transfer Section 278 works and improvements to the public cycle infrastructure were also secured by this development.

In conclusion, the Officer stated that the proposal would include the provision for permanent and temporary cultural exhibition spaces to bring a new dynamic to the City and facilitate a 7-day and evening City, increasing footfall in this area and helping to revitalise the local economy. The proposal would assist in achieving the City's aspirations for Destination City that focused on enhancing the leisure and culture offer and cultural enrichment in the square mile and to increase its appeal to different audiences. Officers therefore recommended that the application be approved, subject to conditions and obligations as stated in the report.

The Clerk stated that there were no speakers registered to object to the application.

The Chairman then invited the applicant to speak.

Mr Angus Murray stated he was the CEO and major shareholder of this project which was conceived four years ago. His background was in finance around Macquarie Bank in the United States, as a regulated fund manager.

Mr Murray informed Members the tunnels could be seen in the model in the committee room. He stated that the four avenues were each about 78-80 metres long. The majority of the project already existed, and was built by the British to defend Europe during the Second World War but it was not used for that purpose. There were seven other tunnels which were not as large. The project was the restoration of an existing asset and saving the asset was part of the inspiration four years ago. The project would bring the story alive which would add to London, and also the City of London.

Mr Murray stated the project fitted in with the City Plan and the Destination City programme. He stated the tunnels would tell the story of the London Blitz and the 43,000 British people, who died during that period of time. He added it also then had the Special Operations Executive and there would need to be a partnership with an official museum to bring that content alive and tell the story of the 13,000 people, 3000 women who fought through that time.

Mr Murray stated that Ian Fleming had been inspired to describe the tunnel as Q branch in James Bond. He commented that the tunnels were used as the reserve war room to the cabinet war rooms and then as a telecommunications

exchange after the war. After the war, they were expanded to the current size. There were enough construction shafts from the surface to the tunnels to ensure people could access and leave the site safely which was critical.

Mr Murray stated the tunnels would potentially add up to two million people into the City of London and Camden each year. It had been calculated that there were 60 to 80 million people annually into the Fleet Street retail area and also into Cheapside depending on the pathway that people walked. Three tunnels, 80 metres long each, would create a cultural experience within, that should have the backing of British artists.

The global media showed the tunnels would attract people and be a benefit to London as a whole and the City of London. Media coverage included CNN TV and the New York Times.

Mr Murray stated he was aware of the need to respect neighbours and minimise noise. He was also aware that this site was 30 metres below the ground, so it had a different set of safety measures. He added that the City had lots of tunnels, subways and tube stations so there were lots of qualified people to make the tunnels as safe as possible.

Mr Murray stated that the story being told was in part about military history. It had to be accessible for people of all ages and all abilities.

The Chairman asked Members if they had any questions of the applicants.

A Member asked how people would be evacuated if there was a power cut. Mr Michael Trousdell, WSP stated the building services had been designed to have two independent power supplies to provide a level of resilience into the scheme. In addition, there was the provision for generator backup for just for life safety systems, so that the steer pressurisation system, emergency lighting and equipment required to evacuate safely could be maintained in the very rare event of both power supplies failing.

A Member asked how the figure of two million visitors per year had been calculated. The applicant stated that this number was based upon the available square meterage inside the tunnel system. The number of people that could be accommodated on an hourly basis, was between 550 and 750 as a peak. That would not be all the time but gave an indication of a realistic number relative to the number of people per square.

In response to a Member's question about visits of school children, the applicant responded that the proposal was to allow school children to visit for free and they would attend in groups of up to 40 children. If the applicants were able to, in time, the number of children could be increased.

In response to a question about the management of people entering and leaving the tunnels to prevent noise nuisance, especially noise aggregation in the street and congestion, the applicant stated that after clearing security, the aim was to move people into the system as quickly as possible, and in the lifts

down to the tunnels. Afterwards people would leave into what was a busy area. The hours of operation were 9am-7pm so there should not be noise outside of these hours. The applicant stated that people would buy tickets online and would arrive in a certain block of time. Visitors would be brought inside as quickly as possible to give them the greatest amount of comfort. There would also be toilets inside.

In response to a Member's question as to whether there would be ambassadors in the street helping people disperse after their visit, the applicant stated that there would be staff helping visitors with their onward journeys.

A Member asked about the lift capacity and how long the security process would take as they were concerned about bottlenecks. Mr Robbie Arnold from WSP Transport stated that to gain access to the tunnels, there was a lift system, The lifts would accommodate 60 people so there would be staggered ticket times. On arrival visitors would enter the venue, go through security checks and into a lift. The lifts would take about five minutes to take people down and return. Using the staggered booking system, 750 people could be on site in an hour.

Visitors would visit the exhibitions in the tunnels and then exit through the gift shop. Overall, there could be 750 people on site. A dynamic legion model which was a pedestrian model, had tested 1,500 people per hour coming in and out, so 750 in and 750 people out and that demonstrated there would be no queues on the highway. Even a 20% uplift to 1800 people, demonstrated there would not be any queuing on the highway but that figure started to cause some internal queuing. Two million people per year was the maximum capacity. It was recognised that the busiest days would be weekends and bank holidays and during weekdays there might be slightly reduced numbers on site. To inform the assessment within the transport assessment, a dynamic legion model of Chancery Lane Station had been undertaken to look at the capacity of the gate lines, stairwells and the corridors in the station. This was undertaken for the 2023 date of the assessment and was informed by TfL data from 2023. It was also undertaken for 2041 and the uplift was taken into account. The same assessment was undertaken for pedestrian comfort level, which looked at the footways in the crossings of the local area to see what the uplift and the impact of all the assessments would be. It concluded that there would not be a significant impact. This was repeated with a 100% uplift to four million per year and the impacts on the local area were not shown to be significant. The detail was contained within the transport assessment and had been agreed with TfL and Officers.

A Member asked about the cultural offer including the immersive experience and partnerships with cultural providers. Mr Murray stated that there would be the story of the London Blitz with images of the history of London. This would be a digital, interactive experience. There would then be a section which would be a memorial to the people who perished during the London Blitz, 23,000 civilians in London itself, and 43,000 people in Britain who died during that period of time. There would then be the Special Operations Executive section and there would be a partnership with an official military museum, and the

interactivity with physical real objects. Mr Murray stated that the James Bond theme had been written about in the media and the story could be brought alive. He further stated that the telecommunications equipment in the tunnels would be reactivated, not in terms of communication but to show the lights. Mr Murray stated that projectors and mirrors would be used in the immersive experience and he used Atelier des Lumieres, Digital and Immersive Art Centre in Paris, Team Lab in Tokyo and Moco Museum in Amsterdam as examples of the type of cultural space that would be created.

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

A Member asked a question in relation to fire safety. She asked for reassurance that the Fire Brigade's recommendation that a Qualitative Design Review process take place, would be undertaken. An Officer stated that there were several fire safety measures secured for the site e.g. people to be safety on the street within the required timeline. The London Fire Brigade had some concerns around several matters. The qualitative design review process was to be undertaken with the London Fire Brigade. It was expected that they would be consulted as a key stakeholder and this process would be undertaken post-planning and fell within the remit of Building Regulations. Members were advised that Officers had responded to the London Fire Brigade concerns and one of those concerns related to the firefighter access and the means of escape. Officers had recommended an access management plan to be secured by obligation and the emergency evacuation strategy and procedures would be requested to be reviewed by Officers. The developers would be required to go through the normal legal process of building control.

A Member asked what would happen if the City of London approved the planning application but it was not approved by Camden Council. The Chairman stated that the approved planning application would then fall. An Officer stated that Paragraph 3 of the recommendation explained that if a Section 106 agreement could not be entered into, which would be the case if Camden did not grant the planning permission, Officers would be instructed to refuse permission.

A Member asked for clarification on the servicing arrangements. An Officer stated that the expected number of deliveries on a daily basis would be about eight and these would be on Holborn as Furnival Street was smaller and not suitable. Refuse would be collected from Furnival Street. Deliveries would take place out of hours.

A Member asked if scenario planning had taken place for a flood caused by a Thames Water failure. An Officer stated that a flooding evacuation plan was submitted as part of the application and had been reviewed by building control and climate resilience Officers. The management plan requested details of the evacuation procedures. The Officer stated that the site was located in Flood Zone One which had a very low risk of flooding and added that the water table ran beneath the tunnels. A flood evacuation strategy had been secured that would be further reviewed by building control. The Officer added the Local

Flood Authority had raised no objections to the subject of the conditions that were attached to the recommendation and Thames Water had also made their comments, not objecting to the application subject to a groundwater risk permit being provided.

A Member asked if taxis would be restricted on Furnival Street and how this would work. An Officer stated that work had taken place with the applicant on this. One option to mitigate the impact of the proposal was to look at restricting vehicle access along Furnival Street, which would prevent taxis from pulling up on Furnival Street. The Officer stated that there would be a significant Section 278 contribution to look at improving the road to ensure the additional footways to accommodate pedestrians and look at preventing taxis from using Furnival Street whilst maintaining access for the existing premises. Refuse collection would be from there and there was a crossover opposite the site as well for a main delivery. There would be a further consultation with local businesses, residents and key stakeholders and a design phase and the fundamentals of mitigating the impact had been agreed with the applicant.

A Member raised concern for the occupiers along Furnival Street in relation to the impact on the servicing, the vehicles and the noise and the queuing outside. She also asked, if there was a problem which meant a delay getting inside the building or if there was an evacuation, where people would be contained. An Officer stated that an operational management plan had been secured and this would include how people were dispersed. Work had taken place to ensure that the evacuation from the tunnels was sufficient in terms of fire and flooding and where the people would go next would be part of the operational management plan which was also secured in the legal agreement.

A Member stated that people should be attracted to come to the exhibitions using public transport because there was less of an impact on the transport network and the streets but the nearest station was Chancery Lane and whilst there were escalators to get down to the platform, there was a flight of stairs to get out of the station. She stated that this was not accessible given the level of visitors the attraction hoped to bring into the area and stated that the developer should be required to help fund step-free access at Chancery Lane Station. An Officer stated that an assessment was undertaken with the applicant to look at the flow of pedestrians through the site and into and out of the site and also through Chancery Lane Station to ensure there was capacity there. There was a discussion with TfL to see if they were in agreement and step-free access was discussed. The Officer stated this was not something they wished to pursue as part of this application.

A Member stated that she considered the number of free school places for children to be insufficient and asked whether more could be conditioned in order to increase the public benefit. An Officer stated that there would be two school trips per week with a maximum capacity of 40 children each so there would be 80 free school places per week. There was a cultural implementation strategy secured by obligation, which would explore the educational programmes and the applicant had committed to a minimum of two school trips per week. An Officer confirmed that Officers considered the minimum of two

school trips per week was proportionate to the proposal. There was no identified heritage harm and therefore this was not a public benefit to outweigh that harm. This was a public offer that had been negotiated with the applicant. The applicant had indicated that on the appointment of the cultural operator, which would be confirmed through the cultural management plan, it would be intended to expand on the number of school trips and this would be through negotiation with Officers at that time.

A Member stated that the monument to commemorate people who lost their lives in the Second World War, outside St Paul's had disappeared from view. He asked if this could be incorporated into the scheme. Officers stated they could look into this.

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

A Member commented that she considered that with over 5,000 visitors per week, there could be more than two free school trips per week.

MOTION - A motion was put and seconded that the number of school visits be increased to one school trip per day each week.

The Chairman stated he would not support the motion as the Sub-Committee did not have the plans on the details of the safety requirements of schoolchildren or the safeguarding provisions made underground. He stated there had been negotiations between the applicant and Officers on reaching the proposed number.

A Member commented that the number of visits seemed small and one trip could be required as a minimum per day.

A Member raised concern about setting a precedent with a motion which had financial implications for the applicant and stated this was not a function of the Sub-Committee. A Member commented that the Sub-Committee had previously increased the number of school visits for a number of attractions to increase the public benefit e.g. the Tulip and the Sky Garden.

A Member suggested that motions should be case specific and stated that if the financial implications of increasing the number of school trips to five per week would result in the failure of the business, the business was not going to succeed.

A Member stated that the Sub-Committee should not be setting requirements on how the business should be run.

A Member stated that the Sky Garden was not the commercial part of the building. The commercial part of the building was leasing office floors so this was different. This would have a direct position on the profit and loss of the business which was not the case for the Sky Garden.

The Planning and Development Director stated that both the Sky Garden and the Tulip were policy, non-compliant and caused heritage harm. Therefore, the paragraph of the NPPF was activated in which public benefits were needed to outweigh the harm. In this instance, the application was policy compliant, with or without school groups.

A Member stated that Officers had previously negotiated more access to rooftop terraces and gardens and with the Tulip, the applicant was encouraged to increase the number of school visits per week. As part of Destination City, children should be encouraged to visit the City. The whole exhibition was about education, especially in relation to the Second World War and the only way to educate was to ensure that there were free spaces for children. She stated that she had concerns that not all of the issues above ground had been mitigated and therefore the free child spaces would be a public benefit.

A Member asked if the Sub-Committee could ask the applicant to agree to one free school trip of 40 children per day. The Chairman stated this was not protocol and the applicant would not be asked to enter into a negotiation during the meeting as this would not be fair.

Having debated the motion, the Sub-Committee proceeded to vote on the motion that the number of school visits be increased to one school trip per day each week.

Votes were cast as follows: IN FAVOUR – 6 votes
OPPOSED – 7 votes
There was 1 abstention.

Following the vote, a Member queried the votes cast. To clarify, the Chairman asked for votes to be cast again.

Votes were cast as follows: IN FAVOUR – 7 votes
OPPOSED – 7 votes
There was 1 abstention.

The Chairman using his casting vote, voted against the motion and it therefore fell.

[Deputy Michael Cassidy, Anthony Fitzpatrick, Jaspreet Hodgson, Deputy Edward Lord, Deputy Henry Pollard and Shailendra Umradia, who had not been present for the item, did not vote.]

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

Votes were cast as follows: IN FAVOUR – 15 votes
OPPOSED – None
There were no abstentions.

The recommendations were therefore carried unanimously.

[Deputy Michael Cassidy, Anthony Fitzpatrick, Jaspreet Hodgson, Deputy Edward Lord, Deputy Henry Pollard and Shailendra Umradia, who had not been present for the item, did not vote.]

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 for the above proposal in accordance with the details set out in the attached schedule;
2. That your 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 agreements under Sections 278 and 38 of the Highway Act 1980 in respect of those matters set out in the report;

Or;

3. In the event that a legal agreement satisfactorily securing cross boundary obligations is not completed within 12 months of the date of the resolution officers be instructed to REFUSE permission for the substantive reason that the scheme fails to mitigate the adverse impacts noted within the officer report and is therefore contrary to the policies contained within the Development Plan.

6. * VALID PLANNING APPLICATIONS RECEIVED BY THE ENVIRONMENT DEPARTMENT

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

RESOLVED – That the report be noted.

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

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.

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

A Member stated that with two applications on the agenda, the meeting had taken over 3.5 hours and a number of Members had had to leave. She raised concern about there being two large applications scheduled for the next meeting and suggested that there be no more than one application considered

at each meeting. The Chairman stated as far as possible, the applications were scheduled with just one to be considered at each meeting but the pipeline of planning applications had to be managed too. He added that the City of London prided itself on prompt decision making to give confidence to the development industry and the investment community. The Director of Planning and Development stated that he considered that two items was achievable in one meeting if everyone worked towards this. He was concerned about the implications on the development pipeline and confidence in the City if the consideration of schemes was delayed. The Chairman stated that he would look at the development pipeline with the Director of Planning and Development and the Deputy Chairman and where there were opportunities to have just one application, where two had been planned, they would try to do so. In response to a Member's suggestion that two meetings could be held in one week, the Chairman stated there were resource implications for Officers.

A Member asked for a report to the Planning & Transportation Committee on the impact of the carbon optioneering guidance. The Director of Planning & Development stated that there had been more retrofits than redevelopments for several years running. He stated the impact of the guidance could be reviewed and he would take this away and discuss with colleagues. He raised concerns about Officer time with the City Plan and the Sustainability SPD being priorities. The Chairman stated that the time frame could be left to agree but Officers were requested to produce the report.

A Member asked for information on ceiling heights in relation to insulation and mechanical ventilation, heat recovery, air source heat pumps, and ducting used in a modern building to try and make the building climate friendly. He stated that by accepting a low floor to ceiling height, this would not be possible and there would be carbon implications. Officers stated they would take this away and try to incorporate it in the SPD or any potential review.

A Member asked if the planning and historic environment training session recorded on 17 May 2024 could be shared with Members. Officers agreed to circulate this.

9. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

The Chairman welcomed Eamonn Mullally, a new Member on the Planning & Transportation Committee and Planning Applications Sub-Committee.

The meeting ended at 2.20 pm

Chairman

Contact Officer: Zoe Lewis

zoe.lewis@cityoflondon.gov.uk

PLANNING APPLICATIONS SUB-COMMITTEE

Tuesday, 2 July 2024

Minutes of the meeting of the Planning Applications Sub-Committee held at Livery Hall - Guildhall on Tuesday, 2 July 2024 at 10.00 am

Present

Members:

Deputy Shravan Joshi MBE (Chairman)
Graham Packham (Deputy Chairman)
Ian Bishop-Laggett
Michael Cassidy
Deputy Simon Duckworth OBE DL
Mary Durcan
Deputy John Edwards
Anthony David Fitzpatrick
Deputy John Fletcher
Deputy Marianne Fredericks
Alderman Robert Hughes-Penney
Deputy Natasha Maria Cabrera Lloyd-Owen
Deputy Charles Edward Lord
Deputy Brian Mooney BEM
Deputy Alastair Moss
Eamonn Mullally
Alderwoman Susan Pearson
Deputy Henry Pollard
Hugh Selka
William Upton KC
Jacqui Webster

In attendance (Observing Online):

Judith Pleasance

Also in attendance:

Deputy Peter Dunphy, Chief Commoner

Officers:

| | | |
|------------------|---|---|
| Zoe Lewis | - | Town Clerk's Department |
| Polly Dunn | - | Interim Assistant Town Clerk |
| Fleur Francis | - | Comptroller and City Solicitor's Department |
| Gemma Delves | - | Environment Department |
| David Horkan | - | Environment Department |
| Ian Hughes | - | Environment Department |
| Kerstin Kane | - | Environment Department |
| Georgia McBirney | - | Environment Department |
| Rob McNicol | - | Environment Department |
| Tom Nancollas | - | Environment Department |

| | | |
|------------------|---|------------------------|
| Taluana Patricio | - | Environment Department |
| Joanna Parker | - | Environment Department |
| Gwyn Richards | - | Environment Department |
| Robin Whitehouse | - | Environment Department |
| Peter Wilson | - | Environment Department |

1. **APOLOGIES**

Apologies were received from Deputy Randall Anderson, Jaspreet Hodgson, Antony Manchester, Deborah Oliver, Judith Pleasance, Alderman Simon Pryke, Ian Seaton and Shailendra Umradia.

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

Deputy Edward Lord stated that he had been advised that the Leathersellers Company had an interest in Agenda Item 4 and as he was a member of the Leathersellers Company he would therefore withdraw from the meeting for Agenda Item 4.

Mr Mullally stated he had been in discussion with Legal Officers regarding the risk of an interest between himself, his wife, who was the Church of England prelate for London and Agenda Item 4 in respect of St Helen's Square. Due to the legal separation of the parish and the diocese, he considered there was not a conflict of interest. Legal Officers and the Diocese of London supported this view and therefore he would take part in the consideration of Agenda Item 4.

3. **MINUTES**

RESOLVED – That the public minutes of the meeting held on 11 June 2024 be agreed as a correct record.

4. **1 UNDERSHAFT, LONDON, EC3A 8EE**

The Sub-Committee considered a report of the Planning and Development Director concerning demolition of the existing buildings, retention and partial expansion of existing basement plus construction of a ground, plus 73 storey building (plus plant) for office use (Use Class E(g)); Retail/food and beverage (Use Class E(a)-(b)); Public amenity space (Flexible Class E(a)-(d) / Class F1 / Sui Generis); publicly accessible education space and viewing gallery at levels 72 and 73 (Sui Generis); public cycle hub (Sui Generis); plus podium garden at level 11, public realm improvement works, ancillary basement cycle parking, servicing, plant, highway works 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 which had been separately circulated and published.

Officers presented the application stating that the site was bounded to the south by Leadenhall Street, to the east by St Mary Axe and to the north and west by Undershaft. There were heritage assets nearby notably the Grade I listed Lloyd's building to the south, the Grade I listed St Andrew's Undershaft to the east and the Grade I St Helen's Church to the north. The St Helen's Place

Conservation Area was also to the north. The site was within the City Cluster, the strategic outlet for the City's growth to maintain its economic objectives and its international competitiveness. Members were shown the proposed scheme amidst the existing and consented cluster of towers in the location. The location was within the City Cluster policy area in both the adopted 2015 local plan and the proposed City Plan 2040. It was broadly at the heart of the cluster.

Members were shown an aerial view of the site showing the existing building which was the 1960s Commercial Union Tower which had been remodelled in the 1990s and was now subject to a certificate of immunity from listing. Members were shown an image of extensive St Helen's Square, along with the Cheese Grater and St Andrew Undershaft. To the west of the site was a cluttered area of public realm bestrewn with railings and bollards and a large ventilation shaft. The existing road of Undershaft kinked around the site to the north and west. A view was shown with Undershaft to the north and St Mary Axe and the Gherkin off to the east. A view of St Mary Axe, looking south at the Grade I listed Lloyd's building in the distance and the existing Commercial Union Tower in the foreground. Members were shown the servicing ramp from which the existing building and plaza was serviced. It created a rather unsightly rift in the townscape and had an unsympathetic presence in relation to the Grade I listed church in the background.

The Officer informed Members that the application was for a 74-storey office development which would deliver over 154,000 square metres of flexible Grade A best-in-class office floor space with the potential to accommodate nearly 9,500 jobs. It was a proposal of significant strategic importance to the City's international competitiveness. Alongside this, a suite of unique and distinctive public spaces would be woven through the proposal, culminating in the highest public civic space in Britain. The development would have the highest architectural and sustainable credentials. It would transform and enrich the ground floor City around it and would optimise the more strategic site in the cluster.

Members were shown existing and proposed basement plans highlighting long stay cycle parking with approximately 2,200 spaces, 200 short stay spaces and end of trip facilities which were all fully policy compliant.

The proposed building footprint was larger than the existing footprint as it was working hard to optimise the site. It incorporated five separate entrances for the separate functions. The building incorporated three public entrances. There was a dedicated servicing entrance to the northeast of the site and the large office entrance accommodating the rest of the St Mary Axe elevation together with extensive relandscaping and enhancements to the public realm around it. Members were shown an existing floor plate and proposed floor plates to reflect the way the building's mass changed as the building stepped back and recessed to create its distinctive form and deliver a suite of different office floor plates for a range of different users as would befit the central cluster location. As well as the office floor plates there were significant amenity levels breaking up the building and providing generously planted and generously sized

sheltered spaces with spectacular views over the capital, meeting market demand. Architecturally the building would be an outstandingly contextual building in the sense that this was a location in the City where there was a great degree of architectural charisma including the iconic forms of the Lloyd's Building, the Cheese Grater and the Gherkin. The building would introduce a series of interesting architectural approaches and high-quality design ranging from the subtle pale elevations fanning out from the base to the striking podium garden which was suspended 42 m above the ground floor and the zinc and vitreous enamel cladding of the main office tower rising to the apex.

The Officer showed the proposed elevations and stated that the building had been designed with circular economy principles in mind. It reused the extensive basement levels on the site, incorporated facades to optimise shading and it was a fully electric and very sustainable building. The existing and proposed west and north elevation showed the significant optimisation of the site that the scheme would bring forward. An existing and proposed cross-section showed the disposition of those uses throughout the building with the public uses indicated at ground floor at Levels 10,11, 12, 72 and 73 with the office uses interspersed among those. The location of the lifts was shown to indicate how hard the ground floor plane was working to get people around the scheme.

The crown would be picked out in subtle rippling colour to reflect the civic functions there at the apex of the cluster and would form a striking but yet quite modest and understated new presence. In the long-range views, it would be seen as the apex and the backbone of the City Cluster, with the exciting modern skyline presence distinct from and disassociated from the World Heritage Site.

Members were shown a view with the scheme shown rising in the background as the tallest in the clusters. They were also shown the existing and cumulative view from Queen's Walk showing how the building would almost be like the totem pole of the cluster from which all of the other towers would gently descend and would create a distinctive architectural composition. The Officer outlined the public spaces. In relation to those at the top, people would enter from a generously sized lobby at ground floor level to the north to ensure that logistics and queueing were factored in and an optimal visitor experience was delivered. These would be the highest such spaces in Britain and would be curated by the London Museum, a place for members of the public and state school children to learn about their city. It would also deliver a series of different views to the existing suite of elevated public spaces in the cluster.

The Officer highlighted an image of the classroom in the sky with state school children of all backgrounds being able to enjoy the unparalleled views. The Level 11 podium garden presented a significant architectural moment in the scheme and a place of urban theatre. It would be a large and generous elevated public space unparalleled in London. It would be generously planted, would enjoy fine microclimatic conditions and there would be fine new views of heritage assets such as the Lloyds building from there. It would be supported in its function by the Level 10 and Level 12 amenities. The proposal would create a new destination for the City. Members were shown one of the singular

features of this podium garden, the Oculus, a circular area of walk-on structural glazing, allowing people to admire the ground floor level 42 metres below them.

In an image from Lime Street, Members could see the view of the existing building and square and the proposal with the podium garden suspended 42 metres above this space. The Oculus formed an eye-catching new feature when seen from this distance. Members were shown a closer image of the existing cluttered St Helen's Square at present and the proposal with the lower elevations of the proposed scheme gently fanning out from the base and the podium garden soaring above. The cycle entrance would be located to the west side of the scheme and would provide a dedicated entrance for long and short stay cycle parking and end of trip facilities.

Existing and proposed views of the west side of Undershaft, showed how the area would be transformed, tidied up, made more usable with benches and seating introduced in a striking white column, which would be a water feature and a public artwork acting as a focal point for the space. Undershaft would, as a result of this be realigned to the north. There would be a generously proportioned public lobby to those civic uses at the apex.

Members were shown the existing and proposed condition at St Mary Axe. In the servicing arrangements, the unsightly servicing ramp would be removed. A dedicated servicing entrance which would be set back from the street would be introduced so that vehicles could wait there if the need arose. Servicing would be consolidated and off-peak in the usual way other similar schemes in the cluster were expected to operate. The Officer stated that as part of this transformative scheme, an unparalleled Section 278 agreement would be entered into for the entirety of St Mary Axe to enhance this street in line with the principles of the city cluster vision, set out in 2019. Details of this were to be worked through by Officers in the usual way, but an image was shown which gave an indication of the ambition of the scheme and what it would deliver as a minimum with the rebuilding and enhancement of the entire street which was a crucial artery in the City Cluster. The proposed St Helen's Square would be reimagined as a new inclusive and flexible civic space at the heart of the cluster.

The Officer presented the existing and proposed site plans and stated that the proposed building footprint was larger, worked harder and consequently there was a small reduction in the overall area of public realm at grade across the site. There would be an 18% reduction overall with the building footprint principally to the south on St Helen's Square. It was also the case that the reimagined St Helen's Square would deliver a significantly enhanced public space that would be flexible. The existing level changes of St Helen's Square would be removed along with the irregular planting beds and more usable space would be created together with a mixture of 12 semi-mature trees planted and there would be fixed and movable seating to open up this space for everyone. In addition, the proposed Level 11 podium garden delivered a significant amount of new publicly accessible space, so when the scheme was considered as a whole, it provided an uplift both in quality and quantity of publicly accessible space.

In the existing and proposed view across St Helen's Square looking at St Andrew Undershaft, the existing deficiencies of the square could be seen by the multiple changes in the level, the rather cluttered and irregular layout of the square and also the extensive irregular planting beds that occupied much of the space. Under the proposals, a very simple flush area of public realm would be created in front of the building next to the lifts to the podium garden. There would be a grove of 12 semi mature trees interspersed with seating and planting which would be flexible, programmable and inclusive. There would also be some hostile vehicle mitigation required along the eastern side of the site. In the background there would be new views of the Lloyd's building, another heritage asset which remained possible across the reimagined scene. St Helen's Square, would be a space comparable to Guildhall Yard in scale. The Officer stated that the new building, with its elevated podium garden suspended 42 metres above would create a fascinating new architectural urban moment at the heart of the cluster.

Members viewed a slide showing how the square would remain programmable for events and functions much in the same way as now, including the showing of the Wimbledon tournament. They also viewed a slide showing the space by night and at dusk, showing the interplay at this crucial strategic part of the cluster between old and new, ancient and modern and between architectures of supremely charismatic nature.

In summary, the Officer stated that the proposed scheme would deliver over 154,000 square metres of much needed flexible Grade A, best-in-class office floor space, accommodating up to nearly 9,500 jobs. This would be a significant strategic contribution of office floor space of the utmost importance to the City's economic objectives to maintain its international competitiveness, as well as strengthen the economic base of the City Cluster. One Undershaft stood at the heart of insurance, a critical sector that was growing at a phenomenal rate in the City. This scheme, through delivering strategic floor space and amenities, would further strengthen this growth. The scheme would have the highest social and educational credentials, delivering the highest elevated public cultural classroom space in Britain, curated by the London Museum at the apex, symbolic of the City Cluster of tall buildings, and a free to visit seven days a week inclusive to all podium garden at Level 11. The scheme would create an iconic new destination at the heart of the City Cluster, supporting the City's cultural seven day and evening objectives. Architecturally it would be the totemic centre piece and the backbone of the cluster, a rich and humane tall building, an outstanding architectural moment at the heart of the City, adding to the unique urban theatre of this location. The scheme would carry exemplary sustainability credentials, targeting BREEAM outstanding and designed with circular economy principles to address climate adaptation and mitigation. The scheme would provide significant improvements at ground floor level, including the transformation of Undershaft and St Mary Axe.

There would be a reduction in the extent of ground floor public realm as a result of the necessary lift cores and reception areas to service a building of this strategic importance to the City and deliver the floor space needed. However,

the new reimagined public ground floor realm, would provide a significantly more enhanced, inclusive and flexible St Helen's Square in quality terms, a reimagined south facing public space of generous civic scale at the heart of the cluster. The Officer stated that that the City Cluster was the economic engine of the City, London and the UK economy. To keep pace with GLA employment growth projections, research indicated an absolute minimum of 1.2 million square metres of new office floor space had to be delivered. It was estimated that 85% of this would need to be delivered in the City Cluster, which was a geographically modest area. This site was the single most strategic site in the cluster and in the City and it was vital the floor space capacity on this site was optimised to remain internationally competitive in the years ahead. This had to be balanced with local impacts and the provision of high-quality public realm and other planning considerations. Officers firmly believed the scheme achieved this balance and for the reasons set out in the report, the scheme was recommended for approval.

The Chairman stated that as one of the addenda had been received shortly prior to the start of the meeting, the meeting would therefore be paused for Members to read it.

At this point, at 10.23am, the Chairman adjourned the meeting. The meeting resumed at 10.25am.

A Member asked for clarification on whether a representation from a neighbouring occupier was relevant. The Chairman and Officers confirmed that all representations were relevant as long as they contained relevant planning arguments.

The Town Clerk explained that there were two registered objectors to address the meeting and she invited the objectors to speak.

Mr John Adams JDA Planning Consultancy, stated the City was defined by its public realm, the free, safe and open spaces, where people could simply enjoy the sky and fresh air regardless of age, wealth or background. He commented that the buildings might be magnificent, but it was the spaces between them at street level that brought the City alive. St Helen's Square was a pivotal primary civic space, was 66 metres long and south facing. Pedestrian routes through the City radiated from the square. People crossed the space constantly and it hummed with life. Open space in the Eastern Cluster was very limited. The few places of scale creating a comfortable place for people to gather and enjoy were especially important. The scheme resulted in the loss of 30% of the square itself. It would be reduced from 66 metres to 37 metres in length, which would not be a generous scale for the hard work it would have to do. 60% of this reduced area would be covered by office space.

Mr Adams stated that the 11th floor terrace would result in the sense of space and sky being lost. The urban moment of generous open sky, dramatically surrounded by medieval churches and some of the most iconic buildings of the time would be lost. He commented that the Officer's report criticised the existing layout of Saint Helen's Square and argued that a third of the square was not

publicly accessible and the layout restricted movement. However, to only compare what was proposed with what existed today was a false assumption. The square would be redesigned in any redevelopment option because the basements of the building were below it. It could be and should be a brilliant inclusive space and programmable and active through the day. It should also be attractive at night. The downplaying of the qualities and scale of the square in the Officer report in the section on public realm was incorrect and led to a misleading conclusion, namely that the 11th floor public terraces were of equivalent quality as the square. As a replacement for street level public space, the 11th floor terrace did not begin to compare with Saint Helen's Square in terms of welcome easy access and equitable public realm of scale, with exceptional views of the sky and buildings that defined the City. The gain in public realm to the west of the building in Undershaft was in full shadow and was not comparable in quality to the square.

Members were informed that Policy OS1 of the City Plan 2040 stated that open space should be protected unless there were wholly exceptional circumstances. It also stated that new space at ground level should be created and supplemented, not substituted, through the addition of publicly accessible roof gardens.

Mr Adams raised concern that the application removed space from St Helen's Square and was dominated by the terrace at the 11th floor. The balance was wrong. Exceptional circumstances had not been demonstrated and could not be found to exist unless alternatives that avoided the harm to the public space at street level and the setting of heritage assets had been tested and they had not been. Mr Adams commented that it was striking that, in relation to assessing the heritage impact of the proposal, the Officer's report reached the exact opposite conclusions to those of Historic England, the statutory adviser on heritage matters. Historic England concluded that the proposal would degrade the public realm, hem in the buildings and streets around it, reduce sight lines and this would directly compromise an appreciation of the setting of the exceptional heritage assets and the broad experience of the City around them. The Officer's report stated that Historic England's conclusion was without foundation. This was a stark departure from the advice of the statutory body responsible for advising on the historic environment. This was a cause for concern and should give Members significant pause for thought. He urged Members to consider Historic England's advice that the base of the building should be redesigned to protect and enhance St Helen's Square and the historic environment. He added that their advice and the representations of CC Land should be given considerable weight.

Mr Justin Black, head of the UK development CC Land stated that CC Land understood the strategic importance of the One Undershaft site to the future of the City of London. They fully supported its redevelopment, but not at any cost. He stated it was understood that the applicant commenced engagement with Officers in early 2022. However, their first briefing did not occur until 18 months later on the 31 October 2023, seven weeks prior to the planning application submission. Mr Black stated that CC Land, along with other stakeholders believed these plans to be flawed, resulting in unnecessary harm to the public

realm, townscape and setting of heritage assets. He added that this harm would be irrecoverable, if progressed and was completely avoidable. Redevelopment of One Undershaft did not necessitate the loss of street level public open space and did not necessitate the demotion and the size and stature of St Helen's Square. He added that the harm created by these proposals could be averted through redesign with minimal commercial impact to the applicant.

Mr Black informed Members that as evidenced by the applicant's 2019 consent, there were other solutions. The current plans were not the only way to deliver a fully accessible St Helen's Square with more public seating. The applicant benefited from a world class professional team capable of overcoming most challenges and concerns could be resolved if the applicant redesigned the lower third of the building. Cutting back massing from the ground floor to Level 11 would remove the overhang and add back floor space consented under the 2019 scheme with a reconfiguration of the core. St Helen's Square would be protected and enhanced. Local workers could access the square for impromptu amenity and respite would be protected and enhanced. The vision for an exemplary centrepiece for the City Cluster would be achieved. The resultant loss of floor space would be less than 4%.

Mr Black commented that comprising 13% of the projected demand for office floor space in the City, the applicant's proposals could be perceived as too important not to receive approval. He stated that CC Land, along with other stakeholders, strongly believed that the One Undershaft opportunity was too important not to get absolutely right and that the redevelopment plans should be first class on all aspects.

He stated that the current proposals fell short, particularly in relation to the street level place making. The applicant's 2019 consent recognised the importance of street level public open space and the need to protect and enhance St Helen's Square. The need to preserve and enhance the limited supply of public realm in the City of London has become more acute since the 2019 consent.

The concerns detailed in the representations were not unique to CC Land and statutory bodies. The worries were widely shared by workers, residents, businesses, industries and property owners in the local area. They were legitimate concerns raised by those who would be directly affected by the One Undershaft proposals and must be fully considered and evaluated as part of the decision-making process.

Mr Black stated the Sub-Committee should refuse to endorse any loss of street level public open space to private commercial use and any demotion of the size and stature of St. Helen's Square.

Members were informed that the current form of the lower third of the building was a choice by the applicant, which could be changed and improved upon at the direction of Members and Officers. The resultant loss of floor space would be less than 4%. Mr Black stated that believing that the harm created by these

proposals was compulsory or an unacceptable price for the City of London to pay for the redevelopment of One Undershaft was a mistake that could and should be avoided. He requested that Members deferred determination of this application and that the applicant be required to progress revisions to the proposals which would deliver no loss of street level public open space compared to the existing situation and which would preserve and enhance St Helen's Square as a vitally important civic space and focus for placemaking, for workers, residents and visitors.

The Chairman stated that there were four ward Members registered to speak, Mr Dominic Christian, Ms Irem Yerdelen, Alderman Sir Charles Bowman and Deputy Henry Colthurst. A Member advised that Deputy Henry Colthurst would not be speaking.

Mr Christian stated that there had been an insurance centre in the City of London that uniquely brought together the qualities of an insurance campus, a trading area and a client services model. He stated that the London market was one of history's more resilient and enduring business operations and was almost precisely in the same location.

He stated that insurance central was not just national it was global. Spontaneity, creativity and connectivity stood at the core of the 52,000 people who worked around the square in this very area, 59 managing agents, 92 Lloyds syndicates, 250 insurance companies, over 330 insurance insurer technology companies as counting all these businesses with their 52,000 employees working within metres of each other. They had a common fascination with risk, analysing, assessing, translating and transmitting risk and much of the time they worked together on this, as members of the community respecting competition but acting as one.

Mr Christian stated that for 40 years, he had been working in the City of London, always next to and within sight of this building. He had been working as a broker throughout that time, going to Lloyds on a daily basis along with 5,000 other people, visiting the myriad of underwriting offices clustered around lawyers. He added that the City of London was an ecosystem. Buildings were not independent of each other. For the last 10 years he had been the global chairman of Aon, with 3,500 people working in the Cheese Grater building next door to this building which equated to 60% of the employees who worked in that building.

Members were informed that Mr Christian had also been the deputy chairman of Lloyd's and stated the chairman of Lloyds had made comments in the press opposing what had been proposed. Mr Christian stated Members and Officers had advised, agreed and authorised many of the fantastic buildings in EC3 and the insurance community was grateful. He listed several companies and stated the insurance community including leaders from all of the large insurance companies of the world, all of whom had bases of operations in the City were all opposed. He suggested that an estimated 40,000 out of 52,000 were opposed. The ward in which this building was proposed was Lime Street Ward

and approximately 90% of the voters worked in the insurance community, many of them for the companies he had referred to.

Mr Christian requested that the Sub-Committee defer the decision and seek further consultation. He stated that a consultation meeting had been held on 14 February but nothing had changed. He advocated for postponement and further consultation.

Ms Irem Yerdelen spoke about the open space benefits, especially from an environmental perspective and the health benefits perspective. She stated there was a significant open ground floor space in front of this building currently and it provided groundwater storage, flood control, air and water pollution abatements, recreation, habitat and ecological and aesthetic benefits. Most importantly, such open ground floor space in cities such as London mitigated the effects of pollution and could reduce the phenomenon known as the urban heat island effect, the heat trapped in built areas. There were lots of built areas around this building already and the effect should not be extended by taking away the ground floor space.

Ms Yerdelen stated that this ground floor space created solitude for herself and her team every time they stepped into that space. It helped them to reflect, to pause, to soak up the sun and simply connect with other people. This space particularly benefitted younger people and less senior people in the industry and the surrounding offices. They could eat their lunch there and connect with their colleagues. Ms Yerdelen commented that we did not inherit the earth from our ancestors; we borrowed it from our children. She stated that the open ground floor spaces should not been taken away.

Alderman Sir Charles Bowman stated that in his 11 years as Alderman of Lime Street, he had been reminded most days of the importance of the insurance sector and cluster to the City's economy and its importance to the City's future. As Lord Mayor in 2017/18, when promoting UK financial and professional services internationally, he witnessed firsthand the role that London played as the world leader in specialist and other insurance, and the admiration that the international community had for the unique insurance cluster. He also witnessed the global competitiveness within the sector and the related fragility of the City's position as market leader and the need to do the right thing to sustain that number one position.

Alderman Bowman stated he was part qualified as an architect. He had a deep admiration for Eric Parry and his work, past and present. He was a very firm believer in place-based development within the City and based on 11 years as an Alderman, believed strongly that One Undershaft should be redeveloped. However, with equal strength, he believed that the proposed building was not the right answer as designed and would damage the insurance sector. He had spoken to many in the sector, including the chairman of Lloyd's. He had also spoken to fellow elected Members who were heavily engaged in the insurance sector and in promoting the financial and professional services sector. The views from this engagement had been unanimous, that the site should be developed but not with the building as currently designed. It would damage the

sector built up. Alderman Bowman stated the preeminent insurance sector and cluster was a prized asset in the City and EC3 and there was a responsibility to listen.

The Chairman asked if Members of the Sub-Committee had any questions of the objectors.

A Member asked for clarification on the loss of space related specifically to St Helen's Square. An objector stated that the space was being reduced by 30%. The 18% reduction referred to the loss of public realm around One Undershaft, including the space to the west and to the north of the building. The objector stated their focus was on St Helen's Square and the 30% loss of what they regarded as the primary civic space and the most useful usable public open space.

A Member queried why there were not more objections from insurance companies. Mr Christian stated that at the consultation meeting on 14 February 2024, not a single member of the insurance community attending, was in favour. They objected on grounds of footprint, aesthetics, the thoroughfare, how people lived their lives and worked and the ease with which they did that. The Chairman stated that he was at the meeting, along with Officers. He was not aware that anyone at the meeting objected to the building itself or the requirement for office space and comments were in relation to security, access and the ground floor plane. Mr Christian stated that objectors were not objecting to the overall building, just elements of the scheme. They were not trying to stop the scheme but to help improve it.

A Member asked a question in relation to the floor plate at ground level and the 11th floor public realm. She stated that on the site visit, it was helpful to see the way the space was used, with people using the ground floor space to eat lunch. She asked if, with the loss of public space at ground level, the space at podium level would be used by the same people in the same way. Ms Yerdelen stated that people eating lunch and chatting in the ground floor space was the day-to-day reality. The ground floor space was evidence of the socioeconomic variety coming together every day. Office workers, construction workers and tourists all sat there. This socialising provided value in this part of the City. Ms Yerdelen stated that she was not against the building but was keen the building provided the same benefits as before. She raised concern that the 11th floor space would not be used in the same way as people were often short of time and therefore it would not be equivalent to the ground floor space.

A Member asked Mr Adams to give his assessment in planning terms of the quality of the proposed public space with the new podium level and the proposed new ground level public space, compared to the existing public space. Mr Adams stated the report on the City Cluster vision was a key report looking at public realm in the City which stated that spaces such as St Helen's Square provided the canvas for active and engaging public life to flourish and were supported by a range of social and cultural activities and events. He commented that a similar description could be applied to the 11th floor terrace. In his opinion, St Helen's Square was a blank canvas which could be designed

to the same quality as the 11th floor terrace. The square had been awaiting redevelopment for some years. He stated that he was not criticising the quality of the 11th floor terrace but was saying it was not an equivalent replacement because it required users to go into the building and take a lift up 11 storeys which presented quite a significant barrier to movement. Therefore this space had a different role. He added that St Helen's Square could achieve the same quality but be more accessible for all.

A Member asked about the difference between the ground floor space and the upper floor space, particularly in regard to the Tulip enquiry with comments made by the inspector and the Mayor for London. She asked objectors to expand on the comments and relevant case law the objector had mentioned about the difference in ground floor open space and upper-level open spaces. An objector stated his understanding of the Tulip inquiry was that one of the grounds of objection was the loss of part of the civic space that surrounded the Gherkin which was also regarded as a very important civic primary space. The conclusion of the inspector was that there was concern about the loss of ground floor space which was regarded as an important canvas for social and public life. The decision did not actually turn on that, but it was recorded as a ground of refusal. The objector considered that the purpose of the Tulip viewing platform was very different to the 11th floor terrace, which was different in design and purpose and was more of an international destination than regarded as a public space to serve the City.

A Member asked the objectors who spoke on behalf of the industry to comment on the quality of the consultation and asked them if they considered that the concerns of the industry had been reflected in the proposal. Mr Christian raised concerns but stated but this might be the fault of Members campaigning. He commented that this might not have been anything to do with how the consultation was organised or arranged but he did not know anyone in the area he worked in who supported this proposal.

A Member asked about consultation and what changes to the proposal would have satisfied the objectors. Mr Christian stated that security, access to the 11th floor and the removal of the footprint were the main issues that were clearly aired at the consultation meeting on 14 February 2024, and they remained concerns. Ms Yerdelen stated that she had an email feeding back points from the 14 February meeting to the committee Chairman and Officers. She read some of the email out and stated that there were no adverse comments made about the height or appearance of the main building which emitted a consensus that the end result should be suitably iconic to match the attractions of the Lloyd's Building and also the Gherkin. There were a number of concerns about how any development would be managed over the plus five-year build in an area which had already experienced major works during disruption for at least 15 years and resulting impact of workers in the immediate area. There were also comments made that however attractive the garden podium, it would provide little or no benefit to workers in the area and would join an increasingly crowded market of raised viewing and other areas. Ms Yerdelen stated there was a request for honesty about no security procedures being needed for raised areas and such claim was regarded with huge scepticism by

firms and workers in the area, which suffered two terrorist attacks in the early 1990s. One Undershaft was a major casualty of the first attack. There were also material worries about a huge loss of open public space at street level, which provided light and air at Lime Street and Leadenhall Street in an area which was hugely appreciated by 3,000 plus workers, particularly in the insurance sector and in summer months.

A Member stated he would have expected more objections and referred to the public realm under the Leadenhall Building which had engendered a lot of public comment. The Chairman stated the Officers could provide more detail on how the consultation was run.

The Chairman invited the applicants to speak.

Mr Andrew Highton, Stanhope, stated he was speaking on behalf of his client, Aroland, who were represented at the meeting by Mr Lim. Mr Harton thanked Officers for their input over the 18-month pre-application period, and the determination period and all their hard work in preparing their comprehensive committee report. He thanked Members for attending briefings, visiting the site, asking questions, embracing virtual reality and reading, digesting and considering the report. He stated there were three areas he wanted to cover in his introduction; -1) The current status of the project; 2) why new proposals were being brought forward; and 3) how the development was a fantastic contribution to the City and the wider London. Members were informed that Aroland acquired the site from Aviva in 2011. The same design team developed the scheme, which was approved by this committee in 2016 and granted planning consent in 2019. During this time, Aviva and their sub tenants remained in occupation until the end of April of this year and it was hoped full vacant possession would be secured by the autumn.

Mr Highton stated his client had committed funding to allow preparatory works, including deconstruction and enabling works. Stanhope were now assisting them to secure full development finance.

Mr Highton stated that he would now focus on why the new proposals had been brought forward. 12 million square feet of additional office space would be required in the Square Mile by 2040.

Stanhope's own research recently shared with the City's investment team showed 5,000,000 square feet of leases which came to an end within this period, and this did not account for new entrants to the City to meet their occupied demands or those companies who were likely to return from Canary Wharf. Buildings which had strong energy and carbon performance and a mixture of sizes of flexible floors, extensive landlord amenities and access to external spaces, were vital to meeting the occupier demand, to encourage people back into the office and attract the very best talent. Neither the existing building nor the consented scheme designed 10 years ago could deliver this.

Mr Highton stated he would now focus on how assurance could be given that this development would be amazing for the city and the capital as a whole. The

client with Stanhope's support was fully committed to making this a world class democratic development, to be enjoyed by workers, their friends and families, residents and visitors alike. The landscape was key and the team had been strengthened with SLA from Denmark who were a fantastic international designer. This building embodied the Destination City policy and no other building had come close to offering such a wealth of benefits to the workforce in the wider public.

Mr Highton informed Members that he was pleased to be able to confirm that the partnership agreement made between the client and the Museum of London had been renewed. He stated he hoped his words had demonstrated the client's commitment to the project.

Mr Eric Parry, Eric Parry Architects, stated that this was not an easy jigsaw puzzle to solve. However, it was a huge honour to be designing the city's designated crown of the cluster buildings as a whole. It had a remarkable and visionary urban concentration and it was an extraordinary grouping of buildings, many of which were of remarkable quality. It provided a setting that had both a sense of awe and intimacy.

Mr Parry stated that since designing the consented scheme 10 years ago, much had changed both physically and psychologically. The proposal was a response to the resulting opportunities. He stated that going back to 2016, 100 Leadenhall had been open for about three years and the building at 52 to 54 Lime Street was under construction. Since then, there had been the development of 40 Leadenhall and 100 Leadenhall. The sense of accumulation was very palpable and meant the response needed to take that into consideration.

Members were informed that the space was very much three dimensional. The square itself had less daylight and fell short in terms of BRE standards. The building was configured as a series of elements that were broken horizontally. There was a lightness to the base so that the buildings around it both to the northwest, east and south had interest. The building connected all the way to Liverpool Street.

Members were shown a view of the consented scheme and the proposed scheme. The proposed scheme was closer by 50m to allow for the security to be taken into account. There was a triple height space which was very generous at the bottom. To the north there was the new double height entrance opposite St Helen's Bishopsgate that would give access to the top of the building, the 72nd and 73rd floors of the London Museum's curated spaces. There was a quietness to the 11th floor garden which was a large area, and very easily accessible from the lifts at the base taking less than half a minute and it could accommodate 1000 people.

Amenity for the building would be created at the 30th and 48th floor, which was important for the office workers and uniquely there would be a sense of terraces to the middle sections of the building.

Ms Sharon Amant, Director at the London Museum stated that the museum had been involved in this project since it began in 2016 and the opportunity to curate a classroom in the sky on the 72nd floor of One Undershaft was unparalleled. It would be a significant building, the most stand out in the city. The top floors had been designed as a free learning space and this had been embedded in the scheme. The London Museum's commitment to this idea came from a scheme in Smithfield and the ambition here equalled that. The proposed scheme was about young Londoners and there was an ambition for all the young people who lived in the City by the time One Undershaft opened, an estimated 1.3 million school pupils between the ages of 5 and 17, would engage at one point during their 12 years in education with the classroom in the sky. It was anticipated that it would be a rite of passage, something they would remember and would have a positive impact. It was expected that there would be people visiting during term time as part of their education, educational visits organised by schools and family visits during the holidays and weekends.

The Chairman asked Members if they had any questions of the applicants.

A Member commented that considering the numbers of people using the open space, the current arrangements provided about 1.2 square metres per person and the new development provided 0.25 square metres per person at ground level, increasing to 0.75 square metres per person if the platform was included. He asked the applicants to comment on this. The applicant stated that external spaces had been created specifically for the occupants of the building. The building at the moment had no external space, so focused on the public use and the use by all of the external amenity. The applicants had sought to achieve the same or better amenity than the current amenity. 300 seats were proposed with 250 in the front and a further 50 in the west. Currently there were about 200 in the front and 60 in the west. The proposals would hopefully allow anyone who wanted to dwell, relax there and meet there to do so.

In relation to the representation from St Helen's, the Member asked about commitments to accept, embrace and engage with their requirements about noise including that from school children especially in quiet periods. He was conscious that they had services and other meetings, not just on Sunday mornings, but also had a very active midweek community. The Chairman stated this question could be asked of Officers.

A Member asked if the public realm would be more user friendly to people with mobility issues than the existing public realm. The applicant stated this would be the case. Currently there was stepping down and planters. The proposal would provide a clear space and accessibility had been paramount when designing the landscape and spaces.

The Chairman asked the applicant to outline the journey to the 11th floor, outlining the accessibility and ease of access. The applicant stated that when accessing the square from the south, there would be a grove of trees with a raised canopy. Hostile vehicle mitigation was incorporated into the seating. People would see through to a triple height space with a curved triple height glazed section that allowed great porosity. At heightened times of security,

security could be allowed for within that space. It was 165 square metres and so a large space. Directly in front would be the lift. There were three 17 persons to take people up to the 10th or 11th floor within 30 seconds so 1000 people could be accommodated in terms of lift movements within an hour.

Mr Rasmus Astrup, SLA, stated there would be yorkstone in the ground floor public realm, through the lobby, inside the lifts and out into the podium. The yorkstone was a historical reference and also created a shared public space.

A Member who was also a ward Member, stated that it had been good to meet some of the team at the public consultations. He queried whether the fundamental issues given in feedback had been addressed following consultation or if the changes had been minor. The applicants stated they had done as much as they could to strike a balance between all the uses so the scheme had not changed materially. Although the changes were minor, they had been made with a great deal of depth of thought and analysis.

A Member asked if the education space for the London Museum would be fitted out and how the staff would be funded. Ms Amant stated she expected the education space to be fully fitted out. The technology was yet to be confirmed as it would be a number of years before the space was constructed and could be used. It would be a highly immersive space with views of London. It would not be object rich like the museum in Smithfield. The space would sit neatly beside the new museum in Smithfield and was part of the museum's dynamic desire to become a financially sustainable organisation and the museum would look for new operating partners and new ways to make the museum economically viable.

The applicants confirmed they would fit out the viewing space and the museum classroom space. It would be a partnership between the owner of the building and the museum. The viewing space would hopefully be better than any other viewing space because it would be the tallest and was now designed to provide a 360 degree panorama.

The Member also asked if the amenity space would just be available to people working in the space. The applicants confirmed that the amenity spaces at levels 30 and 48 were double height and their garden spaces were accessible. The Member asked how translucent the Oculus would be. The applicants stated that the Oculus would be constructed of 50 millimetre laminated glass, 40 metres square.

In response to a Member's question about servicing, the applicants stated that they had committed to serve a much bigger building with the same number of vehicle movements. The maximum number of vehicle movements was not expected to be reached each day. The vehicle lifts would be located directly abutting St Mary Axe. The applicants were also willing to work cooperatively with adjoining owners to see how vehicle movements could be better managed.

A Member asked why the previous consented scheme was not constructed, and whether if granted, the proposed scheme would be constructed and what

the time limit would be. The applicants stated that the previous application was designed in 2014 when the world was different. Offices now had to work a lot harder to provide amenities for their occupiers. One size floor plates over multiple floors was not what occupiers required. The total project time would be 6-7 years. The client had secured funding for the preparatory 2-year period and was working hard to put in place funding for the development.

Members asked about toilet provision and access for the public. The applicants stated there would be public toilets at ground level. There would be further public toilets up at the public areas. The intention was that the toilet facilities would be open during the opening hours of the 11th floor garden, which were 7am - 11pm. This was based on dialogue with the police about antisocial behaviours. It was anticipated that the toilets would be closed from 11pm - 7am.

A Member asked whether there was funding in place to curate the cultural space. Ms Amant stated that from the London Museum's perspective, an internal development team was being set up to support this project. The longer-term business planning for this space would be considered by the Board and would require partnership as well as public funding. The museum had already received grant aid from the GLA and the City of London and Arts Council England, so it could be possible to reshape the proportion of money spent on Smithfield, the museum in Docklands and this museum. This would be considered as part of the financial planning in future years.

The Member also asked about the demolition strategy and for further details on recycling and reuse of materials. Mr Michael Trousdell WSP advised that the demolition process had been developed very carefully considering circular economy principles and had been included within the circular economy statement. An extensive pre-demolition audit had been developed. The client was working hard to achieve best practise, an example of which would be delivering a closed loop recycling on aluminium elements in the facade and also more broadly reusing as much as possible of the foundation and the substructure of the building for the support of the new scheme.

A Member asked questions in relation to the design of the building. The applicants stated that the profile at the top of the building was the same as it was in the consented scheme. The garden space was organic without sharp corners. It was a perambulation that allowed people to continuously move 330 metres with views to Saint Paul's. The element of cantilever was the element to the south. There was an edge around the building and from the 10th floor, the floor below the garden, it was suspended lantern-like. It stepped back and allowed transparency and sunlight at the base at these three and two storey levels of glass, so it was very porous at the bottom. The structure had 30 metre spacings, holding a 300 metre building above, like the arch of an amazing structure. These were trident in form and were closely engineered like giant redwoods holding the garden above and the area that protruded and gave a view through the Oculus of the public space as well as the space at the ground. The lantern would be of stone colour and that material continued into the soffit and had a softness.

In response to a Member's questions about the design of the building, the applicants stated that significant occupiers would struggle to fit their occupation into the floorplates in the previous scheme. Private amenity was a way of encouraging people back into the workplace. The public garden was for everyone. Private spaces were provided for companies to carry out their internal affairs. The scheme was not just a building but an urban space. Some of the decisions were taken according to biodiversity and the quality of space. Urban heat had also been considered.

There was a pause in proceedings between 11.58am and 12.25pm.

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

A Member thanked the applicants and the Officers for their preparatory work. He asked about the evidence suggesting people would use the lifts and access the space at the 10th and 11th floors in the way outlined. The applicants stated that people would not have to walk very far to access the open space via the lifts. People would go to the podium because they could accomplish something they could not on the ground floor. The ground floor was the shared space. The 11th floor gave a new perspective of the City, yet it was still informal. People could see the historical layers and potentially sunlight and there would be no vehicles. This would be a destination and would be unique.

A Member asked if, considering the London Museum and the 60-year life cycle of the buildings, there would be funding for staff and maintaining the site. Ms Amant stated that there was a high expectation of this and the detail of the business would be considered by the museum's Board in due course. The applicants stated this would be a partnership and the applicants as the landlord representatives, would provide the funding to allow the museum to go about their business.

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

The Chairman asked Officers to explain the context of the scheme in terms of expectations and the densification of the Eastern Cluster as well as the size of the ground floor plane and how the scheme fitted in with St Mary Axe.

The Director of Planning and Development stated that the biggest challenge that the City currently faced was maintaining its international position both in the City itself, in London and as the engine of the UK economy. To withstand the GLA projected employment increases up to 2040, a minimum of 1.2 million square metres of office floorspace had to be provided. The development industry suggested much more would be required. Modelling had shown 85% of that uplift would need to take place in the cluster which was a tiny area that could be walked through in 5 minutes.

Within the cluster there were limited sites. The site at One Undershaft was the biggest strategic site both in the cluster and in the City, to generate and optimise the amount of floor space needed to maintain the global position. This was the focus of the local plan, to ensure the City was competitive and able to provide the required floor space. It was estimated that in net terms, as there was an existing tall building on the site, 8.7% of the target would be achieved. The massing scenarios involved buildings which were much bigger, and had much more strategic level floor space but there was a need to strike a balance to optimise the site to its utmost. The floor space delivery of this site, was 150,000 square metres but had to be balanced with other planning considerations such as an appropriate design and the ground floor public realm. There was a reduction in the ground floor public realm as outlined in the Officer report. The reason for this was to accommodate the building and the floor space of this quantity, which at 150,000 square metres would employ almost 10,000 people. 30 lift cores were required, otherwise it would not be possible to lease the building for best in class Grade A space. The lift cores had to be accessed through reception areas to ensure the flow of workers into that area. The additional reception areas were required to manage the visitor experience, ensure it was pleasant, and also to prevent people queuing outside and into the public realm. The worst case scenario was planned for in terms of security. Baggage scanners could be provided in the space.

Members were informed that the loss of ground floor plane had to be seen within that context of optimising the ability of this site to generate floor space. The Director of Planning and Development commented that Officers had not stated that the elevated areas were comparable in terms of the ground floor plane and optimising the ground floor plane was important. The development had been amended to try to gain as much of the ground floor plane as possible whilst delivering a building which worked as a building and could be leased. This was a challenge. The elevated areas added another element and diversified the choice of experience. It was busy at ground floor level and many people would prefer to use the elevated areas.

Evidence statistics suggested that elevated areas were hugely popular with 1.5 million visitors to Fen Court, which was a similar scheme, half a million to 8 and 22 Bishopsgate in 10 months and 11 million visitors to the Sky Garden. Members were reminded that the site had to be optimised for Grade A office floor space.

The Chairman queried the size of the reimagined St Helens Square and was informed that this would be comparable in size to Guildhall Yard and would have several advantages over the existing space, notably 12 semi-mature trees where there were currently none. There would be 300 capacity seating where there was currently 260 capacity seating, and there would be a rich and inclusive space at the heart of the City.

The Chairman asked the Director of Planning and Development if the Officer advice was that effectively the market was demanding the floor plates and that the building needed the outlined set up within it, which would take up that space. He also queried if to get democratic space open to all and inviting to all,

there was a need to be using this space and whether in the view of Officers, the public space itself was being enhanced. The Director of Planning and Development stated that this was correct in terms of the strategic value of the site. The previous scheme was designed in 2014. More sustainable or electric buildings were now required as were more roof gardens and diversity of floor plates.

A Member queried if there had been a representation from the Eastern Cluster Business Improvement District. The Officer stated there had not been. There had been 14 objections in total; 8 from members of the public, 4 from building owners, 1 from a livery company and 1 from a building occupier. In response to a point of order from a Member that the Business Improvement Districts had a policy of not commenting, the Director of Planning and Development stated the BIDS often submitted representations on planning applications, often in support.

A Member queried if the actual loss of public realm on the ground floor was 735 square metres, which equated to more than half the size of Manchester Cathedral. An Officer confirmed 735 square metres of public realm on the ground floor would be lost.

The Member also asked about the average size of a pocket park. An Officer stated that the most comparable pocket park that had recently been granted permission was Friary Court.

The Member asked for clarification on the figures in the Officer report relating to carbon.

She stated that for Option 2, the total figure over the 60-year life cycle was 81,404, for Option 3 it was 238,736 and for Option 4 it was 310,847. Option 4, the option chosen at pre application stage was therefore 3.5 times approximately that of Option 2. Once Option 4 was chosen, further detailed work was done and the best estimate figure was now 405,000. The Officer confirmed these figures were correct and stated total figures would be included in future reports.

In relation to a question on air quality, an Officer stated that the air quality impact had been assessed already and there would be air quality impacts in terms of dust and NO₂ from plant. Protective works would include controls. There were also controls through the condition relating to the quality of plant that would be used in order to minimise emissions. There would be construction controls and operational controls to ensure air quality impacts were minimised.

The Member queried if the air quality impact of the construction would be greater because the Option 4 had been developed rather than the other options. The Director of Planning and Development stated it was not possible to comment on this as retrofit schemes could have high air quality impacts.

The Member asked about upfront embodied carbon. An Officer stated that the figure in the report was as it stood currently. The development would go

through a detailed design phase and the applicants had identified numerous carbon reduction opportunities through construction materials. It was likely that the carbon impact would reduce from there, but Officers required a detailed carbon assessment after the detailed design stage.

A Member asked if the EC1 BID was proactively contacted. An Officer stated it was consulted and was aware of this application.

The Member also asked Officers to clarify what further recourse there would be if the scheme was granted permission. The Director of Planning and Development stated that the GLA had already written in on what was known as stage one. Subject to the Sub-Committee granting the application, it would be then referred to stage two. It was then within their right to intervene or refer the application. From past experience he had not seen any signs that this would be the case. In that event, permission would then be issued and there would not be any further recourse.

A Member asked for assurance that any withdrawal of the elevated public spaces would come back to the Sub-Committee. The Director of Planning and Development gave this assurance.

In response to a Member's question about the loss of ground floor space and whether the provision of alternatives at higher levels was policy compliant, an Officer confirmed that it complied with the policies as a whole.

A Member stated the operational energy figures assumed a 60-year life of the building. He was not aware of any skyscrapers of this magnitude ever having been demolished. He asked Officers to comment on the importance of the operational energy and usage per square metre. An Officer stated that Option 1 had a retained and updated gas boiler heating system so the operational carbon was high over the 60 year period. Option 2 had an updated electric system but this was likely not to perform quite so well because of restrictions of the existing building in terms of the way it was constructed and the floor plates and plant location. Options 3 and 4 provided the best operational carbon performance as the floor plates were new and facades had been designed to perform at their best.

In response to a Member's question about St Mary Axe and the Section 278, an Officer stated that this was a separate legislative process. The entire stretch of St Mary Axe could be transformed in the urban realm and by the enhancements of that area.

A Member asked for guidance on the current footfall in St Helen's Square. An Officer stated that during the application process, there had been an extensive survey on pedestrian assessment which helped analyse comfort levels and ensure that they were maintained and improved wherever possible. This had shown that there would not be a significant increase in footfall levels so pedestrian comforts would be maintained and throughout different areas, improved. The space was designed to optimise pedestrian flow as well as create areas for people to dwell. The proposals for the square would be a

transformation both in terms of the physical appearance, but also in terms of permeability and the usability of that space.

MOTION: - A Member proposed that the Sub-Committee now move to vote on the recommendations.

The Chairman asked if there was a seconder and a Member seconded the proposal to move to the vote.

The Chairman ruled the motion to be premature at this juncture and stated that the Sub-Committee would finish questioning Officers as there were still new points emerging.

A Member commented that those working above the 11th floor were likely to stop off at the 11th floor for their lunch so this would take pressure off the ground floor space at peak times. He asked for clarification on the lift movements. An Officer stated that there were three lifts in the southern lobby area. The public lifts, each took 17 people. The round trip was 106 seconds to Level 11. 95 passengers could be accommodated per five minutes, and over 1000 people per hour.

A Member asked a question in relation to waste and servicing. She raised concern about the lack of information in relation to a waste, recycling and servicing strategy. An Officer stated that the waste management team had been consulted and the issue was the size of vehicle, not actually the operation. The team wanted to review the size of vehicles so this would be dealt with by condition. They had recommended a smaller vehicle be used which would increase the collection by one to three vehicles a week. The Officer confirmed that the waste and servicing vehicles would equate to 10 vehicles an hour. However, the vehicle movements and the servicing movements set out in the Officer report represented the worst-case scenario. They would be subject to consolidation as part of the servicing management strategy. The applicant had also been in discussions with the City's refuse team regarding the refuse collection and storage arrangements and this was covered by conditions.

The Member raised concern that the surveys were undertaken in summer 2023 when numbers of pedestrians were likely to be lower than at other times. An Officer confirmed that modelling had also taken place at other times. The motion modelling with TfL had been ongoing and approved in principle. As the project progressed, further modelling would be undertaken.

The Member also asked about the provision of short stay cycle parking at ground floor level. An Officer stated that 20 cycle racks were proposed at ground level.

A Member asked for reassurance that workers in the area would be able to get instant access to the elevated public spaces in the event of queues as elevated public places were popular. The Director of Planning and Development stated that lessons had been learnt from Fenn Court and this scheme embodied the

lessons learnt about getting people up to the elevated area promptly and spontaneously. There would also be no pre-booking.

In response to a Member's question about consultation, The Director of Planning and Development stated that Officers were comfortable that the consultation that had been carried out by the applicant was in line with the developer guidance note and the Statement of Community Involvement. It had been very thorough. Officers were surprised how few representations were received, in particular objections.

A Member asked what amendments were made to the proposal following 14 February consultation meeting. The Director of Planning and Development stated he was in attendance at the meeting along with the Chairman and others from within industry. It was clearly set out that those concerned should make their representations in writing and only one was received following this. The Director stated that to reduce the number of lift cores or the reception area would substantially reduce the floor space and that would mean the space could not be optimised. The applicants considered making amendments but as a reduction in floor space would have implications on this strategic scheme, they considered that the application had to be kept largely to the proposal.

MOTION: - The Chairman proposed a motion that the application be deferred, subject to the applicant considering the matters raised as part of the application this day, notably minor adjustments in relation to the ground floor public realm. He stated that there did not seem to be a major issue with the need for this building or the need for the delivery of office space on this site, from members or objectors. The issue seemed to be around minor aspects, in square footage terms, that could be defined, and by deferring, Officers could be asked to negotiate with the applicant on some of the aspects brought forward by Members.

The Chairman asked if there was a seconder and the Deputy Chairman seconded the proposal to defer the application.

In response to further Member questions, the Chairman asked the Town Clerk to confirm that Members were debating the motion and not the full application. The Town Clerk stated that Members were invited to debate the amendment put forward by the Chairman and seconded by the Deputy Chairman, specifically on the deferral and the merits therein.

A Member stated that if deferred, this application should be brought back to the Sub-Committee for further discussion at the earliest opportunity.

A Member stated he supported deferral and he considered that if St Mary Axe had zoned pedestrianisation this would overcome the 18% loss of part of St Helen's Square.

A Member stated that if the application was refused rather than deferred, the applicant could return with a revised scheme. She considered that addressing the issues the industry was asking for would not be a minor redesign.

The Director of Planning and Development stated that if deferred, when this returned to the Sub-Committee, Members could consider the scheme in its entirety. Deferral allowed the applicant to reflect on concerns that had been raised by Members in terms of the loss of part of St Helen's Square and to reconfigure the space if they wanted to. This would be a minor amendment.

A Member queried what would happen if the motion fell and the proposal was then refused. The Director of Planning and Development stated that the applicant could reflect and submit a revised scheme or alternatively they could appeal the decision.

A Member stated he would support the motion to defer. He considered that deferral would allow processes to be faster than an absolute rejection. Huge amounts of work had gone into the application and the Sub-Committee would be supporting both the developers, Officers and objectors in finding an answer.

A Member stated that she considered that major rather than minor changes were required and there should be a large consultation piece undertaken. She stated that clear feedback should be given to allow the developer to submit a completely new proposal.

A Member stated that no one had spoken in principle against this development and no one had provided a solution so he considered deferral would be appropriate.

The Chairman stated that a deferral would not be a message to the industry or the applicant that the City was not in favour of development or that densification of office space in the Eastern Cluster was not required. The motion for the application to be deferred was for the applicant to consider the matters raised as part of the discussion, notably the minor adjustments in relation to the ground floor public realm.

Having debated the motion, Members proceeded to vote on the motion.

Votes were cast as follows: IN FAVOUR – 9 votes

OPPOSED – 6 votes

There were 2 abstentions.

The motion to defer the application was therefore carried.

[Deputy Edward Lord who was not in attendance for this item and Deputy Michael Cassidy, Ian Bishop-Laggett and Deputy Henry Pollard who had left the meeting, did not vote.]

RESOLVED - That the application be deferred, subject to the applicant considering the matters raised as part of the application this day, notably minor adjustments in relation to the ground floor public realm.

The Chairman urge you the Officers to work as swiftly as possible to bring this back to the Sub-Committee.

5. **CROMWELL TOWER, BARBICAN ESTATE, LONDON, EC2 8DD**

The Chairman asked if Members had any questions of Officers.

A Member stated that the Barbican Estate already had fibre optic internet so there was no need for the antennas to serve the residents. He stated that 5G small cell infrastructure was proceeding at pace in the Square Mile as well as file transfer protocol servers (FTP), so it was hard to see a need for this technology outside the Barbican either. Given the large buildings in the City and with the line of sight requirement this would not benefit buildings in the Square Mile. The Member added that there were problematic heritage considerations with the proposal to locate the equipment on a listed building. He invited Officers to confirm whether any of these assertions were incorrect. The stated that he understood why this application had to come to the Sub-Committee but he would be supporting the Officer's recommendation to reject the application.

Seeing no further questions the Chairman moved to the vote.

The Sub-Committee proceeded to vote on the recommendations before them.

Votes were cast as follows: IN FAVOUR – 12 votes

OPPOSED – 0 votes

There were no abstentions.

The recommendations were therefore carried unanimously.

[Deputy Michael Cassidy, Ian Bishop-Laggett, Anthony Fitzpatrick, Alderman Hughes-Penney, Deputy Edward Lord, Deputy Brian Mooney, Deputy Alastair Moss, and Deputy Henry Pollard were not in attendance for this item and therefore did not vote.]

RESOLVED - That the Development Director be authorised to issue a decision notice refusing to grant planning permission for the above proposal for the following reasons:

1. No evidence of consultation with nearby schools has been submitted and the applicant has failed to certify that the proposed equipment together with the existing equipment when operational, would not exceed International Commission guidelines on non-ionising radiation protection, contrary to paragraph 121 of the National Planning Policy Framework.

2. The proposals would fail to preserve the special architectural and historic interest and setting of Cromwell Tower as part of the Barbican Estate (Grade II) and the Barbican and Golden Lane Conservation Area, causing less than substantial harm to their heritage significance as a result of direct and indirect impacts on the heritage assets. The harm would not be outweighed by public benefits. The proposal is not in accordance with London Plan Policy HC1; Local Plan Policies CS 12, DM 12.1, DM 12.3; HE1; Draft City Plan Policies S11 and HE1 and the NPPF.

3. The proposals would fail to protect and enhance views of the Barbican Towers as identified city landmarks and is not in accordance with Local Plan policy CS13 (2), emerging City Plan 2040 S13 and guidance in the Protected Views SPD.

6. **CROMWELL TOWER, BARBICAN ESTATE, LONDON, EC2 8DD - LISTED BUILDING CONSENT**

The Sub-Committee proceeded to vote on the recommendations before them.

Votes were cast as follows: IN FAVOUR – 12 votes

 OPPOSED – 0 votes

 There were no abstentions.

The recommendations were therefore carried unanimously.

[Deputy Michael Cassidy, Ian Bishop-Laggett, Anthony Fitzpatrick, Alderman Hughes-Penney, Deputy Edward Lord, Deputy Brian Mooney, Deputy Alastair Moss, and Deputy Henry Pollard were not in attendance for this item and therefore did not vote.]

RESOLVED - That the Development Director be authorised to issue a decision notice refusing to Listed Building Consent for the above proposal for the following reasons:

1. The proposals would fail to preserve the special architectural and historic interest and setting of Cromwell Tower as part of the Barbican Estate (Grade II) and the Barbican and Golden Lane Conservation Area, causing less than substantial harm to their heritage significance as a result of direct and indirect impacts on the heritage assets. The harm would not be outweighed by public benefits. The proposal is not in accordance with London Plan Policy HC1; Local Plan Policies CS 12, DM 12.1, DM 12.3; HE1; Draft City Plan Policies S11 and HE1 and the NPPF.

2. The proposals would fail to protect and enhance views of the Barbican Towers as identified city landmarks and is not in accordance with Local Plan policy CS13 (2), emerging City Plan 2040 S13 and guidance in the Protected Views SPD.

7. *** VALID PLANNING APPLICATIONS RECEIVED BY THE ENVIRONMENT DEPARTMENT**

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

RESOLVED – That the report be noted.

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

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.

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

There were no questions.

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

Alderman Susan Pearson

The Chairman stated that this would be the last meeting of Alderman Susan Pearson. He thanked her for her valuable input over her years on the Planning and Transportation Committee and Planning Applications Sub-Committee both as a Common Councillor and more recently as an Alderman.

The meeting ended at 1.31 pm

Chairman

Contact Officer: Zoe Lewis
zoe.lewis@cityoflondon.gov.uk

**STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION)
COMMITTEE
Tuesday, 14 May 2024**

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, 14 May 2024 at 1.45 pm

Present

Members:

Graham Packham (Chairman)
Deputy John Edwards (Deputy Chairman)
Deputy Randall Anderson
Brendan Barns
Mary Durcan
Deputy Marianne Fredericks
Deputy Shravan Joshi MBE
Hugh Selka

Officers:

| | |
|----------------------|----------------------------|
| Zoe Lewis | - Town Clerk's Department |
| Olumayowa Obisesan | - Chamberlain's Department |
| Melanie Charalambous | - Environment Department |
| Gillian Howard | - Environment Department |
| Ian Hughes | - Environment Department |
| Bruce McVean | - Environment Department |
| Stephen Oliver | - Environment Department |
| Emmanuel Ojugo | - Environment Department |
| Giles Radford | - Environment Department |
| Bob Roberts | - Environment Department |
| Kristian Turner | - Environment Department |
| George Wright | - Environment Department |

The Clerk stated that since the agenda was published Brendan Barns had been appointed to the Sub-Committee by the Finance Committee and John Foley had been appointed by the Port Health and Environmental Services Committee.

The Chairman welcomed Brendan Barns, John Foley, Mary Durcan and Hugh Selka who were new Members of the Sub-Committee.

1. APOLOGIES FOR ABSENCE

The Clerk stated that since the agenda was published Brendan Barns had been appointed to the Sub-Committee by the Finance Committee and John Foley had been appointed by the Port Health and Environmental Services Committee.

The Chairman welcomed Brendan Barns, John Foley, Mary Durcan and Hugh Selka who were new Members of the Sub-Committee.

Apologies were received from John Foley.

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

Graham Packham stated he had a disclosable pecuniary interest in relation to Agenda Item 7 as his flat was in the area. He stated he would leave the room for this item and the Deputy Chairman would chair the item.

3. **MINUTES**

RESOLVED, That the public minutes of the meeting of 19 March 2024 be approved as an accurate record of the proceedings.

Matters Arising

Bus stop by the monument on London Bridge

The Chairman stated he would be meeting TfL with an Officer and Deputy Lord to discuss options regarding moving the bus stop. He added that they could also discuss the repairs to the bridge. A Member raised concerns about the scaffolding causing congestion around the bus stop, tree pits which had been covered up and were collecting rubbish, lights out and the missing handrail. An Officer stated that these matters could be raised with TfL. He added that TfL were looking at designs for work to the bridge but also required funding. A Member raised concern about the lack of funding given that TfL had listed this as one of their top priorities.

Moorfields Highwalk

The Chairman queried if the lifts and escalator were now running at all times and an Officer confirmed that the developer had returned them to 24 hours a day, 7 days a week operation. Officers would continue to monitor this. He added that the highwalk was still privately maintained until it was formally adopted at a future Planning & Transportation Committee meeting.

4. **ST. PAUL'S GYRATORY TRANSFORMATION PROJECT - PHASE 1 (GREYFRIARS SQUARE DESIGN)**

The Sub-Committee considered a Gateway 4C report which provided Members with details of the proposed final RIBA Stage 3 developed design for Greyfriars Square and sought Member approval to progress the design of the public space to RIBA Stage 4 (detailed design).

Members received a presentation on the proposal and were informed that closing the carriageway at King Edward Street and Newgate Street slip road would help create approximately 3,000 square metres of new public space. Work had been undertaken on developing the detailed design of the public space including the play feature and this had been overseen by a steering group.

At the Chairman's request, particulate matter from the underground air vent had been monitored by an independent company. This concluded that there were

no abnormal levels of particulate matter and the location identified was suitable for the play feature. In response to a Member's question about how often the air quality standards were breached, the Officer stated he understood there were no breaches of particulate matter standards. He would check and confirm that the nitrogen oxide standards had not been breached.

Members were shown images of the proposed public space and were informed there would be a large paved area which could be used for occasional public events, large planters, rain gardens, permeable paving and a linear feature of Thames embankment granite through the space. There would also be quieter areas with seating and tables. The Officer stated that work had been taking place on a modification to the steps proposed at the southwest corner of 81 Newgate Street.

The Officer stated that the design of the play feature had involved the City Parent Carer Forum which included the parents of children with special educational needs or disabilities. He stated their input had been invaluable in designing the feature to be inclusive and for children of different ages. The feature included sensory features and more traditional play features as well as a trampoline.

Members were informed that a Gateway 5 report would be submitted to the Sub-Committee in October 2024 for approval to start work on the highway design. Officers were aiming for work to start in early 2025 once the traffic changes were in place and King Edward Street was closed.

A Member commented that the location chosen for the play area was relatively close both to the road and the underground vent and asked whether any other spaces had been explored. An Officer stated that two possible locations for the play area had been considered. The location chosen maximised the space available. The other location was close to Angel Street.

In response to a Member's suggestion that the play area be moved, the Officer stated that there were no locations identified as suitable that were at the heart of the site and away from surrounding streets. The Chairman stated there were competing needs e.g. the constraints of the existing gardens, required open space for events and cathedral views. The Officer stated that Historic England had expressed informal concerns about views if the play area was located close to the scheduled historic monument and Grade I listed building. The Officer stated that the report to the Sub-Committee in January 2024 included the assessments that had taken place about where the play feature could be introduced and it was concluded that the location proposed was the best location.

Member raised concern about safety with the play area being so close to the main road. An Officer stated that this had been raised by the City Parent Carer Forum and the plan had been modified to extend the barriers.

An Officer stated that if the view of the Sub-Committee in relation to the location of the play area was unclear, it would not be possible to approve the detailed

design and Officers would consider the feedback and come back with another proposal.

The Chairman asked for confirmation that Officers considered the chosen location for the play area was the best location and the Officer confirmed it was. The Chairman requested that the area between the play area and Newgate Street be made impermeable to improve safety and minimise the risks.

A Member stated that the plan on page 43 of the agenda showed the spatial position of the play area more clearly than the CGIs. He stated that the play area was secluded and the ventilation building offered some protection to the play area from the street. He suggested that spatially accurate plans should be highlighted in all future presentations.

Concern was also raised about people cycling through the space as this would be available permeable space without traffic. An Officer stated that it was not possible to entirely prevent this but there would be a traffic order prohibiting cycling which would be enforceable and a protected cycle route would be created around the space. Members were informed that any physical measures to stop people from accessing the space on a bicycle, would make it an inaccessible space. The space had been clearly designed to send a signal that it was not for people to cycle through. A Member asked for consideration to be given to ensuring that Grand Axial Route did not look like a throughway to bicycles.

Members were informed that the existing cycle docking station would be relocated to enable two-way traffic on Newgate Street. TfL had stated it had to be reprovided close by and the proposed location was the only suitable location for a docking station of that size.

A Member commented positively on the scheme having been amended following previous comments about the design.

A Member asked about the content in relation to the pavement telling a story. An Officer stated that Historic England had asked to be involved.

The Chairman asked for reassurance that the design of the plant borders would not attract skateboarders. An Officer stated that the whole space was being designed to deter skateboarders.

In response to a question about the permeable paving, an Officer stated that in certain areas, there would be a full depth construction to the sub-base to allow water to percolate through the layers.

A Member enquired as to why the conditioned foliage on 81 Newgate Street was not shown on the CGI. The Member stated he would raise this with Planning Officers.

RESOLVED - That Members of the Sub-Committee:

1. Approve the recommended RIBA Stage 3 developed design for the Greyfriars Square new public space, subject to the area between the play area and Newgate Street being made impermeable, and authorise officers to commence the RIBA Stage 4 detailed design;
2. Approve an additional budget of £110,000 from the agreed capital allocation (OSPR) to reach Gateway 5 (as outlined in section 3 of the Officer report); and
3. Note the revised total proposed project budget of £5,454,622 (including risk) is required to reach Gateway 5.

5. **PEDESTRIAN PRIORITY STREETS PROGRAMME - CHANCERY LANE**

The Sub-Committee considered a report of the Interim Executive Director Environment concerning the results of the traffic experiment including the statutory and public consultation exercise and seeking Member approval for making the traffic changes permanent.

RESOLVED - That Members of the Sub-Committee approve Option 1 to make the experimental traffic measures permanent (restricting vehicles from travelling north on Chancery Lane north of the junction with Carey Street between 7.00am and 7.00pm, Monday to Friday, except taxis and vehicles requiring access to properties or parking and loading facilities in Chancery Lane). Subject to the Chancery Lane scheme receiving TMAN approval from TfL.

6. **LIVERPOOL STREET AREA HEALTHY STREETS PLAN**

The Sub-Committee considered a Gateway 5 report of the Interim Executive Director, Environment on the Liverpool Street Area Healthy Streets Plan.

A Member stated that Liverpool Street Station was the busiest station in the country and was now directly linked to Heathrow Airport. He stated that in the future, there would be an increasing volume of passengers using the station and carrying luggage and that there was likely to be increased accessibility to the station concourse in the future which would increase the number of disabled people using the station. He raised concern that the plan did not include these increased numbers and raised concern that there would be a future need for vehicular access to the station. He added that there was a need to future-proof for this and make the plan sustainable in the long term. He stated that there should be research into the transport makeup of Liverpool Street changing in the future.

An Officer responded that the Healthy Streets Plans were deliberately high level. Much of the detailed work was still to take place. He added there had also been a planning application submitted for the station. Some changes had been made in response to feedback e.g. the references to potentially reducing the size of the rank on Liverpool Street had been removed so there was no presumption. He added that the type of taxi provision in the area would be looked at when there was more clarity on the potential future redevelopment of the station.

The Chairman stated that the opening of the Elizabeth Line was having a beneficial impact.

RESOLVED - That the Liverpool Street Area Healthy Streets Plan in Appendix 1 of the Officer report be adopted.

7. **COOL STREETS AND GREENING PROGRAMME UPDATE**

The Sub-Committee considered a report of the Interim Executive Director, Environment which provided an update on the delivery of the Cool Streets and Greening programme (CSG).

The Chairman who had declared an interest in this item, left the room and the Deputy Chairman took the Chair for this item.

An Officer stated that the Cool Streets and Greening programme was part of the Climate Change Action Strategy. The programme was divided into four phases and the first three phases were well under way. The fourth phase involved sustainable drainage and 45 projects would be delivered as part of this. There were also some citywide projects for tree planting plus replanting city garden spaces with more resilient planting. It was anticipated that the project would be delivered by March 2026.

The Officer stated that the next priority project on the list was Temple Avenue which had been chosen as it had very little greening, there was demand for greening and the existing road closure to traffic presented an opportunity. The Officer stated there would be a cost increase for the Little Trinity Lane project to cover the costed risk provision diverting utilities for sustainable drainage and additional planting. Overall, the total budget remained unchanged.

In response to a question as to why the work on the Crescent had been paused, an Officer advised that this was due to the sale of the adjacent property and Officers had to ensure that the scheme was fully supported by all the adjacent property owners and if necessary was adapted to take account of any future development.

In response to a Member's question about the increase in budget to the Little Trinity scheme, an Officer stated that there had been a difficulty in finding enough sites to spend the full allocation. Little Trinity Lane was one of the spaces where a large rain garden could be incorporated and the scheme was likely to provide the largest amount of sustainable drainage of any of the projects.

A Member asked for clarification on why Section 106 money was no longer available. An Officer stated that there were several Section 106 agreements with clauses and this one had a clause specific for TfL bus stop works. At the time this was allocated to the project, TfL stated they did not need the money for these works but they had since stated they did need it.

The Deputy Chairman, in the Chair, asked the Officer to outline the different technologies that had been trialled in the sustainable drainage projects. The

Officer outlined the technologies and the projects where they had been trialled. The Deputy Chairman requested that the areas where these technologies had been trialled be included as part of the planned Streets and Walkways walk around the City.

In response to a Member's question, the Officer stated that if a trial was not successful, there was a fallback position in the design.

RESOLVED - That Members of the Sub-Committee:

1. Note the content of this progress update;
2. Note the extension of the Cool Streets and Greening programme timeframes by 12 months to March 2026;
3. Agree to transfer the Cool Streets and Greening allocation of £350,000 from the Crescent project (which has been paused) to the next priority Cool Streets and Greening project which is Temple Avenue;
4. Agree to amend the funding allocations between the phases and projects and approve the required budget increases as set out in Appendix 1;
5. Agree the increase in the Cool Streets and Greening allocation for the Little Trinity Lane project of £150,000 to replace S106 funds that are no longer available and fund additional planting, utility works and the costed risk provision;
6. Delegate approval and drawdown of the Costed Risk Provision for the projects in the programme to the Chief Officer if one is sought at Gateway 5; and
7. Request the inclusion of visits to see the sustainable drainage projects where technologies had been trialled, be included in the planned walking tour for Members of the Sub-Committee.

8. CITY GREENING AND BIODIVERSITY: LONDON WALL/MOORGATE RELANDSCAPING

The Sub-Committee considered a Gateway 5 report of the Interim Executive Director, Environment on the London Wall/Moorgate Relandscaping.

RESOLVED - That Members of the Sub-Committee:

1. Agree authorisation to initiate public realm works for the delivery of the London Wall/Moorgate Green space at a total cost of £612,335, to be funded from the Cool Streets and Greening Programme (£442,655) and Section 106 Contributions (£168,680);
2. Agree to the installation of Keats Bust under S115B of the Highways Act (1980), to commemorate the birthplace of the poet, and formally enter into the legal agreement with the funder and sculptor (see section 4); and
3. Agree to delegate the drawdown of the costed risk provision to the Chief Officer.

9. MILLENNIUM BRIDGE HOUSE AREA IMPROVEMENTS S278

The Sub-Committee considered a report of the Interim Executive Director, Environment outlining the Millenium Bridge House Area Improvements S278.

RESOLVED - That Members of the Committee:

1. Approve the reconfiguration of the approved evaluation budget of £50K of which £29,812 remains to reach the next reporting stage. as summarised in Table 2: Adjustment Required to reach the next Gateway, in paragraph 3 of this report;
2. Request that the Gateway 5 report (Authority to Start Work), be delegated to the Director of the Built Environment, when final costs are known, provided detailed costs of the S278 works do not exceed the maximum limit of the agreed cost range by 10% (in accordance with project procedure); and
3. Agree that any future required allocation of Costed Risk Provision be agreed by the Executive Director Environment and the Chamberlain, and that the Executive Director Environment is delegated to authorise the future drawdown of funds from this register.

10. **GLOBE VIEW WALKWAY - OPENING UP AND ENHANCING THE RIVERSIDE WALK**

The Sub-Committee considered a report of the Interim Executive Director, Environment, which provided an update on the opening up and enhancing of the Riverside Walk.

A Member spoke positively about the project and stated that the walkway was safe and enhanced by the good lighting.

RESOLVED - That Members of the Sub-Committee note the conclusions of the report and approve the closure of the Globe View Walkway project.

11. **EASTERN CITY CLUSTER PHASE 1 (LANDSCAPING)**

The Sub-Committee received a report of the Town Clerk and Members were asked to formally close the project in respect of the Eastern City Cluster Phase 1 (landscaping).

RESOLVED - That the project in respect of the Eastern City Cluster Phase 1 (landscaping) be formally closed.

12. *** BANK JUNCTION IMPROVEMENTS (ALL CHANGE AT BANK): TRAFFIC MIX AND TIMING REVIEW CONCLUSIONS**

The Sub-Committee considered a report of the Interim Executive Director, Environment concerning the Bank Junction Improvements (All Change at Bank): Traffic Mix and Timing Review Conclusions.

The Chairman stated that this item would be discussed at the upcoming Planning and Transportation Committee.

RESOLVED - That Members of the Sub-Committee note the content of the report, which concludes the review of traffic and timing mix at Bank Junction.

13. *** PEDICABS (LONDON) BILL 2024**

The Sub-Committee considered a report of the Remembrancer concerning the Pedicabs (London) Bill 2024 which empowered Transport for London (TfL) to make regulations concerning pedicabs operating in Greater London.

In response to a Member's question about timelines, the Officer stated that there had not been communications with TfL as there was a strict line on correspondence communications in the pre-election period. It was expected that TfL would provide an update in the coming months.

The Chairman commented that it was regrettable that the scope of this bill was narrow and did not include e-bikes.

RECEIVED.

14. *** OUTSTANDING REFERENCES**

The Sub-Committee received a report of the Town Clerk concerning Outstanding References. The Chairman stated that there would be reports on Dockless Vehicles and Bank Junction to the Planning and Transportation Committee later in the week.

An Officer confirmed that the reopening of Old Jewry was still scheduled for the end of June 2024.

The Chairman requested that Dockless Vehicles and Bank Junction be removed from the Outstanding References list. Old Jewry would remain on the list. The Chairman also requested an update on Ironmonger Lane.

RECEIVED.

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

A Member asked for an update on the legal advice being sought on using the highway for sporting purposes. An Officer stated that the advice was expected imminently. Members would then be updated as would the applicant who had triggered this and the Destination City team. The Officer added that if an event lasted up to three days, it sat within existing legislation. The Officer stated that if the advice gave freedom of action, there would be a process for evaluating and giving permission and this would depend on the advice of the City Solicitor. One of the challenges could be that Officers might not have that delegated authority to approve events, which could then require Officers to seek delegation from the Sub-Committee or for the Sub-Committee to become an approving authority. Work would take place to consider the benefits and disbenefits of each request. A Member stated that many of the events were being funded by Business Improvement Districts and third-parties and event organisers would need sufficient notice to run events in Summer 2024.

The Chairman stated that the heat map was a good way to evaluate the impact in terms of benefits and disbenefits and meeting Destination City objectives could be added into the model.

The Officer stated that once the legal advice had been received and considered, Members of the Sub-Committee would be advised of the process and way forward.

The Officer confirmed that screens were covered under an existing licensing process.

A Member commented on riverside lights which were not working. An Officer stated this would be looked into and Officers would try and resolve the power issue with Network Rail.

16. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
There was no urgent business to be considered.

The meeting ended at 3.15 pm

Chairman

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

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