



Planning and Transportation Committee

Date: TUESDAY, 18 FEBRUARY 2020

Time: 11.00 am

Venue: LIVERY HALL - GUILDHALL

Members:

Deputy Alastair Moss (Chair)	Christopher Hill
Sheriff Christopher Hayward (Deputy Chairman)	Alderman Robert Hughes-Penney
Munsur Ali	Deputy Jamie Ingham Clark
Rehana Ameer	Shravan Joshi
Randall Anderson	Oliver Lodge
Adrian Bastow	Natasha Maria Cabrera Lloyd-Owen
Peter Bennett	Andrew Mayer
Mark Bostock	Deputy Brian Mooney
Deputy Keith Bottomley	Sylvia Moys
Henry Colthurst	Graham Packham
Peter Dunphy	Susan Pearson
Alderman Emma Edhem	Judith Pleasance
John Edwards	Deputy Henry Pollard
Sophie Anne Fernandes	James de Sausmarez
Marianne Fredericks	Oliver Sells QC
Alderman Prem Goyal	William Upton QC
Tracey Graham	Alderman Sir David Wootton
Graeme Harrower	

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

Lunch will be served in Guildhall Club at 1pm
NB: Part of this meeting could be the subject of audio or visual recordings

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**
To agree the public minutes and summary of the meeting held on 28 January 2020.

For Decision
(Pages 1 - 16)
4. **PUBLIC MINUTES OF THE LOCAL PLANS SUB COMMITTEE**
 - a) **14 JANUARY 2020**
(*11.10AM)
To receive the public minutes and summary of the Sub-Committee meeting held on 14 January 2020.

For Information
(Pages 17 - 22)
 - b) **3 FEBRUARY 2020**
(*11.15AM)
To receive the public minutes and summary of the Sub-Committee meeting held on 3 February 2020.

For Information
(Pages 23 - 28)
5. **OUTSTANDING ACTIONS**
(*11.20AM)
Report of the Town Clerk.

For Information
(Pages 29 - 30)
6. **TERMS OF REFERENCE AND FREQUENCY OF MEETINGS**
(*11.25AM)
Report of the Town Clerk.

For Decision
(Pages 31 - 34)

7. **LONDON COUNCILS TRANSPORT AND ENVIRONMENT COMMITTEE -
DELEGATION FOR CO-ORDINATION FUNCTIONS RELATING TO ELECTRIC
VEHICLE CHARGING INFRASTRUCTURE**
(*11.40AM)
Report of the Director of the Built Environment.

For Decision
(Pages 35 - 40)
8. **TRANSPORT STRATEGY UPDATE: QUARTER 3 2019/20**
(*11.50AM)
Report of the Director of the Built Environment.

For Information
(Pages 41 - 56)
9. **BRIDGE HOUSE ESTATES RIVER CROSSINGS ANNUAL UPDATE REPORT ON
STRUCTURAL INSPECTION AND MAINTENANCE**
(*12.05PM)
Report of the Director of the Built Environment.

For Information
(Pages 57 - 62)
10. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND
DEVELOPMENT DIRECTOR**
(*12.15PM)
Report of the Chief Planning Officer and Development Director.

For Information
(Pages 63 - 78)
11. **VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT
ENVIRONMENT**
(*12.20PM)
Report of the Chief Planning Officer and Development Director.

For Information
(Pages 79 - 84)
12. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
13. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
14. **EXCLUSION OF THE PUBLIC**
MOTION – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.

Part 2 - Non-public Agenda

15. **NON-PUBLIC MINUTES
(*12.40PM)**

To agree the non-public minutes of the meeting held on 28 January 2020.

For Decision
(Pages 85 - 88)

16. **WRITE-OFF OF OUTSTANDING DEBT - TFL SURFACE TRANSPORT
(*12.45PM)**

Report of the Director of the Built Environment.

For Decision
(Pages 89 - 92)

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

18. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND
WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE
PUBLIC ARE EXCLUDED**

**Any drawings and details of materials submitted for approval will be available for
inspection by Members in the Livery Hall from Approximately 9:30 a.m.**

PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 28 January 2020

Minutes of the meeting of the Planning and Transportation Committee held at the Guildhall EC2 at 10.00 am

Present

Members:

Deputy Alastair Moss (Chairman)	Graeme Harrower
Munsur Ali	Christopher Hill
Randall Anderson	Deputy Jamie Ingham Clark
Peter Bennett	Shravan Joshi
Mark Bostock	Oliver Lodge
Deputy Keith Bottomley	Deputy Brian Mooney
Henry Colthurst	Graham Packham
Peter Dunphy	Susan Pearson
Alderman Emma Edhem	Deputy Henry Pollard
John Edwards	Oliver Sells QC
Alderman Prem Goyal	Alderman Sir David Wootton
Tracey Graham	

Officers:

Gemma Stokley	- Town Clerk's Department
Simon Owen	- Chamberlain's Department
Dipti Patel	- Chamberlain's Department
Fleur Francis	- Comptroller and City Solicitor's Department
Alison Bunn	- City Surveyor's Department
Annie Hampson	- Chief Planning Officer and Development Director
Carolyn Dwyer	- Director of the Built Environment
David Horkan	- Department of the Built Environment
Gwyn Richards	- Department of the Built Environment
Bruce McVean	- Department of the Built Environment
Peter Shadbolt	- Department of the Built Environment
Samantha Tharme	- Department of the Built Environment
Elisabeth Hannah	- Department of the Built Environment
Gordon Roy	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Paul Monaghan	- Department of the Built Environment
Lewis Robinson	- Department of the Built Environment
Neel Devlia	- Department of the Built Environment
Michael Gwyther-Jones	- Department of Community & Children's Services

1. APOLOGIES

Apologies for absence were received from Sheriff Christopher Hayward (Deputy Chairman), Rehana Ameer, Sophie Fernandes, Marianne Fredericks, Alderman Robert Hughes-Penney, Natasha Lloyd-Owen, Andrew Mayer, Sylvia Moys, Judith Pleasance, James de Sausmarez and William Upton QC.

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

There were no declarations.

3. **MINUTES**

The Committee considered and approved the public minutes and summary of the meeting held on 12 December 2019.

4. **PUBLIC MINUTES OF THE STREETS AND WALKWAYS SUB COMMITTEE**

The Committee received the *draft* public minutes and summary of the Streets and Walkways Sub-Committee meeting held on 3 December 2019.

MATTERS ARISING

Beech Street Transport and Public Realm Improvements (page 17) – A Member commented on the decision taken by the Streets and Walkways Sub-Committee on this matter, suggesting that it had brought to light an anomaly in the constitutional working of this grand Committee. She went on to state that the decision to proceed with the Beech Street zero emission project was reported here for information only, not for debate or approval, despite the fact that this was a Ward Committee, meaning that all wards were represented on it, and the Streets and Walkways Sub Committee was not.

The Member commented that there were no Members representing the Ward of Cripplegate on the Streets and Walkways Sub Committee at present although it was her view that it is, in part of Cripplegate, that residents will suffer increased pollution and decreased road safety as a consequence of this project.

The Member concluded by stating that, whilst she was aware that the Sub Committee has authority delegated to it by this Committee to act in accordance with its policies and strategies on certain matters, this did not alter the fact that they were able to make the decision to proceed without any representation from the Ward that will be adversely affected and had therefore effectively subverted the status of this Committee as a Ward Committee. She questioned whether the Chair would therefore support a motion at a future meeting of this Committee that the Streets and Walkways Sub Committee should refer all its major decisions to the Planning and Transportation Committee for debate and approval, in order to respect the status of this Committee as a Ward Committee.

The Town Clerk reported that the Terms of Reference of this Committee would be submitted to the next meeting for annual review. Any proposed changes would then require the approval of the Policy and Resources Committee in March 2020 and, ultimately, the Court of Common Council, when considering the White Paper in April 2020. It was also noted that a Governance Review was also about to be embarked upon and that these were the sort of points that it would be helpful for Members to feed into this.

With reference to this particular scheme, the Chair highlighted that this matter had been discussed by both this Committee and the Policy and Resources Committee ahead of its approval by the Streets and Walkways Sub Committee.

Member engagement on this had been actively encouraged from the outset, with local Ward Members sent direct email correspondence from the Department of the Built Environment's Group Manager for Major Projects and Programmes. He continued by highlighting that this was an experimental scheme that would not commence until March 2020 and would be constantly monitored throughout in the same way that the 'Bank on Safety' scheme had been previously. If there were to be any adverse effects during the trial period, the scheme could simply be stopped. The Chair disagreed with the fact that the way in which this scheme had been progressed highlighted any sort of deficit in either this Committee or the Streets and Walkway Sub Committee's decision making and stated that he was persuaded that both bodies had more than adequately discharged their duties.

The Chair added that any elected Member was able to make representations to any Committee or Sub Committee of the organisation with the permission on the Chairman.

A Member, also current Chairman of the Streets and Walkways Sub Committee agreed with the points made by the Chair of the grand Committee and added his reassurances by underlining that consultation would continue to take place throughout the experimental trial.

Another Member spoke to state that the question was not around Beech Street specifically but that this had been used as an illustration of concerns around what appeared to be a constitutional anomaly and the way in which future major projects might be managed similarly to this.

It was suggested that the point be considered and debated further at the appropriate meeting in February 2020.

A third Member spoke to disagree with the statement that there had been sufficient consultation around this specific scheme to date. He added that he had been concerned that the draft minutes of the December Streets and Walkways Sub Committee detailing their decision on this matter had not come before this Committee at their December meeting.

Officers spoke to reassure Members that dates for local consultation had now been fixed and that approximately 10,000 letters would be sent to relevant residents this week outlining the scheme and details of these consultation meetings. Lunchtime and evening sessions were set to take place on three separate dates in February 2020 and Officers had also recently attended a meeting of the Golden Lane Residents Association to outline plans. They added that they were happy to continue to meet with and present to any other relevant resident meetings as necessary.

The Chair added that both he and the Deputy Chairman were equally happy to hear any concerns that Members may have on this matter.

Soft-Surface Running Track (page 22) – The Member who had presented this proposal to the Streets and Walkways Sub-Committee at their last meeting

spoke again on the benefits of introducing the scheme. The Chairman of the Streets and Walkways Sub Committee took onboard the update.

5. OUTSTANDING ACTIONS

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

Daylight/Sunlight – Alternative Guidelines

In response to a question around this action, the Chief Planning Officer and Development Director reported that the BRE had still not progressed any additional guidelines around this. She added that any future report to the Committee on this matter would ask Members to decide if it was appropriate for the City of London Corporation to go about creating any alternative guidelines of its own.

RECEIVED.

6. 61-65 HOLBORN VIADUCT, LONDON, EC1A 2FD

The Committee considered a report of the Chief Planning Officer and Development Director seeking permission for the demolition of an existing building structure and erection of a mixed-use building comprising four basement levels, lower ground, ground and ten upper storeys for (i) hotel use (Class C1) at part basement levels one to four, part lower ground, part ground and part first, and second to tenth floors level; (ii) restaurant/bar use (Class A3 /A4) at part tenth floor level; (iii) office workspace use (Class B1) at part basement levels one to three, part lower ground and part first floor levels; (iv) flexible hotel / café / workspace (Sui Generis) at part ground floor level; (v) a publicly accessible terrace at roof level and (vi) ancillary plant and servicing, hard and soft landscaping and associated enabling works at 61-65 Holborn Viaduct, London, EC1A 2FD.

Officers introduced the report and drew Members' attention to an addendum that had been tabled setting out additional paragraphs to be inserted under 'Residential Amenity' after paragraph 155.

Officers corrected some of the figures in the table at paragraph 145 of the report which sets out the planning obligations that will be secured before the permission is issued. They reported that the 'Total liability in accordance with the City of London's policies', in the 'Contribution' column should now read £2,397,654. Officers also clarified that the site is outside the Newgate Conservation Area as stated in the report

Officers noted that the proposed development was visually quite radical and ground-breaking on what was a very constrained site. It was highlighted that, whilst the long-stay carparking spaces to be provided on site were adequate, the number of short-stay spaces that would be possible fell short of requirements. However, the applicants were looking to work alongside the City Corporation to actively identify other appropriate nearby sites where additional short-stay spaces might be accommodated.

Officers went on to refer to the free public terrace that would be provided at roof level and which would have its own dedicated entrance, accessible through a small 'pocket park' at ground floor level, bringing with it a new public realm element. Visitors would be able to access the roof terrace using two dedicated lifts and there would also be an element of security for those wishing to visit the terrace. It was proposed that the roof terrace would be open from 8am-10pm every day with the exception of Sundays and Bank Holidays where the space would open at 8am and close at 9pm.

The Committee were shown the proposed visuals of the development with Officers commenting on the radical design of the building, incorporating a 'living wall'. It was highlighted that the building would substantially exceed the London Plan's recommendations on greening and that the applicant had reported that, should development go ahead, this would be the greenest building not only in the UK, but in Europe. Officers reported on the many biodiversity and climatic benefits of such a design. They also took the opportunity to reassure Members that there were no particular fire safety issues relating to the living wall, the maintenance of which would be carefully conditioned.

Officers concluded by referring to the importance of the location of the development which would sit at the Gateway to the City Corporation's new 'Culture Mile' and also provide a backdrop to the proposed site of the new Museum of London. They recommended the application for approval.

The Chair reported that one objector had wanted to address the Committee on this application but that he had subsequently written to withdraw his objection following talks with the applicant. He had written to the City Corporation this morning to indicate that he too now supported the proposals and would not be present today. Members were informed that, given this, the applicants were also not proposing to address the Committee but were in attendance and on hand to respond to any technical points that Members might wish to raise.

The Chair opened up to the floor for questions.

A Member questioned whether it was intended that the exterior of the building would resemble the images presented today year-round and over time or whether it was likely that there would be a degree of shedding or wilting as time progressed. He questioned what guarantees were going to be put in place around this. The applicant responded by stating that the maintenance contract for the building would be long-running, over 10-20 years and would also include the replacement of parts of the living wall in this time if required.

The Member came back to question whether there were any existing examples of living walls being used elsewhere and what proof there was to demonstrate that these could be adequately maintained over time. The applicant responded that the concept had been around for 10-15 years now and that a good example of this was at the Reubens at the Palace Hotel, Victoria. They added that the key to successfully maintaining living walls did seem to be having long-term maintenance contracts in place such as that suggested for this development.

Another Member questioned whether Officers could give some thought as to whether the greening of the building might be conditioned more specifically than just maintenance. He also questioned the capacity of the roof terrace, assuming that it would be available for use by both hotel residents as well as the general public. The applicant responded by stating that the capacity of the roof terrace was estimated at 500 which they felt was ample. They added that the penultimate level would also have its own external terrace and that the two would work compatibly with each other. The applicant clarified that hotel occupants would need to exit the building and access the roof terrace area in the same way as the general public, via the dedicated entrance and lifts.

A Member questioned the whole-life carbon footprint of the building and what plans were in place around the degree of re-use of the existing building. The applicant responded by stating that they had undertaken a serious interrogation of the existing structure, including the foundations and had done as much due diligence as possible here. They assured Members that they were meeting standards around carbon footprints but that it was simply not possible to retain the existing building. The Member then questioned whether, once the newly proposed building had reached the end of its life, it was anticipated that that too would need to be demolished. The applicant highlighted that the new building was built around a cantilever design rendering it a more robust and long-term structure.

Another Member spoke to state that he was generally in support of the application but also had some questions around the ongoing monitoring of air quality and the effect that this building would have on this. He questioned whether consideration might be given to reporting back to this Committee on the matter, should the development proceed. The applicant reported that they were working on developing a smart living wall system that would record live data on matters such as air quality. This would be beneficial from both an educational point of view but also in terms of public engagement.

In response to the queries raised around maintenance and greening of the building, Officers clarified that this would be strongly conditioned and highlighted that a very complex document covering matters such as irrigation and fire safety would also be required in writing before any works could commence. This was set out in condition 29 on page 81 of the document pack. Officers added that this would be in place in perpetuity.

A Member highlighted the references to boilers and Combined Heat and Power plants within the report and asked that developers be cognisant of the City Corporation's new Air Quality Strategy and their view on these matters. The Chair seconded this point and asked that Officers check Corporation policy on standby generators as this seemed to be particularly outdated to him.

A Member noted that the proposals were intending to move the existing building from office use to part office/part hotel use. He took on board the point that an equivalent number of desks were to be provided within the new development but questioned whether Officers were satisfied that no sort of

precedent was being set here. Another Member picked up on this point too and questioned whether there was any way that the office space that was to be available could be mandated for use by SME's so as to ensure that there was no danger of this space being used as 'overspill' for the hotel. Officers stated that they were content that this site was sufficiently unique that the proposals did not set any sort of precedent. They added that they would be happy to mandate the use of the office space in the way suggested. Members were reassured that this would also be covered under s106.

A Member questioned the height of the proposed roof terrace barriers and whether these were adequate in terms of health and safety. Officers responded that the barriers were of adequate height and were to be 1.8m tall.

A Member questioned the limited amount of daylight/sunlight that would be experienced by those occupying the lower levels of the building and sought Officers views as to the acceptability of this. Officers responded by highlighting that the applicants had submitted a lot of research to demonstrate that similar issues were encountered in buildings elsewhere. They added that these spaces were generally intended as incubation spaces for start-up businesses who would be offered either a reduced charge or three months of free occupancy in recognition of the lack of natural light here.

A Member questioned how noise from the bar would be managed. Officers stated that this would be managed by Environmental Health and that there would be no use of the external terrace area adjacent to the bar during unsociable hours. In design terms, things such as double entrance doors and the like would be used to minimise any noise nuisance.

The Chair thanked Officers and the applicant for their responses to questions and asked that Members now move to debate the application.

A Member who was also serving as Chairman of the City Corporation's Open Spaces Committee applauded what he viewed as a very exciting development. He recognised that there were very few examples of this type of build in the UK but many elsewhere in the world. He added that this would be a very positive transformation of a building in a key location for the City, close to the Cultural Mile.

Another Member spoke in support of the application highlighting that there was a green wall in place at London Wall, albeit on a smaller scale, that was well maintained. He added that the City's air pollution risk was being examined in more detail by the Audit and Risk Management Committee this afternoon and that it was important to consider how future buildings and innovative design in the City might assist in managing this risk downwards in the future.

The Committee proceeded to vote on the application with votes cast as follows:

- IN FAVOUR – 18 votes
- OPPOSED – 0 votes
- There were no abstentions

The application was unanimously approved, and the applicants congratulated on an exciting and efficient application.

RESOLVED – That planning permission be granted for the above proposal in accordance with the details set out in the attached schedule subject to:

Planning obligations and other agreements being entered into under section 106 of the Town & Country Planning Act 1990 and Section 278 of the Highways Act 1980 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been executed.

That Officers be instructed to negotiate and execute obligations in respect of those matters set out in 'Planning Obligations' under Section 106 and any necessary agreements under Section 278 of the Highways Act 1980.

7. TRAFFIC & PARKING SERVICE PROGRAMME 2020-2022

The Committee considered a report of the Director of the Built Environment regarding the Traffic and Parking Service Programme 2020-2022.

The Assistant Director (Highways) reported that, when this Committee had last considered parking pay and display bays on 2016, they had expressed a desire to retain these in the City. However, cash now accounted for less than 1% (approximately £150 per day) of takings from the City's on-street Pay & Display bays and it was therefore now recommended that a fully cashless on-street parking operation for Pay & Display bays be implemented. Members were informed that other elements of the re-evaluation of the Traffic and Parking Service Programme such as the introduction of new technology and changes in structure and delivery would be put before this Committee for approval as and when different matters progressed.

A Member commented that, at present, parking in the City was free on evenings and weekends. He suggested that this wrongly encouraged people to drive into the square mile when there were good transport links here. He asked that Officers reconsider this and the impact that this was having in terms of air pollution levels. He asked that they look at what other local authorities were doing in this area. The Assistant Director (Highways) commented that the Transport Strategy set the context of this and that it was a matter of balance. He undertook to look into the matter further as requested.

Another Members commented that he was generally supportive of the direction of travel here but sought assurances that these issues, which seemed to be presented as lots of separate pieces of work, would be addressed comprehensively. The Assistant Director (Highways) agreed with the point made and reassured the Committee that Officers were keen to continue to do everything in the round, look at the context of issues and develop a strategic approach that would also include engagement with Members along the way.

A Member commented that whilst there was no denying the move towards cashless parking, it could be that this would have unintended consequences for

some vulnerable road users. She asked that this be balanced, by way of an Equalities Impact Assessment, against the envisaged £25,000 saving referenced within the report. She added that this was a very sensitive and interesting area and highlighted that recent reports from Finland had suggested that they were now beginning to move in the opposite direction on this. The Assistant Director (Highways) reported that a small trial had been undertaken whereby cash metres had been removed around Guildhall and no feedback whatsoever had been received in response.

In response to various further questions, the Assistant Director (Highways) reported that rules around parking were set by the Government and so the introduction of a scheme incentivising the public to report parking offenders, similar to that currently being trialled in New York City, would not be an option. He added that feedback from the public on things such as engine idling had, however, assisted in identifying hotspots for this.

In response to questions around how the performance of sub-contractors was monitored, the Assistant Director (Highways) that there were KPIs associated with the contracts and that inspectors were not incentivised to issue parking tickets. Contracts were monitored very closely, and Officers were pleased to report that they were very satisfied with how these were being operated at present. There would, however, be significant opportunities to revise KPIs and the like going forward as contract retenders arose.

RESOLVED – That Members approve the implementation of a fully cashless on-street parking operation for Pay & Display bays subject to a satisfactory Equalities Impact Assessment.

8. **REVENUE AND CAPITAL BUDGETS AND HIGH-LEVEL SUMMARY BUSINESS PLANS 2020/21**

The Committee considered a joint report of the Chamberlain, the Director of the Built Environment and the Director of Open Spaces presenting, for approval, the revenue and capital budgets for the Planning and Transportation Committee and final high-level summary Business Plans for the Departments of the Built Environment and Open Spaces for 2020/21.

A Member questioned the apparent 50% increase from £16m to £24m relating to Income from ‘Customer, Client Receipts’ under Central Risk. The Chamberlain reported that this related to a Fundamental Review budget adjustment for “Traffic Restriction Enforcement through improved camera technology, including Beech Street Zero Emission Zone” and that a substantial increase was anticipated for 2021.

In response to further questions, the Director of the Built Environment clarified that staffing costs had increased as more staff were required to deliver the Transport Strategy. The Department were also working hard to make the best possible use of the resources they already have and realign these with emerging priorities.

A Member stated that he felt that it was problematic for grand Committees to only see this budget information annually. He added that it would be helpful for Members to be provided with further information as to how certain figures had been reached and what 'trade-offs' might lie behind these for example. The Chair highlighted that some of these figures had, indeed, emerged from the Fundamental Review but agreed that more narrative would be useful.

Another Member stated that the forthcoming Governance Review would also afford Members the opportunity to comment on the general opacity of Committee budget reports and how these might look to provide Members with greater confidence going forward.

A Member expressed general concern at what Members were being asked to approve today. Particularly under recommendation iii) which then authorised the Chamberlain, in consultation with the Directors of the Built Environment and Open Spaces, to revise the budgets to allow for any further implications arising from Corporate Projects, other reviews and changes to the Cyclical Works Programme. She commented that this seemed to offer quite a wide authority and questioned whether some sort of cap/threshold ought to be added to this so that any adjustments beyond a certain level had to revert back to Committee for approval. The Chamberlain stated that he would be happy to introduce such a cap if that was supported by the Committee. He reassured Members that any changes made were, however, accounted for and detailed in future updates to the Committee and stated that he would be happy to update Members on the budget more frequently if the Committee wished.

A Member referred to the October 2019 meeting of this Committee when Members had received a report on the income received from both Community Infrastructure Levy and Section 106. This detailed that £31m had been collected to date with just £500,000 spent in approximately 8 years. He questioned why he was not able to see these figures reflected in the budget. The Chamberlain reported that this money was reflected on the balance sheet and not the revenue account.

In response to further questions around expected income, the Chamberlain reported that income was expected to increase from £33m to £41m which was attributable to an expected increase in enforcement income.

RESOLVED – That Members:

- i) Approve the proposed revenue budget for 2020/21 for submission to Finance Committee;
- ii) Approve the proposed capital and supplementary revenue projects for budgets for 2020/21 for submission to Finance Committee;
- iii) Authorise the Chamberlain, in consultation with the Directors of the Built Environment and Open Spaces, to revise these budgets to allow for any further implications arising from Corporate Projects, other reviews and changes to the Cyclical Works Programme;
- iv) Agree that minor amendments for 2019/20 and 2020/21 budgets arising during budget setting be delegated to the Chamberlain;

- v) Note the factors taken into consideration in compiling the Business Plans of the Departments of the Built Environment and Open Spaces, including efficiency measures;
- vi) Approve, subject to the incorporation of any changes sought by this Committee, the final high-level summary Business Plans for 2020/21.

9. **ANNUAL ON-STREET PARKING ACCOUNTS 2018/19 AND RELATED FUNDING OF HIGHWAY IMPROVEMENTS AND SCHEMES**

The Committee received a report of the Chamberlain on action taken in respect of any deficit or surplus in the City of London's On-Street Parking Account for the financial year 2018/19.

An Alderman questioned why an increase in income of more than 50% was forecast for next year yet the same figure was down over the next three years. The Chamberlain reported that income had dropped in 2019 following a 'spike' in 2018 with the introduction of the Bank on Safety scheme. As compliance with this increased, the related income decreased. The same pattern was now predicted in relation to the Beech Street Zero Emissions Zone. This information was detailed within paragraph 11 of the report.

RESOLVED – That Members note the contents of the report for their information before submission to the Mayor of London.

10. **MAJOR HIGHWAY ACTIVITIES 2020**

The Committee received a report of the Director of the Built Environment relative to major highways activities 2020.

The Assistant Director (Highways) highlighted that this was an annual report setting out major highways activities and the efforts to co-ordinate and minimise the impact of these.

Members were informed that the works by Cadent in Poultry had now started and were having little impact on the overall road usage given that Bank was no longer a through road.

Officers went on to report that the most significant City of London project in this time frame would be the replacement of the waterproofing and bearings on London Bridge. This would commence in March 2020 and last for a period of 6 months. A communications plan was currently being worked on to provide both Members and the general public with further information around these works. The Chair commented that the management of the works on Tower Bridge had been a huge success with regard to communications and he hoped that this would therefore be managed similarly.

The Chair congratulated Officers on the 676 days of disruption saved in 2019 through collaborative working.

In response to questions, the Assistant Director (Highways) stated that feedback from the City's film team had suggested that requests for filming in the City had tailed off in the last year. He added that Officers would always look

to try and manage/accommodate such requests as best they could when they were forthcoming. In response to further questions around checks on-site during filming in the City, the Assistant Director (Highways) reported that on-site visits and checks were the norm in these circumstances and that any issues that arose outside of such visits should be reported to relevant Officers through the usual processes.

RESOLVED – That Members receive this report.

11. PUBLIC LIFT REPORTS

The Committee received two reports of the City Surveyor containing details of those public escalators/lifts that were operational for less than 95% of the time.

Members regretfully noted that these were some of the worst statistics that had been reported in many years, particularly in relation to the Millennium Inclinor. The Chair spoke to report that he understood that a group of school children had also recently been stuck in the Inclinor.

The City Surveyor reported that the new contractor had now taken over the maintenance of the Inclinor and had reported no issues to date. The new contractor had specialist knowledge of the Inclinor and was willing to take on the maintenance contract as it stood.

A Member questioned if there had been any follow up in terms of the resident who had recently been stuck in the London Wall lift, as discussed at the last meeting. The City Surveyor reported that the issue here had been that the engineer had been unable to access the lift control room at 1 London Wall as it was not City of London property and was therefore deemed a security issue. Members were informed that a new procedure was now in place that would ensure that our engineers had access to the control room at all times although this had not yet had to be tested. The City Surveyor took the opportunity to remind users of this lift that they should follow the signs in the lift itself and use the emergency call point in situ should they experience any difficulties as opposed to trying to dial out on a mobile telephone.

A Member questioned whether Officers were continuing to look at the possibility of introducing a notification system for disabled visitors to the City informing them of what lifts were out of service on any given day. The City Surveyor reported that the procurement of this service was in progress and that it would be trialled, in the first instance, at Blackfriars Bridge before being rolled out.

RECEIVED.

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

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

RECEIVED.

13. **VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT ENVIRONMENT**

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

RECEIVED.

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

There were no questions.

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

The Tulip

The Chair reported that the applicant for 'The Tulip' intended to appeal to the Secretary of State.

In response to questions around the process, the Comptroller and City Solicitor reported that the City Corporation would be required to submit documentation to the Appeal and that objectors and supporters of the scheme would also be notified of the details of this. It was anticipated that the Appeal would take place in June/July and that further details would be communicated with the Committee once they were known.

Heathrow Expansion

The Chair reported that further consultation would be taking place on this in April 2020. He added that it was primarily a concern of the Policy and Resources Committee who would be coordinating a formal response on this, but that it should continue to be reported to this Committee for information.

16. **EXCLUSION OF THE PUBLIC**

RESOLVED – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.

<u>Item No(s).</u>	<u>Paragraph No(s).</u>
17 - 21	3
22	7
23	3
24 & 25	-

17. **NON-PUBLIC MINUTES**

The Committee considered and approved the non-public minutes of the meeting held on 12 December 2019.

18. **NON-PUBLIC MINUTES OF THE STREETS AND WALKWAYS SUB COMMITTEE**

The Committee received the *draft* non-public minutes of the Streets and Walkways Sub Committee meeting held on 3 December 2019.

19. **BARBICAN PODIUM WATERPROOFING, DRAINAGE AND LANDSCAPING WORKS (BEN JONSON, BRETON & CROMWELL HIGHWALK) PHASE 2 - 1ST PRIORITY**

The Committee considered and approved a report of the Director of Community & Children's Services relative to Barbican Podium Waterproofing, Drainage and Landscaping Works (Ben Jonson, Breton & Cromwell Highwalk).

20. **TERM CONSULTANCY SERVICES FOR THE INSPECTION AND MANAGEMENT OF HIGHWAY STRUCTURES - TENDER REPORT**

The Committee considered and approved a report of the Director of the Built Environment advising on the results of the current tender process for the provision of Term Consultancy Services for the Inspection and Management of Highway Structures.

21. **TERM CONSULTANCY SERVICES FOR THE INSPECTION AND MANAGEMENT OF THAMES RIVER BRIDGES (BRIDGE HOUSE ESTATES) - TENDER REPORT**

The Committee considered and approved a report of the Director of the Built Environment advising on the results of the current tender process for the provision of Term Consultancy Services for the Inspection and Management of the Thames River Bridges (Bridge House Estates).

22. **SECURITY PROGRAMME**

The Committee considered and approved a report of the Director of the Built Environment relative to the Security Programme.

23. **TOWER BRIDGE SACRIFICIAL GLASS UPDATE**

The Committee received a report of the Director of Open Spaces informing the Committee on the proposed way forward in relation to the Replacement of Sacrificial Glass Layers at Tower Bridge.

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

There were no questions raised in the non-public session.

25. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

There were no additional, urgent items of business for consideration in the non-public session.

The meeting closed at 11.43 am

Chairman

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

This page is intentionally left blank

LOCAL PLANS SUB (PLANNING AND TRANSPORTATION) COMMITTEE **Tuesday, 14 January 2020**

Minutes of the meeting of the Local Plans Sub (Planning and Transportation)
Committee held at Committee Room - 2nd Floor West Wing, Guildhall on Tuesday,
14 January 2020 at 1.45 pm

Present

Members:

Deputy Alastair Moss (Chairman)
Sheriff Christopher Hayward (Deputy Chairman)
Randall Anderson
Christopher Hill
Shravan Joshi
William Upton QC

Officers:

Gemma Stokley	- Town Clerk's Department
Annie Hampson	- Chief Planning Officer and Development Director
Adrian Roche	- Department of the Built Environment
John Harte	- Department of the Built Environment
Paul Beckett	- Department of the Built Environment
Annie Hampson	- Department of the Built Environment
Lisa Russell	- Department of the Built Environment
Peter Shadbolt	- Department of the Built Environment
Michelle Price	- Department of the Built Environment

1. APOLOGIES

Apologies for absence were received from Deputy Keith Bottomley, Deputy Jamie Ingham Clark and Graham Packham.

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

There were no declarations.

3. MINUTES

The public minutes of the meeting held on 19 July 2019 were considered and approved as a correct record.

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

The Sub-Committee received a report of the Director of the Built Environment highlighting the main changes that were now proposed to the earlier November 2018 version of the draft Local Plan supplemented by a track changes appendix covering all the citywide policies.

Officers reminded Members that there had been some informal, Working Party meetings towards the end of 2019 looking at certain elements of the Plan but that today's meeting was a chance to review the redrafted document in its entirety. Officers went on to state that the amendments to city wide policies had been informed by consultation responses, the wider planning context and Member input to date. The next meeting of this Sub-Committee would afford Members the opportunity to review final documents around key areas of change, the 'Safe and Secure City' sub section which was awaiting further input from relevant officers, and the implementation sub section.

Members were informed that the key changes to the document were listed at paragraph 8 of the report and that some of these were new elements whilst others were changes to existing elements of the Plan.

Officers reported that there were still some potential risks/outstanding issues to be considered as background to the draft Plan preparation process. One of these was the London Plan with which the City Corporation's own document was required to be in general conformity with.

The London Plan Inspectors' Report has supported the document but recommended changes including a reduction in the overall housing target for London and reductions for a number of boroughs. The Government has not yet responded to the recommended changes and the issue has not yet been resolved. The Deputy Chairman explored this further by questioning whether the issues that the Government had raised with the London Plan around housing in particular would have any bearing on the City Corporation's plan. Officers advised that the recommended reduced housing targets did not apply to the City and so this issue did not have a direct bearing on the draft Local Plan, unless it caused further delays in the final publication of the London Plan.

Officers then stated that housing delivery performance could be a potential risk for the Local Plan process going forward. Recent delivery performance had been volatile and several significant housing proposals had not progressed as anticipated. This was an issue if they consequently could not be counted as part of the future housing delivery pipeline. The potential issue is partly due to how housing delivery performance is being measured by the Government (in three-year snapshots) whereas the draft Plan is looking at average delivery rates over a 15-20-year time horizon. Housing delivery in the City tends to be "lumpy" and dependent on a few large schemes. For these reasons, it was suggested that the City Corporation may need to take up this issue with Government going forward, requesting a greater degree of flexibility.

The Chair interjected by referring to the fact that the grand Committee were very keen to receive assurances on the viability of the Plan. Officers reported that the viability report on the Plan as a whole had been commissioned and was expected to be completed in February 2020. This report will include the scope for Section 106 affordable housing contributions and/or CIL contributions to be increased going forward. If the report supports such an increase this information could then be factored into a revised Supplementary Planning Document (SPD) which would be put to the grand Committee in May 2020 prior

to be putting out for consultation and adoption by September 2020. A Member commented that the issue was around the costs of housing delivery and not whole plan viability. Current policy stated that affordable housing had to be delivered onsite, or offsite through a commuted sum in exceptional circumstances. Current policy, however, meant that it was cheaper to deliver offsite.

Officers responded that the national policy framework recommended assessing the viability of the entire Plan including realistic affordable housing contributions. The intention being that developers would not then be able to challenge the viability of individual sites unless, for example, it could be demonstrated that a particular site was highly unusual. They added that, whilst the plan was a 20-year Plan, national guidance requires that plans be reviewed every 5 years. Consultants would be reviewing whether or not the current policies, as drafted, were viable across the City and, within that, the potential for increased s106 and CIL contributions. Officers concluded on this point by highlighting that they would also be liaising with colleagues in the Housing Department on this matter ahead of the production of an SPD. They agreed with the underlying concern that the current figure was now out of date.

A Member reiterated his concern that, if the consultants were to come back with relatively low 'head-room' on this, it would mean that the current draft policy was problematic and would lead to 'in lieu' payments becoming routine.

The Chair stated that the City Corporation, following consultation, should be clear as an authority that they were confident about their figures and would therefore not expect developers to regularly challenge these. Officers agreed by stating that site by site viability issues would not be desirable going forward.

A Member commented by stating that the housing market was constantly moving and that what could potentially occur, should the top end of the market continue to collapse, is that housing delivery per se would become increasingly difficult with many local authorities then facing penalties from government around this. He added that, unless use of land was constrained in any way, it would always go to whomever offered the best return. He remained concerned that the framework around this could cause great difficulties going forward. Officers advised that one response could be to constrain some land through a process of housing site allocations.

The Chair invited comments from the Sub-Committee on the list of key changes detailed within the report.

A Member made a generic point on Section 6.5 'Tall Buildings and Protected Views' and referred to what he perceived as a general shift in language/ tone which appeared to be more conservative and restrictive than had previously been the case, particularly in relation to protecting views of the Tower of London. Officers tabled a number of maps depicting the protected views referred to within the plan. They added that amendments to the wording here had been an attempt to reflect the wishes of Members at the September 2019 Working Party. They assured members that there was no shift in policy here but

a clarification of current practice within both the plan and on the maps. It was also hoped that this would go some way to satisfying the concerns around this matter raised by some consultation respondents such as Historic Royal Palaces (HRP).

Another Member stated that he too had some concern around the Tower 'backdrop' language as currently drafted. Officers undertook to revisit this in light of comments made and present an amended draft of this section to the next meeting of the Sub-Committee. The Chair requested that some preamble to this section, stating that this was intended as a clarification of the current position would be helpful.

A Member referred to the use of 3D modelling for planning applications and questioned the decision here to go with a single service provider. He added that this might be considered unnecessarily restrictive, particularly given that this was an area of technology that was still very much evolving. Officers undertook to look again at this wording, clarifying that it was not necessarily requiring applicant to use the same software, but was more around compatibility with the City Corporation's chosen system. The Chair applauded this step forward.

In response to questions, it was agreed that the wording at section 6.2.39 regarding Heliports and landing facilities for drones, should be further refined.

A Member questioned why Officers had chosen to add paragraph 1.3.28 entitled 'What if things change?' to the introduction section of the plan. Officers stated that this was taken largely from the current Local Plan and was intended as a risk analysis of sorts. It was intended to follow on from the paragraphs relating to implementation and delivery, but Officers stated that, again, they could look to finesse the wording here. The Chair stated that he felt that this paragraph was a good caveat to include. A Member added that he felt that it would be useful to make reference to timescales here so that it was not inferred that the plan was under constant review.

A Member referred to paragraph 3.5.2 and questioned what progress had been made in terms of Climate Change given that references here were all very high level. Officers reported that this was intended as a 'hook' within the draft Plan. It was reported that a Climate Action Strategy was being drafted in 2020 and that revisions to this paragraph might elaborate on timescales around this.

The Member went on to refer to 'Policy D1 – Sustainability Standards' and questioned how this was measured. He also noted that paragraph 2 of this subsection made reference to both 'excellent' and 'outstanding' BREEAM ratings and questioned which of these was the target. Another Member stated that he hoped that this would take into account embodied carbon and the demolition of existing buildings. The Chair responded by stating that he had understood that there was now a presumption that the whole carbon life of a building would be looked at. Officers clarified that this policy related to buildings in operation and not deconstruction. They undertook to look into this matter and report back.

In response to questions regarding 'Policy H8 – Older persons housing' Officers stated that policies had previously referred to lifetime homes but that the guidance around this no longer existed, therefore making it more difficult to define as a concept. Officers stated that they would be happy to re-visit the drafting of this.

A Member referenced Policy D5 – 'Terraces and Viewing Galleries' and highlighted that noise was also an issue here and should therefore be referenced alongside overlooking. The Chair agreed with this addition.

RESOLVED – That Members:

- Agree the sections of the Proposed Submission City Plan 2036 set out at Appendix 1 of this report, subject to the comments made today being adequately reflected within this; and
- Authorise the Director of the Built Environment to make further minor editorial changes and non-material additions to the Proposed Submission City Plan 2036 as necessary prior to its consideration by Planning and Transportation Committee.

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

There were no questions.

6. ANY OTHER BUSINESS THAT THE CHAIR CONSIDERS URGENT

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

The meeting ended at 2.38 pm

Chairman

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

This page is intentionally left blank

LOCAL PLANS SUB (PLANNING AND TRANSPORTATION) COMMITTEE **Monday, 3 February 2020**

Minutes of the meeting of the Local Plans Sub (Planning and Transportation)
Committee held at Committee Room - 2nd Floor West Wing, Guildhall on Monday, 3
February 2020 at 1.45 pm

Present

Members:

Deputy Alastair Moss (Chairman)
Randall Anderson
Deputy Keith Bottomley
Christopher Hill
Deputy Jamie Ingham Clark
Graham Packham

Officers:

Gemma Stokley	- Town Clerk's Department
Adrian Roche	- Department of the Built Environment
John Harte	- Department of the Built Environment
Paul Beckett	- Department of the Built Environment
Lisa Russell	- Department of the Built Environment
Peter Shadbolt	- Department of the Built Environment
Michelle Price	- Department of the Built Environment

1. APOLOGIES

Apologies for absence were received from Sheriff Christopher Hayward (Deputy Chairman), Shravan Joshi and William Upton QC.

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

The Chair stated that his firm were Board Members of the Fleet Street project.

3. MINUTES

The Sub Committee considered and approved the public minutes of the 14 January 2020 meeting as a correct record.

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

The Sub Committee considered a report of the Director of the Built Environment highlighting the main changes that are now proposed to the November 2018 draft Local Plan and including those sections of the Plan which were not considered by the Sub-Committee at its last meeting on 14th January 2020.

With reference to the target dates for final Committee approval of the Plan, the Chair clarified that the March 2020 meeting of Planning and Transportation would now take place on 6th March and not the 10th March as suggested within the covering report.

Officers highlighted that those changes proposed by Members at the 14th January meeting of this Sub Committee were detailed using bold text at Appendix 2 of the report. Members indicated that they were satisfied that the amendments made here reflected their comments and concerns. Appendix 1 contained text relating to Section 4.2 of the draft Plan 'Safe and Secure City' which was a city-wide policy and had now been considered by the Senior Security Board, Section 7 of the plan 'Key Areas of Change' and Section 8, 'Implementation'.

A Member questioned why more prosaic crime such as knife crime, burglary and assault were not referenced at paragraph 4.1.1 of the 'Safe and Secure City' section given that these types of crime tended also to be of concern to those living, working in and visiting the City. Officers highlighted that paragraph 4.1.2 did mention violent and acquisitive crime and reflected current priorities set out in the Policing Plan.

A Member commented that rough sleepers and anti-social behaviour had been a big topic at this morning's rate payers meeting and asked if this also might be covered here. Another Member commented that Strategic Policy S2 specifically covered the need to minimise the potential for crime and anti-social behaviour by 'designing out crime' and encouraging a mix of uses and natural surveillance of streets and spaces. Officers agreed that the point around good design in relation to this concern would be more adequately covered in the Design section of the draft Plan.

A Member questioned the appropriateness of the phrase 'designing out crime' and was advised by Officers that this was a national term adopted by the Police.

In response to questions around how skateboarding in the City was to be tackled going forward, Officers reported that there was reference to this and the need to reduce opportunities for 'skaters' within the public realm policy of the Local Plan.

The Sub Committee then turned their focus to the Key Areas of Change with the Chair suggesting that Members should discuss each of these in turn. Colour diagrams to accompany the text for each Key Area were tabled. Officers clarified that they were not attempting to prescribe exactly what each of the key areas should look like going forward but were attempting to give a clear steer on these within the draft Plan. The Chair commented that it was envisaged that defining each of these key areas would serve as a catalyst for encouraging design briefs going forward.

Officers highlighted that 7 Key Areas of change were identified within the draft Plan as follows:

Thames Policy Area

Officers reported that it was a requirement of the London Plan that the City's Local Plan identified a Thames Policy Area.

A Member questioned whether there was enough within the Strategic Policy here to cover the opening up/widening of the riverside to the general public. Officers reported that, generally speaking, the aim here was to make the riverside area more vibrant. The Chair suggested that the first bullet point at paragraph 3 of Strategic Policy S17 could be amended to read 'protecting *and enhancing* public access and river views along the riverside walk and securing completion of the riverside walk at Queenhithe' to cover this point more robustly.

Blackfriars

Officers reported that reference to open space had to be changed to public realm here to address legal concerns. They highlighted that work in this area would be focused on renewal and better permeability, particularly around The Mermaid and Baynard House.

In response to questions regarding the identified Flood Risk Area, Officers stated that this reflected the City's Strategic Flood Risk Assessment and Environment Agency requirements and reflected the situation without the Thames Barrier. They added that this was not necessarily all attributable to river flooding but also took account of surface water flooding through heavy downpours.

Pool of London

Officers noted that there were a number of sites within this key area that were being vacated including Custom House and Adelaide House. The Chair added that the development of Planning Briefs for this area had also been discussed.

A Member questioned how public realm improvements were defined. Officers responded that this had been kept purposefully broad but reassured the Sub Committee that they were content that this was appropriate at this stage.

Members questioned the final bullet point at paragraph 5 of Strategic Policy S19. Officers undertook to give further consideration to the wording here in order to ensure that it accurately reflected their intended outcomes.

Members also requested that the word 'very' be reinstated at paragraph 7.4.2 given that Lower Thames Street continued to be the worst location within the City in terms of air quality.

Aldgate and Tower

Officers recognised that this area had already undergone improvement around Aldgate Square but stated that they were keen to maintain momentum here commenting that the Mansell Street Estate could be significant in this respect. There was also a desire to improve connectivity here given that the area was currently very fragmented by transport links.

A Member referred to Petticoat Lane Market which he noted was referenced in the Liverpool Street Key Area of Change section but questioned why it was not

also referenced here . Members were supportive of this being referenced under both Key Areas.

City Cluster

Officers noted that this had previously been referred to as the Eastern Cluster and that the focus here would be around managing the intensification of the area given that it had been identified as the most appropriate location for tall buildings in the City. This would include managing the effects of such intensification on the ground in terms of public realm and pedestrian flows.

In response to questions, Officers clarified that buildings referred to as being 'in the pipeline' were only those that had received Committee approval to date. The Chair added, however, that there was clearly more to come in this area, including on the renewal opportunity sites.

A Member questioned whether Renewal Opportunity Sites was a defined term. Officers indicated that this would be defined in the glossary of the draft Plan.

Fleet Street

Officers recommended that this key area be extended with a focus on delivering public realm and transport improvements along the processional route to St Paul's Cathedral.

A Member commented that he felt that the environment and amenity of the Carter Lane area was particularly poor and should therefore be included in any transformational plans for this area. A Member highlighted that paragraph 7.7.10 referred specifically to Carter Lane and questioned whether this could be elaborated on to address concerns here.

Another Member commented that he felt that the public realm offering in Whitefriars was lacking in comparison with the rest of the City and the area contains a number of characterless buildings that could be improved. He added that the retail offer on Fleet Street, to the west of Ludgate Circus was also lacking and questioned how improvements might be encouraged.

Smithfield and Barbican

Officers highlighted that this was aligned with the area identified for the Culture Mile. The City Solicitor has advised that the movement of Smithfield Market and the Museum of London planning application should not be prejudged within the draft Plan given that both were still under consideration. Members were appreciative of this point but, nevertheless, suggested that paragraph 7.8.3 could be firmed up. Officers commented that a bill would be put before Parliament in November 2020 and that references to this in the draft Plan could be factually updated in due course.

A Member questioned what was meant by the word 'appropriate' in the context of bullet point three of Strategic Policy S23. Officers clarified that this related to the fact that the market buildings were listed buildings. Members asked that this point therefore be elaborated on to read that uses 'appropriate to its status as a Grade II listed building' were to be encouraged.

The Member went on to refer to Citigen suggesting that this was not likely to be viable long-term. It therefore seemed inappropriate, in the penultimate bullet point of Strategic Policy S23, to mention that continued connections would be supported and that all new development would be designed to enable connection to the Citigen network. It also seemingly imposed a cost on buildings in this vicinity. The Chair agreed with the point being made and asked that this bullet point be reviewed to make it clear that this was only a holding position and that, going forward, power was to be obtained in the most environmentally friendly way possible. Officers clarified that the wider policy in the draft Plan addressed this point and that the draft Plan was London Plan compliant in relation to heating networks at present. Members suggested that the organisation could consider pushing back on the London Plan on this point and question whether they were satisfied that this is viable long-term.

Liverpool Street

Officers reported that relatively minor changes were proposed here to stress the importance of public realm and diversifying the occupier base.

Members commented that this area in particular had the potential to become an area that was used seven days a week.

A Member questioned whether there was anything that the City Corporation could do to signal to TfL the need for improvements at Bishopsgate.

The Chair commented that Liverpool Street Station has a substandard environment compared to other mainline rail stations in London and asked whether the need for improvements to the station itself could be addressed within the policy. Officers undertook to add appropriate wording to the policy.

Implementation

Members went on to discuss section 8 of the draft Plan – ‘Implementation’. Officers highlighted that changes here were to update and reflect the new Mayoral CIL2. They also underlined the fact that viability studies were required to be public.

In response to questions, Officers stated that national regulations required that authorities produce an Infrastructure Funding Statement. The Chair reiterated a point that he had made previously at the grand Committee, that it was erroneous that Planning and Transportation were not the spending Committee. He hoped to be able to explore this further as part of the forthcoming Governance Review.

A Member commented on Paragraph 2 of Policy PC1 – ‘Viability Assessments’ and underlined that it should be for applicants, in all cases, to highlight any exceptional circumstances. Another Member commented that he felt that the original wording used at this paragraph was preferable. Officers undertook to revisit the wording here.

A Member questioned how Officers would ensure that the City Corporation was meeting targets in terms of housing now that the new Housing Minister was talking frequently of penalising those that were not.

Officers reported that one approach going forward could be to allocate housing sites within the City – something that had not been done historically. Members were informed that the Government was due to publish its Housing Delivery Test shortly and, should this highlight any difficulties, this could be an option going forward. Officers highlighted that this would, however, be a long process in itself. In response to further questions regarding potential penalties, Officers reported that the ultimate penalty could be to remove the planning powers of an authority.

Officers went on to highlight that a particular problem here was short-term market volatility which did not work well for authorities working on medium-term policy.

The Chair requested that the next meeting of this Sub Committee, scheduled for 10 February 2020, should consider options to address this issue and asked officers to look at what other authorities were doing to address this issue. Officers added that they would also seek to engage colleagues within City Surveyor's and the London Plan team on this point. The point was made that build to rent could help address this point in terms of meeting targets for the City going forward without 'sterilising' the land. Members asked that the report to the next meeting also address this point.

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

There were no questions.

6. ANY OTHER BUSINESS THAT THE COURT CONSIDERS URGENT

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

The meeting ended at 3.05 pm

Chairman

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

PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

Item	Date	Action/ Responsible Officer	Progress Update and Date to be progressed/completed
1	18 March 2019 2 April 2019 30 April 2019 24 May 2019 18 June 2019 9 July 2019 30 July 2019 10 Sept 2019 1 Oct 2019 22 Oct 2019 5 Nov 2019 12 Dec 2019 28 Jan 2020	<p align="center">Daylight/Sunlight – Alternative Guidelines Annie Hampson</p> <p>A Member argued that the Committee should separate out the desire for Member training and the desire for alternative guidelines on daylight/sunlight, and requested that a report be brought to Committee setting out how the City of London Corporation might go about creating alternative guidelines, including timescales, if Members were so minded and the legal implications of this.</p>	<p>UPDATE: Following a report to the 30 July Committee Members requested that this matter remain on the list of Outstanding Actions until a further report was brought back to them responding more specifically to the various points raised and taking into account any BRE guideline changes.</p> <p>To be completed: Spring 2020</p>
2	18 June 2019 9 July 2019 30 July 2019 10 Sept 2019 1 Oct 2019 22 Oct 2019 5 Nov 2019 12 Dec 2019 28 Jan 2020	<p align="center">Construction Works Annie Hampson</p> <p>A Member referred to the many construction sites within her Ward that were causing noise/disturbance issues. She asked if officers could look at how this matter might be improved and more effectively controlled and questioned whether any restrictions could be placed on construction when applications were first approved/granted consent.</p> <p>The Chair reiterated that Members had also requested, at the last meeting of this Committee, that Officers consider what powers, if any, might be</p>	<p>To be completed: Spring 2020</p>

		used with regard to construction time periods and how construction in any given area might 'dovetail'.	
3	5 Nov 2019 12 Dec 2019 28 Jan 2020	<p>Supplementary Planning Document (SPD) re: Housing Paul Beckett</p> <p>A Member requested that the need for a Supplementary Planning Document on Housing be added to the list going forward so that this was not lost sight of.</p>	To be completed: SPD to Committee in May 2020.

Committee: Planning & Transportation Committee	Date: 18 February 2020
Subject: Terms of Reference and Frequency of meetings	Public
Report of: Town Clerk	For Decision
Report author: Gemma Stokley, Town Clerk's Department	

Summary

As part of the post-implementation review of the changes made to the governance arrangements in 2011 it was agreed that all Committees should review their terms of reference annually. This will enable any proposed changes to be considered in time for the reappointment of Committees by the Court of Common Council in April of each year.

It is proposed that the approval of any further changes to the Committee's terms of reference be delegated to the Town Clerk in consultation with the Chairman and Deputy Chairman.

The Committee is also required to review the frequency of its Committee meetings.

Recommendations

That:

- a) Subject to any comments, the terms of reference of the Committee be approved for submission to the Court, as set out at Appendix 1, and that any further changes required in the lead up to the Court's appointment of Committees be delegated to the Town Clerk in consultation with the Chairman and Deputy Chairman; and
- b) Members consider whether any change is required to the frequency of the Committee's meetings which is currently every three weeks.

Contact:

Gemma Stokley

Telephone: 020 7332 3414

Email: gemma.stokley@cityoflondon.gov.uk

This page is intentionally left blank

PLANNING & TRANSPORTATION COMMITTEE

1. **Constitution**

A Ward Committee consisting of,

- four Aldermen nominated by the Court of Aldermen
- up to 31 Commoners representing each Ward (two representatives for the Wards with six or more Members regardless of whether the Ward has sides) or Side of Ward.

2. **Quorum**

The quorum consists of any nine Members.

3. **Terms of Reference**

To be responsible for:-

- (a) All functions of the City as local planning authority [relating to town and country planning and development control] pursuant to the Town and Country Planning Act 1990, the Planning (Listed Building and Conservation Areas) Act 1990 and Compulsory Purchases Act 2004, the Planning Act 2008 and all secondary legislation pursuant to the same and all enabling legislation (including legislation amending or replacing the same).
- (b) Making recommendations to Common Council relating to the acquisition, appropriation and disposal of land held for planning purposes and to exercise all other functions of the local planning authority relating to land held for planning (or highways) purposes, and making determinations as to whether land held for planning or highways purposes is no longer required for those purposes, other than in respect of powers expressly delegated to another committee.
- (c) All functions of the Common Council as local highway, traffic, walkway and parking authority (other than in respect of powers expressly delegated to another committee) and the improvement of other open land under S.4 of the City of London (Various Powers) Act 1952.
- (d) All functions under part II of the City of London (Various Powers) Act 1967 including declaration, alteration and discontinuance of City Walkway.
- (e) All functions relating to the construction, maintenance and repair of sewers in the City, including public sewers (on behalf of Thames Water under an agency arrangement).
- (f) All functions of Common Council as Lead Local Flood Authority in relation to the Flood and Water Management Act 2010.
- (g) All functions relating to the Stopping Up of highway (including as local planning authority and highway authority).
- (h) All functions relating to street naming and numbering under the London Building Acts (Amendment) Act 1939.
- (i) All functions relating to the control, maintenance and repair of the five City river bridges (insofar as matters not within the delegated authority of another Committee).
- (j) All functions relating to building control under the Building Act 1984, Building Regulations 2000-10 and London Building Acts 1930-82.

- (k) The setting of building control charges under the Building (Local Authority Charges) Regulations 2010.
- (l) Response to and resolution of dangerous structures under the London Building Acts (Amendment) Act 1939.
- (m) All functions relating to the City of London Corporation's commemorative blue plaques.
- (n) All functions relating to the Local Land Charges Act 1975.
- (o) The appointment of the Chief Planning Officer & Development Director.
- (p) The appointment of the Director of the Built Environment (in consultation with the Port Health and Environmental Services Committee).
- (q) The appointment of such Sub-Committees as is considered necessary for the better performance of its duties including a Streets & Walkways Sub-Committee.

Committee(s): Planning and Transportation	Date(s): 18 February 2020
Subject: London Councils Transport and Environment Committee – delegation for co-ordination functions relating to Electric Vehicle charging infrastructure	Public
Report of: Department of the Built Environment	For Decision
Report author: Samantha Tharme	

Summary

The purpose of this report is to seek approval to agree a proposed amendment to the London Councils Transport and Environment Committee (“**LC TEC**”) agreement (the “**Agreement**”) which would have the effect of delegating to LC TEC certain regulatory functions relating to the coordination and installation of Electric Vehicle (“**EV**”) charging points and associated infrastructure (the “**Delegation**”).

Provided that the Delegation is made, LC TEC is proposing to take on a more active role in the operational management and strategic oversight of a pan-London residential EV charging point coordination/delivery body on behalf of participating London local authorities (“**LLAs**”), should this be required. Most LLAs have already agreed to the Delegation and it is necessary for every LLA to agree the Delegation for LC TEC to proceed.

The Delegation would see LC TEC manage certain activities and functions on behalf of the City (and the other LLAs), including data collection and dissemination, centralisation of information for users and providing assistance to LLAs on appropriate EV infrastructure and funding opportunities. Importantly, the City would retain the ability to agree the locations for EV infrastructure and to provide its own EV infrastructure if required.

Recommendation(s)

Members are asked to:

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

Main Report

Background

1. At its meeting on 10th October 2019 LC TEC considered a report¹ proposing amendments to the Agreement in support of the Go Ultra Low City Scheme (“**GULCS**”) activities. The proposal is to provide LC TEC with the authority to take on the operational management as well as the strategic oversight of a London wide residential EV charging point delivery partnership on behalf of LLAs, should this be required.
2. GULCS is a programme introduced by the Mayor of London which includes practical and financial support to local authorities, businesses and residents to encourage a shift to EVs.
3. After March 2020, the role of GULCS Senior Lead will no longer be funded through the programme and so work on the coordination of EV activity cannot be progressed in this way. It is recognised that there is a need for a continuation of the role of the GULCS programme to support EV infrastructure delivery after March 2020. This is supported by the recommendations of the Mayor’s EV Infrastructure Taskforce, who proposed that a new pan-London EV coordination function is created, to facilitate and oversee charge point installation, in its Delivery Plan². LC TEC has committed to take this function forward and has begun to scope out the remit of the proposed coordination function and activities set out in its delivery plan³.
4. To deliver the EV coordination function and the activities identified in the delivery plan for 2020 and 2021, funding will be required. LC TEC has approved in principle the use of TEC reserve funding for this purpose.

Current Position

5. Currently, LC for the GULCS programme carries out procurement and project support, facilitation of knowledge sharing and provision of information and guidance on the delivery of EV charge point infrastructure. The City has made limited use of this to date as it primarily focusses on support for residential on-street charging facilities and the City does not have any on-street residential parking. The City is concentrating on providing rapid charge points for taxis under the Mayor of London’s programme with direct support from Transport for London.
6. Funding for the current GULCS role is set to come to an end in March 2020. This would mean that LLAs would rely on their own resources to research latest

¹ London Councils TEC 10th October 2019 Item 7 Electric Vehicle Coordination Function – [link](#) to report.

² Mayors London electric vehicle infrastructure delivery plan Executive Summary June 2019 - [link](#) to report

³ London Councils TEC 10th October 2019 Item 7 – Appendix A – [link](#) to report.

technology and procure EV equipment and provide information to the public. Some information is publicised by existing EV equipment operators and central government departments, but this is currently considered insufficient.

Proposal

7. The proposal is outlined in the summary section of this report.
8. The LC TEC EV coordination function is proposed to take on a similar strategic and coordination role to that proposed for the GULCS delivery partnership in 2017. It is considered that London Councils (“**LC**”) has the skills, knowledge and experience required to implement the EV coordination function, as a result of work carried out on the GULCS programme, which has supported LLAs in the delivery of over 1,300 on-street EV charge points to date. LC is also a trusted entity by key stakeholders including the LLAs (both members and officers) and charge point operators.
9. LC is now aiming to get all LLAs to agree to the Delegation as funding for the current role comes to an end in March 2020. Whilst the focus for a lot of the work is on supporting LLAs introducing on-street residents parking (which has a limited impact on the City) there are likely to be some benefits from a co-ordinated approach across London and this role should assist with some market information as EV charging technology develops. The City Solicitor has advised that the proposed amendment to the Agreement is fit for purpose.

Corporate & Strategic Implications

10. The City Solicitor has noted that the amendment to the Agreement would safeguard the City’s ability to decide on the locations of any EV charging apparatus and associated infrastructure.
11. Officers recommend supporting the amendment to the Agreement as there is no reduction in statutory powers with respect to EV charging facilities or ability to operate independently from LC TEC or any LLA, should the City wish to do so.

Financial Implications

12. There are no immediate financial implications as the role of LC TEC will be funded by the use of LC TEC reserve funding. In the longer term, this role may provide some additional professional advice to support City officers, but no direct financial support. Advice on potential grants/financial support available from other government bodies to enable the installation of EV charging facilities is however expected.

Conclusion

13. Officers recommend supporting the amendment to the Agreement because it would offer support to LLAs by providing LC TEC with the means to act in a coordinated manner with respect to the implementation of EV infrastructure across London. Further, the Delegation would have no effect on the City's ability to decide on the location of EV charging points and associated infrastructure.

Appendices

- Appendix 1 – LC TEC Agreement Amendment delegated authority form.

Background Papers

- LC TEC 10th October 2019, Item 7 - Report on Electric Vehicle Coordination Function ([link](#) to report).
- Mayors London electric vehicle infrastructure delivery plan Executive Summary June 2019 ([link](#) to report)

Samantha Tharme – City Transportation

T: 020 7332 3160

E: Samantha.Tharme@cityoflondon.gov.uk]

Appendix 1 – LC TEC Agreement Amendment delegated authority form.

To: London Councils
59 ½ Southwark Street
London
SE1 0AL

FAO: Katharina Winbeck

I.....[name and position of authorised person]

on behalf of..... [name of authority]

hereby confirm that my authority has resolved to delegate authority to London Councils' Transport and Environment Committee to exercise the following functions, in the following terms:

“(b)(i) The provision and operation of charging apparatus for electrically powered motor vehicles and/or the grant of permission to provide and operate charging apparatus for electrically powered motor vehicles under section 16 of the London Local Authorities and Transport for London Act 2013 PROVIDED THAT such provision and operation may only take place at locations first agreed by the Participating Council which is the highway authority for the affected road (or, where it is the highway authority for the affected road, TfL) AND PROVIDED FURTHER THAT Go Ultra Low City Scheme Section 31 Grant award shall be applied to any such provision and operation by LC TEC [which shall be at no cost or expense to the Participating Councils unless first agreed].

(b)(ii) The exercise of powers under Section 1 of the Localism Act 2011 for the purposes of giving effect to the joint exercise of powers under Section 16 of the London Local Authorities and Transport for London Act 2013 by LC TEC, or otherwise for the purposes of supporting and facilitating the Participating Councils and/or TfL in their exercise of those functions, including but not limited to oversight and management of the arrangements

(b)(iii) FOR THE AVOIDANCE OF DOUBT the functions referred to at (b)(i) and (b)(ii) above may be exercised directly by LC TEC or pursuant to a contract or Service Level Agreement between LC TEC and TfL (or between LC TEC and another appropriate body) or through such servant, agent or contractor as LC TEC may appoint.

Signed

.....

Date

.....

This page is intentionally left blank

Committee(s): Planning and Transportation Committee	Date(s): 18/02/2020
Subject: Transport Strategy Update: Quarter 3 2019/20	Public
Report of: Director of the Department of the Built Environment	For Information
Report author: Bruce McVean, Acting Assistant Director – City Transportation	

Summary

Members have requested quarterly updates on progress with delivering the City of London Transport Strategy. This report covers Quarter 3 of 2019/20 (October – December 2019). An update on progress with Delivery Plan projects is provided in Appendix 1.

Progress with projects and activities to deliver Vision Zero and help mitigate the CR20 - Road Safety corporate risk includes:

- Working with TfL to finalise new traffic signal designs for the new wider crossings at Bank Junction and securing TMAN approval for the final phase of Bank on Safety.
- Commencing works to deliver safety improvements at Gresham Street/Old Jewry, due to be completed by April 2020.
- Working with the City of London Police to develop an enforcement plan to be included in the 15mph submission to DfT.
- Supporting TfL's delivery of improvements to Ludgate Circus, which went live on 14 December.
- Working with the City of London Police to support their winter speed enforcement campaign, which will run from January to March.

Additional activities in Quarter 3 included:

- Continuing to work with TfL to deliver a rapid charging hub at Baynard House Car Park.
- Reviewing our policy on A-boards and exploring the potential for a City-wide anti-idling traffic management order.
- Undertaking the most comprehensive set of traffic counts to date, with monitoring at over 100 locations.
- Continuing to work with TfL, London Councils and boroughs to develop the byelaw on dockless vehicles.

Recommendation(s)

Members are asked to note the report.

Main Report

Background

1. The City of London Transport Strategy was adopted in May 2019. The Strategy sets the framework for the design and management of transport and streets in the Square Mile over the next 25 years.
2. The Transport Strategy is supported by a three-year Delivery Plan. This provides details of projects to deliver the Transport Strategy and will be updated on an annual basis. The Delivery Plan is currently in draft pending completion of the Fundamental Review.
3. Members have requested quarterly updates on progress with delivering the Transport Strategy. This report covers Quarter 3 of 2019/20 (October – December 2019).
4. Progress against Transport Strategy targets and KPIs will be reported on an annual basis in April or May.

Q3 Update

5. The quarterly update on progress with Delivery Plan projects is provided in Appendix 1.
6. When considering the last quarterly update (5 November) Members asked for future updates to include details of the costs of projects and a RAG status. These have been added to Appendix 1.
7. There was also a request for projects to be ranked in order of priority. A prioritisation of the existing Delivery Plan has not been undertaken as all active projects are funded and resourced. The 2020/21 – 2022/23 Delivery Plan is currently being developed. This will include a priority ranking of projects and details of how different projects and initiatives relate to each other.
8. Progress during the third quarter of 2019/20 includes:
 - a. Securing Gateway 3/4/5 approval and completing detailed design for the provision of a new walking route on Puddle Dock.
 - b. Appointing consultants to undertake traffic modelling of options for All Change at Bank and establishing a working group with TfL to support the review of options.
 - c. Appointing a team of consultants led by Hawkins Brown to develop design proposals for streets and public spaces around Smithfield.
 - d. Agreeing the methodology for developing the Streets Accessibility Standard with the City of London Access Group and Transport for All.
 - e. Completing noise assessments for the proposed Barbican and Middlesex Street last mile delivery hubs. These indicate that both sites would be suitable for last mile logistics operations.
9. The following projects have an amber RAG status due to delays:
 - City Wide 15 mph speed limit
 - Legible London

- 100 Minorities
 - Streets Accessibility Programme
 - Disabled parking bays adjustment for space requirements
 - Zero Emission Waste Collection
10. One project, Cycle route Quietway 11 upgrade, has a red RAG status as the current proposal for changing the design of Queen Street is being reviewed following feedback from TfL. This is likely to significantly delay the project as further options are being considered.
11. Progress with projects and activities to deliver Vision Zero and help mitigate the CR20 - Road Safety corporate risk includes:
- a. Working with TfL to finalise the new traffic signal design for the new wider crossings at Bank Junction and securing TMAN approval for the final phase of Bank on Safety. Delivery is scheduled to begin in January 2020 and complete within six months.
 - b. Commencing works to deliver safety improvements at Gresham Street/Old Jewry, due to be completed by April 2020.
 - c. Continuing to develop the submission to DfT requesting approval for a City-wide 15mph speed limit, including working with the City of London Police to develop an enforcement plan. It is likely that the submission date will slip to June 2020 to allow more preparation time and to avoid submitting during the pre-election period for the Mayoral elections.
 - d. Supporting TfL's delivery of improvements to Ludgate Circus, which went live on 14 December, and continuing to engage with TfL on improvements to Gracechurch St/Fenchurch St and Bishopsgate/Camomile St junctions.
 - e. Working with the City of London Police to support their winter speed enforcement campaign, which will run from January to March.
12. Additional activities in Quarter 3 included:
- a. Continuing to work with TfL to deliver a rapid charging hub at Baynard House Car Park. Funding for upgrading the car park's ventilation system has been approved, with installation due to begin in June 2020. TfL's installation of the first six charging points will start in January 2020.
 - b. Providing a letter of support for the joint TfL and DfT outline business case for the potential transfer to TfL of the Great Northern services operated by Govia Thameslink Railway (GTR) from Moorgate to Welwyn Garden City and Stevenage.
 - c. Reviewing our policy on A-boards and exploring the potential for a City-wide anti-idling traffic management order. Reports on both these items will be brought to Committee in March 2020.
 - d. Undertaking the most comprehensive set of traffic counts to date, with monitoring at over 100 locations. Analysis will be completed in Q4.
 - e. Continuing to work with TfL, London Councils and boroughs to develop the byelaw on dockless vehicles.
13. In October, the City Corporation was presented with an Institute of Couriers Clean Air Action Award. The award was in recognition of the Corporation's

efforts to support the use of cargo cycles by introducing a new season ticket for non-motorised vehicles. This allows commercial users to securely store cargo cycles or other non-motorised vehicles in our public car parks at a discounted rate (an 87.5% discount from traditional commercial season tickets).

14. The City Corporation has also been shortlisted for three London Transport Awards, with entries from across the Department of the Built Environment:

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

Corporate & Strategic Implications

15. Delivery of the Transport Strategy supports the delivery of Corporate Plan outcomes 1, 3, 5, 8, 9, 11 and 12. It also indirectly supports the delivery of Corporate Plan outcomes 2 and 4.

16. Delivery of the Transport Strategy also helps mitigate corporate risks CR20 – Road Safety and CR21 – Air Quality.

Conclusion

17. Delivery of the Transport Strategy is progressing well. There has been some slippage on a small number of projects, but this is not expected to have a significant impact on overall delivery.

Appendices

- Appendix 1: Progress update on Transport Strategy Delivery Plan Q3 2019/20

Background Papers

- City of London Transport Strategy
<https://www.cityoflondon.gov.uk/services/transport-and-streets/Documents/city-of-london-transport-strategy.pdf>

Bruce McVean

Acting Assistant Director – City Transportation
Department of the Built Environment

T: 020 7332 3163

E: bruce.mcvean@cityoflondon.gov.uk

Appendix 1: Progress update on Transport Strategy Delivery Plan Q3 2019/20

Table 1: Capital programme

Project	Start date	End date	Cost*	Progress update Q3 2019/20	RAG status
City Wide 15 mph speed limit Schemed development and implementation	19/20	21/22	M	24hr speed surveys of City Streets have been received and are being analysed. Officers are currently producing an enforcement plan alongside the City of London Police, who have also supplied up to date information on death and serious injuries to support the submission. The submission to DfT may be delayed to June 2020 to allow more time for preparation and to avoid submitting during the pre-election period for the Mayoral election.	A
City Streets 20 mph Streets south of Upper and Lower Thames Street to be brought into 20 mph limit alongside TfL scheme	19/20	19/20	L	Statutory public consultation completed. Waiting for TfL to implement their proposals to introduce 20mph limits on Victoria Embankment, Blackfriars Underpass, Upper Thames street, Lower Thames Street, Byward Street, Minories, Goodmans Yard, and Mansell Street. Implementation expected in February/March 2020.	G
Legible London Pedestrian signing scheme	19/20	20/21	H	By the end of 2019, 63 new signs have been installed. All the old City signage has been removed and 70% of totem foundations were installed. All artwork for street level signage is approved. In late December it became clear that principal contractor Trueform are behind programme with sign installations. The delays have been raised with the company's Chief Executive and TfL.	A

Project	Start date	End date	Cost*	Progress update Q3 2019/20	RAG status
Road Danger Reduction priority schemes Scheme development and implementation	19/20	21/22 (rolling to 2030)	M	Works at Gresham Street/Old Jewry have commenced and will be completed by April 2020. Works at Gresham Street/Wood Street and Creechurch Lane/Leadenhall/ St will be completed in 2020/21.	G
Pedestrian Priority/Healthy Streets priority projects -Old Broad Street -Abchurch Lane -Basinghall Street	19/20	21/22 (rolling to 2044)	M	The Abchurch Lane/King William Street scheme was completed in September 2019 and improvements to Basinghall Street/Gresham Street will be completed in Q4. Works at Old Broad Street by Pinner's Passage will be completed in 2020/21.	G
Bus priority Within Healthy Streets minor schemes; and TfL bus priority schemes, at: Fleet Street, Ludgate Hill, Holborn, London Wall, Cannon Street.	19/20	20/21	M	Fleet Street – Investigation completed, revealed limited benefits and is no longer being progressed. Started public consultation on proposals for Ludgate Hill and London Wall. Delivery expected in Q4 2019/20.	G
Puddle Dock Pedestrian route safety and provision of new walking route (further scheme elements to be delivered by TfL on TLRN)	19/20	20/21	M	Gateway 3/4/5 approved at Streets & Walkways and Project Sub Committees in October. Detailed design has been completed. Delivery of the highway works is expected to commence in February 2020 and completed by July 2020.	G
Riverside Walkway – Globe View section, reinstatement and improvement of Thames path for public access	19/20	20/21	M	Sketch designs and public consultation completed. Detailed design underway alongside structural investigations. Gateway 4 report has been prepared. Results of structural investigations are awaited in order to inform cost estimate (anticipated February 2020)	G

*Costs: L – Low (<£100k), M – Medium (£100k - £1million), H -High (>£1million)

Project	Start date	End date	Cost*	Progress update Q3 2019/20	RAG status
Mansion House Station Environs walking and public realm improvements, including routes to rail stations	19/20	20/21	M	Sketch designs and public consultation completed. Detailed design underway alongside structural investigations. Update report submitted in December.	G
100 Minorities public realm enhancements	19/20	20/21	H	Scheme delayed due to delay to adjacent hotel development. Detailed design under development. S278 works to be progressed in early 2020, with public realm enhancements to follow.	A
Sustainable logistics centre Co-location major suppliers including, waste collection, courier services, (feasibility and scheme development; implementation to follow in 2030)	20/21	2030	TBC	N/A	
City Cycle Network Phase 1 scheme implementation Route 1: CS1 to Monument via Bank	19/20	20/21	M	Funding for feasibility secured from TfL. Consultants have been commissioned to carry out feasibility study, base data has been collected and the feasibility report is expected in March 2020.	G
Route 2: Aldgate to Blackfriars via Bank (including improvements at Mansion House junction with TfL)	19/20	21/22	H	Funding for feasibility secured from TfL. Consultants have been commissioned to carry out feasibility study, base data has been collected and the feasibility report is expected in March 2020.	G

*Costs: L – Low (<£100k), M – Medium (£100k - £1million), H -High (>£1million)

Project	Start date	End date	Cost*	Progress update Q3 2019/20	RAG status
Cycle route Quietway 11 upgrade	19/20	20/21	M	Gateway 3/4/5 approved at Streets & Walkways and Projects Sub Committees in October 2019. Following feedback from TfL, the Queen Street cycle track proposal has been put on hold pending further review. The remaining proposals reported will be delivered in Q4 19/20. Additional improvement measures are likely to be developed in early 20/21.	R
City Cycle Network Phase 1 scheme development: Route 3: Duke's Place to St Paul's Gyratory Route 4: Bank to Holborn	21/22	24/25	TBC	N/A	
Bank Junction and surrounding streets Walking and public realm improvements Bank on Safety All change at Bank	13/14	22/23	H	Bank on Safety: Work with TfL to finalise the new traffic signal design for the new wider crossings was ongoing with the scheme TMAN approval gained. Works to start on site in January. All change at Bank: The tender process for the traffic modelling consultancy support concluded and new traffic counts for the revised traffic model collected. A working group with TfL officers has been established and work to support the review of the 20 remaining options is underway. Capital bid decision expected in January.	G G
Moorgate Crossrail Integration Walking improvements to junction and surrounding public realm (in conjunction with Crossrail) and to streets connecting Moorgate Station.	19/20	2025	H	The first phase works around the station are being completed to the approved programme. The first working group meeting was held for the wider Moorgate Crossrail Station Links project, as well as engagement with Islington Council. A traffic order was put in place in August 2019 to prohibit motorised vehicles from accessing the western arm of Finsbury Circus. The delegated G4/5 report for Finsbury Circus western arm was approved and enhancement works will commence in Q4 20/21.	G

*Costs: L – Low (<£100k), M – Medium (£100k - £1million), H -High (>£1million)

Project	Start date	End date	Cost*	Progress update Q3 2019/20	RAG status
Smithfield Area Public Realm and Transport Measures Barbican & Smithfield - Healthy Streets Plan scheme development and transport study.	19/20	20/21	M	A team of consultants led by Hawkins Brown have been appointed to develop the design for the public realm. The concept design will be developed during the next 6 months, through workshops and key stakeholder engagement. Traffic surveys are being organised and will inform the design development and Barbican and Smithfield Healthy Streets Plan.	G
Implementation of public realm and transport measures improvements to support Culture Mile and Museum relocation	21/22	2026	H	N/A	
Beech Street air quality and public realm enhancements	18/19	22/23	H	Committee approvals obtained in December for a two-way Zero Emission Street. TFL TMAN approval granted in late December. Engagement with residents, businesses and street users to begin January. Scheme to go live in mid-March.	G
Barbican & Golden Lane Zero Emission Zone (includes Beech Street)	19/20	21/22	M	Data collection to provide baseline data and inform traffic and air quality modelling has been collected.	G
St Paul's gyratory removal ON HOLD Traffic management measures removal of St Paul's gyratory	13/14	2025	H	N/A	

*Costs: L – Low (<£100k), M – Medium (£100k - £1million), H -High (>£1million)

Project	Start date	End date	Cost*	Progress update Q3 2019/20	RAG status
system and Museum of London roundabout.					
City Cluster Vision and Traffic Management Healthy Streets Plan Traffic management measures	19/20	22/23	M	The Healthy Streets Plan project has been initiated and traffic and pedestrian counts have been undertaken to provide baseline data and to be used in the traffic modelling.	G
City Cluster Vision Phase 1 Including Lime Street; greening & trial schemes for traffic management and vehicle access restrictions.	19/20	20/21	H	An outline programme has been produced, work is ongoing to develop the detail and undertake feasibility studies/surveys. Programme report to be submitted to April 2020 committees.	G
City Cluster Zero Emission Zone	19/20	21/22	M	Secured Mayor's Air Quality Funding to support the delivery of the City Cluster Zero Emission Zones. Discussion with TfL and neighbouring boroughs has commenced on the overall approach. Work on the City Cluster Healthy Streets Plan, including traffic modelling and feasibility appraisal will determine the need for further air quality restrictions.	G
City Cluster Vision Phase 2 – ON HOLD Phase 2 – St Mary Axe, Leadenhall Street - Public realm/ traffic access restrictions; area wide greening Phase 3 – ON HOLD	21/22	2030	H	N/A	

*Costs: L – Low (<£100k), M – Medium (£100k - £1million), H -High (>£1million)

Project	Start date	End date	Cost*	Progress update Q3 2019/20	RAG status
Liverpool St Crossrail Integration Walking improvements to junction and surrounding public realm (in conjunction with Crossrail) and to streets connecting Liverpool Street Station	19/20	24/25	H	A report was presented to Streets and Walkways Sub Committee in October to resume work looking at the wider area of Liverpool Street as Phase 2 of the current Crossrail work. Completed data collection at end of 2019 and setting up working party meetings.	G
Fleet Street and Courts Area - Healthy Streets Plan traffic management study and improvement required for Fleet Street between Chancery Lane and Ludgate Circus (scheme development only, implementation beyond Delivery Plan period – 2025-2040)	20/21	21/22	M	N/A	
Temple area traffic management and public realm – ON HOLD Measures to improve traffic movement, access, egress and greenery	19/20	20/21	H	N/A	
Street lighting upgrade main and side streets upgraded	18/19	20/21	H	Ongoing delivery in line with City Lighting Strategy: LED roll out 75% completed and full implementation anticipated for May 2020. Update report on delivery of the Lighting Strategy to be submitted to City Committees in February 2020.	G

*Costs: L – Low (<£100k), M – Medium (£100k - £1million), H -High (>£1million)

Table 2: Revenue programme

Project description	Start date	End date	Cost*	Progress update Q3 2019/20	RAG status
Lunchtime Streets City Cluster and Chancery Lane Further streets to be identified and funding beyond plan period	19/20	21/22	L	Scoping 2020 programme with aim of delivering at least three Lunchtime Streets. Carter Lane being explored as potential additional location alongside St Mary Axe and Chancery Lane.	G
Kerbside uses review Full assessment of all street parking/loading activity, to identify opportunity to improve on-street delivery and reduce vehicles numbers.	19/20	19/20	M	Data from the kerbside occupancy and activity surveys has been received and analysed and a 'Current Conditions and Issues report' is being prepared. A Motorcycle Study looking at travel behaviour of motorcyclists is underway.	G
Road Danger Reduction Campaigns Behaviour change and community engagement, (including working with City of London Police)	19/20	21/22	L	An Active City Network event was held at Nomura in November, This discussed the challenges and opportunities for making walking and cycling safer and more enjoyable ways to travel. This included speakers from TfL, RoadPeace, Fieldfisher, Nomura and Walk21. Working with the City of London Police to support their winter speed enforcement campaign, which will run from January to March.	G
Streets Accessibility Programme City of London Street Accessibility Standard and Audit, and plan for delivery	19/20	19/20 (rolling to 2025)	L	Consultants have completed key tasks including outcome definition and agreeing the principles and methodology with the City Corporation and essential stakeholders. Delivery is likely to slip into Q1 20/21 as recruiting people with reduced mobility for accompanied walks during winter months with a range of confidences is difficult. Therefore, the research phase is being lengthened into the spring.	A

*Costs: L – Low (<£100k), M – Medium (£100k - £1million), H -High (>£1million)

Project description	Start date	End date	Cost*	Progress update Q3 2019/20	RAG status
Last mile delivery hubs Two 'last mile' logistics hubs in underutilised City Corporation assets by 2022. A further three hubs by 2025	20/21	21/22	N/A	Noise assessments for the Barbican and Middlesex Street sites have been completed. These indicate that both sites would be suitable for last mile logistics hub operations as per proposed methods in the soft market testing. A governance structure for delivering a hub at London Wall has been agreed with the City Surveyors and a proposed lease is being prepared for the site. The winning operator's proposal will be brought before committee in Q1 20/21.	G
Peak time access restrictions/ Pedestrian Priority feasibility and prioritisation process across pedestrian priority streets	19/20	19/20	L	Reviewing opportunities to accelerate delivery of planned pedestrian priority projects and potential new projects. Update report being prepared for April Streets and Walkways. Initial discussions with Charterhouse Square School about the potential for a 'School Street' timed closure during drop off and pick up.	G
Disabled parking bays adjustment for space requirements	19/20	20/21	L	Site visits completed, approximately 100 sites identified as requiring line marking changes. Completion of proposal documents delayed by more urgent projects. Consultation likely by April 2020 with works from May 2020.	A
Accessibility minor works dropped kerbs and raised street entry treatment	19/20	19/20	L	Need for improvements to Old Bailey identified. Completed 3 December 2019	G
Cycle Parking stands implementation of additional	19/20	19/20	L	13 sites (50 stands total) identified and designs being finalised prior to installation in Q4 2019/20.	G
Cycle infrastructure advance stop line (ASL) capacity increases various junctions	19/20	20/21	L	Capacity increases at 13 locations have been delivered.	G

*Costs: L – Low (<£100k), M – Medium (£100k - £1million), H -High (>£1million)

Project description	Start date	End date	Cost**	Progress update Q3 2019/20	RAG status
Shared use review for walking and cycling - Policy and design guide	19/20	20/21	L	Initial identification of sites completed. Approach and criteria being developed and review will be completed in 2020/21.	G
EV Infrastructure Action Plan	19/20	19/20	L	TfL EV Infrastructure Task Force report published June 2019, provided some details on requirements for electric vehicle charging infrastructure across London. Consultants have been appointed to carry out additional detailed analysis specific to the Square Mile, the report is due to come to committees in March 2020.	G
Future Transport Programme	19/20	Ongoing	-	The Future City Streets Programme is still being developed and our approach has been refined following discussions with a range of organisations including the Transport Strategy Board, CPA and CPA NextGen, and TfL. An update report will be brought to Committee in March	G
Sustainable Servicing Programme policy and guidance working with TfL	19/21	20/21	-	Meeting with TfL in January 2020 to explore possibilities of restarting this project with TfL's new corporate structure in place. If not possible, Strategic Transportation will start engagement by Q1 20/21.	A

*Costs: L – Low (<£100k), M – Medium (£100k - £1million), H -High (>£1million)

Table 3. Corporate projects

Project description	Start date	End date	Cost*	Progress update Q3 2019/20	RAG status
Zero Emission Waste Collection procurement of waste collection service with Zero Emission Vehicles	19/20	Ongoing contract	-	Awaiting delivery of seven 18 Tonne fully electric refuse collection waste vehicles. These were originally due to be delivered between late November 2019 and January 2020. The delivery date has changed due to technical regulations on conformity. Delivery will be in April 2020.	A
Consolidation of Deliveries at CoL sites	19/20	Ongoing contract	-	Ongoing use of the CEVA consolidation service for Guildhall. Additionally, we have worked closely with City developers and property owners to either mandate or encourage greater uptake of these services.	G

*Costs: L – Low (<£100k), M – Medium (£100k - £1million), H -High (>£1million)

This page is intentionally left blank

Committees: Planning and Transportation - <i>for information</i>	Dates: 18 February 2020
Subject: Bridge House Estates River Crossings Annual Update Report on Structural Inspection and Maintenance	Progress Report
Report of: Director of the Built Environment Report Author: T Creed	For Information
<h1 style="margin: 0;">PUBLIC</h1>	

1. Status update	<p>This report gives a general overview of the structural inspection and maintenance regime for the Bridge House Estates river crossings and associated structures during the 2019/20 financial year. This includes a summary of the inspections carried out, key maintenance identified, future Supplementary Revenue Projects required for the bridges and inspection contract renewal.</p>
2. Key points to note	<p>2019/20 was the sixth and final year of the inspection contract carried out by AECOM. A new six-year programme of inspections will commence in 2020/21 under a new contract following a competitive tender process (refer to separate report January 2020).</p>
3. Reporting period	<p><i>April 2019 to March 2020</i></p>
4. Progress to date	<p><u>Annual Inspections</u></p> <p>Every two years, each of the bridges is inspected in accordance with the Design Manual for Roads and Bridges, the industry standards for the design, assessment and operation of highway structures. Every third inspection of each structure is a Principal Inspection where every element is inspected in detail and at touching distance. The inspections are carried out by our consultant AECOM, managed by the District Surveyor's engineering team.</p> <p>Since April 2019, the following inspections have been carried out:</p>

- Southwark Bridge (General Inspection)
- Southwark Bridge Northern Approach (General Inspection)
- Southwark Bridge Southern Approach (General Inspection)
- Park Street Bridge (General Inspection)
- Duke Street Hill Footbridge (Principal Inspection)
- Blackfriars Bridge (Principal Inspection)

There were no new significant defects found in the general inspections and the information gathered from these will feed into the planned refurbishment of the Southwark Bridge approach in 2021.

The Principal Inspection of Duke Street Hill footbridge was carried out with no new significant issues identified.

The re-programmed Principal Inspection of Blackfriars Bridge commenced in December and is scheduled to be completed before the end of January. The inspection of this structure has been a significant challenge in recent years with the refurbishment of the adjacent railway bridge, installation of the cycle superhighway, installation of Hostile Vehicle Mitigation measures and now the presence of the Thames Tideway Tunnel site in the foreshore. This not only creates a physical restriction in terms of access but also removes the ability to close spans of the bridge without significantly restricting the project's ability to deliver and remove materials by river for all its riverside sites across London. In order to complete the Principal Inspection, specialist geospatial camera equipment has been used (from a boat) to identify any possible defects. Focused roped access teams have then been used to survey any issues in more detail as required.

The defects identified, and information gathered in these inspections are stored on BridgeStation; a specialist bridge asset management database used by all London boroughs. The information collated on BridgeStation then goes on to inform the 50-year Plan for Inspections and Maintenance.

Engineering Projects Since April 2019

This year, as a result of third-party access restrictions, there have been no major engineering projects on site on the Bridge House Estates bridges. However, there are a number of significant projects which are being developed and are due on-site in the coming years. These include:

	<p><i>Bearing replacement at London Bridge (delayed as a result of gas works in Cannon Street)</i> Inspections of London Bridge have identified a deterioration and cracking of the original bearings at the abutments of London Bridge on which the bridge sits. This project will replace the bearings and re-waterproof the bridge. The project due on site in March/April 2020</p> <p><i>Blackfriars Bridge Refurbishment</i> The bridge is overdue a re-paint and some works are required to repair cracks in the parapet. This project has been delayed due to access restrictions from the adjacent Tideway Tunnel work site as described above. However, the tender process and subsequent contract award is due to take place in 2020.</p> <p><i>Southwark Bridge Approaches</i> The refurbishment of the approach span of Southwark Bridge have been postponed due to the adjacent development works. This is now due to commence on site in 2021.</p> <p><i>Scour Protection</i> The District Surveyor’s engineering team have been working collaboratively with Tideway in obtaining bathymetric data of the bed of the river in the proximity of the bridges. This information has been gathered by Tideway but will help to inform the scope of any future scour protection works required. This information monitors all five of the Bridge House Estates’ river crossings.</p> <p>It should be noted that there are several major maintenance projects, particularly related to the operation of Tower Bridge and funded from the 50-year plan for Repairs and Maintenance, which are also in progress and are reported on separately by the appropriate departments. A list of all the projects expected over the next three years was reported to this committee in January 2020 and is included for reference in Appendix 1 of this report.</p>
<p>5. Next steps</p>	<p>Over the last year, an extensive review has been carried out by the Engineering team in conjunction with AECOM to establish the useful expected remaining life of each bridge and when the replacement of each bridge should be considered. This rather unique study looks at the long-term cost implications of maintaining the stock and replacing the structures in the future. The information and analysis carried out as part of this exercise will now be used to inform a wider replacement strategy for the bridges.</p>

	<p>2019/20 was the sixth and final year of the structural Inspection and Maintenance contract carried out by AECOM. This year, the tender process for the next six-year contract was completed. This was reported to this committee in January 2020.</p> <p>In the early part of 2020/21, The Tideway Tunnel will be constructed directly beneath all five of the Bridge House Estates' river crossings. The Engineering team will continue to work very closely with the project to minimise any impact on the structures in both the short and long term.</p>
--	---

Appendices

Appendix 1	Capital & SRP Projects (expected in the next three years)
-------------------	---

Contact

Report Author	T Creed
Email Address	thomas.creed@cityoflondon.gov.uk
Telephone Number	0207332 3913

Appendix 1

Table 1	Project	Starting Date
Blackfriars Bridge	Parapet repairs /Painting	2019/20-2022/23
Southwark Bridge	Approach Spans Refurbishment Footway Strengthening	2020/21-2021/22 2021/22-2022/23
London Bridge	Bearing replacement/Waterproofing Scour Protection	2020/21 2020/21
Millennium Bridge	Cable re-tensioning (if required)	2021/22
Tower Bridge	High Voltage System Replacement Hydraulic Power Pack Replacement Domestic/Foul Water Drainage Sprinkler System Replacement Paint Touch-up Service Cover Duct Replacement	2019/20-2021/22 2019/20-2020/21 2022/23 2022/23 2021/22-2023/24 2020/21-2021/22
All Bridges	River Camera Projects	2020/21(TBC)

This page is intentionally left blank

Committee(s)	Dated:
Planning and Transportation	18 th February 2020
Subject: Delegated decisions of the Chief Planning Officer and Development Director	Public
Report of: Chief Planning Officer and Development Director	For Information

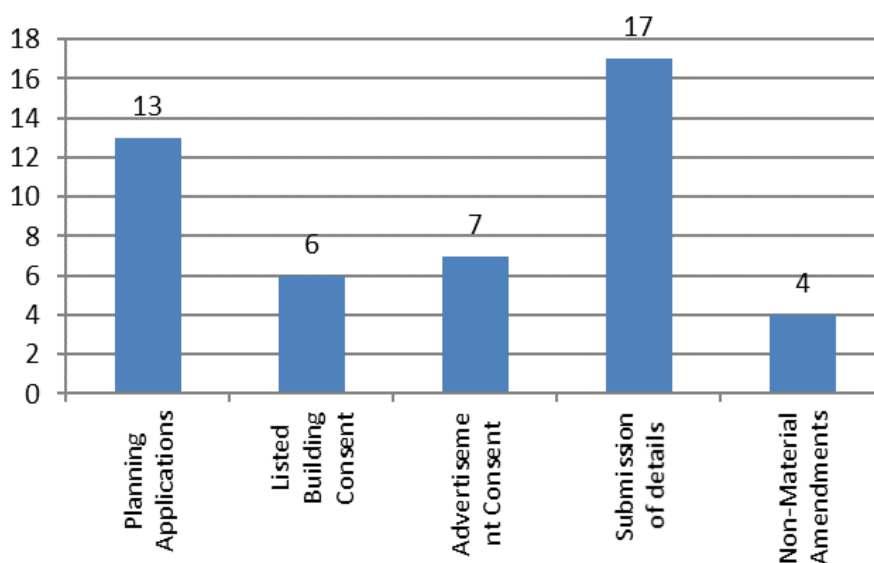
Summary

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

In the time since the last report to the Planning & Transportation Committee, Forty-seven (47) matters have been dealt with under delegated powers.

Seventeen (17) relate to conditions of previously approved schemes, Six (6) relate to works to Listed Buildings and Seven (7) applications for Advertisement Consent, as well as Thirteen (13) full applications of which include Six (6) Changes of Use and the creation of 2929.16sq m of floorspace.

Breakdown of applications dealt with under delegated powers



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

Details of Decisions

Registered Plan Number & Ward	Address	Proposal	Decision & Date of Decision	Applicant/ Agent
19/01045/FULL Aldersgate	Thomas More Car Park Barbican London EC2Y 8BT	Alterations to the existing cleaners store to provide a new welfare unit for the Barbican Estate cleaners (Sui-Generis).	Approved 28.01.2020	Barbican Estates Office
19/01046/LBC Aldersgate	Thomas More Car Park Barbican London EC2Y 8BT	Alterations to existing cleaners store to provide a new welfare unit for the Barbican Estate cleaners (Sui-Generis).	Approved 28.01.2020	Barbican Estates Office
19/01134/LBC Aldersgate	21 Thomas More House Barbican London EC2Y 8BT	Internal refurbishment comprising: (i) reconfiguration of plan form to hallway, (ii) construction of new mezzanine areas over the living room and bedroom, (iii) refurbishment of the existing bathroom and kitchen and (iv) replacement of flooring and installation of suspended ceiling.	Approved 23.01.2020	LUSHER architects
19/00947/MDC Aldgate	Outside 69 Leadenhall Street London EC3A 2BG	Details of the design of the proposed brass door cover and inscription pursuant to condition 3c of planning permission 18/00976/FULL dated 15 November 2018.	Approved 28.01.2020	City of London Corporation

19/01149/MDC Aldgate	Site Bounded By 19-21 & 22 Billiter Street, 49 Leadenhall Street, 108 & 109-114 Fenchurch Street, 6-8 & 9-13 Fenchurch Buildings London EC3	Submission of the proposed finished floor levels at basement and ground floor levels in relation to the existing highway level pursuant to Condition 9 of planning permission 13/01004/FULEIA dated 29.05.2014	Approved 28.01.2020	Vanquish Properties (UK) Limited Partnership
19/01205/MDC Aldgate	Site Bounded By 19-21 & 22 Billiter Street, 49 Leadenhall Street, 108 & 109-114 Fenchurch Street, 6-8 & 9-13 Fenchurch Buildings London, EC3	Details of rainwater and greywater recycling pursuant to Condition 19 of planning permission 13/01004/FULEIA dated 29.05.2014.	Approved 28.01.2020	Vanquish Properties (UK) Limited Partnership
19/01237/FULL Bassishaw	25 Gresham Street London EC2V 7HN	Replacement of one pane of external glazing to the second floor meeting room with a fully glazed door to access to the external roof landscaping.	Approved 28.01.2020	Lloyds Bank
19/00799/MDC Billingsgate	Unit 2, 20 Eastcheap London EC3M 1EB	Submission of details of new and replacement entrances, new shopfront to Eastcheap and replacement shopfront glazing to Lovat Lane and alterations to the shopfront railings to Eastcheap pursuant to condition 6 (a, b and c) of planning permission 18/01138/FULL.	Approved 23.01.2020	Rocket Leisure Eastcheap Limited

19/01090/FULL Billingsgate	20 Eastcheap London EC3M 1EB	Change of use at basement level from shop (Class A1) to a sui generis use for shop/eating/drinking establishment purposes (213 sqm).	Approved 23.01.2020	Rocket Leisure Limited
19/01147/MDC Billingsgate	51 Eastcheap London EC3M 1JA	Details of a noise survey and plant mountings pursuant to condition 2 and 3 of planning permission dated 25 July 2019 (19/00444/FULL).	Approved 21.01.2020	WeWork
18/00924/MDC Bishopsgate	Site Bounded By Stone House And Staple Hall Bishopsgate, Devonshire Row London, EC2	Particulars and samples of materials, details of materials for the curved mansard roof and of the external faces to the lift shaft enclosures pursuant to Conditions 18 (a), 18(d) and 18(t) of planning permission 17/00623/FULL dated 27.07.2018	Approved 21.01.2020	UOL Group Ltd
18/00931/MDC Bishopsgate	Site Bounded By Stone House And Staple Hall Bishopsgate, Devonshire Row London, EC2	Details of all external components of the entrance pavilion, including facades, roof, entrances and drainage pursuant to Condition 18(p) of planning permission 17/00623/FULL dated 27.07.2018.	Approved 21.01.2020	UOL Group Ltd

<p>19/00256/ADVT Bishopsgate</p>	<p>135 Bishopsgate London EC2M 3TP</p>	<p>Installation and display of : East facade (i) seven sets of halo illuminated lettering measuring 0.44m high by 3.7 m wide at a height of 5.4 m above ground floor level; (ii) seven box signs with internally illuminated letting measuring 0.36m high by 3.51m wide at a height of 4m above ground level; South facade: (iii) seven sets of halo illuminated lettering 0.45m x 3.7m pin mounted to metal background panels at a height of 5.42m above ground level; (vi) one illuminated box sign internally illuminated letting measuring 0.36m high by 3.6m wide at a height of 4m above ground level; (vii) three box sign with internally illuminated lettering measuring 0.36m high by 5.14m wide, 11.06m wide and 11.06m wide respectively and all at a height 4m above ground level.</p>	<p>Approved 16.01.2020</p>	<p>Eataly Retail UK Ltd</p>
--------------------------------------	--	---	--------------------------------	---------------------------------

19/01190/FULL Bishopsgate	100 Liverpool Street & 8-12 Broadgate London EC2M 2RH	Change of use of part of the ground floor and part of the first floor from shop (Class A1) to a flexible use as a shop (Class A1) or assembly and leisure (Class D2) use.	Approved 14.01.2020	Bluebutton Properties UK Limited
19/01199/FULL Bishopsgate	Broadwalk House, 5 Appold Street, London EC2A 2AG	Installation of eight ventilation grilles on the north elevation.	Approved 14.01.2020	AIS
19/01204/FULL Bishopsgate	119 Middlesex Street London E1 7JF	Installation of an extract flue on the rear elevation.	Approved 21.01.2020	Rolfe Judd Planning
19/01272/NMA Bishopsgate	110-114 Middlesex Street London E1 7HY	Non-material amendment under Section 96A of the Town and Country Planning Act to planning permission dated 26 November 2019 (19/01054/FULL) to reword the description of development to include 'and on cessation of the flexible use reversion to office use (Class B1)'. '	Approved 21.01.2020	QA Limited
19/01094/FULL Bread Street	4 Paternoster Square London EC4M 7DX	Change of use from Class A1 (retail) to a Class A3 (restaurant) (234sq.m), alterations to the shopfront comprising replacement of existing louvres with timber stallrisers and fascia.	Approved 31.01.2020	Honest Burgers Ltd

19/01095/ADVT Bread Street	4 Paternoster Square London EC4M 7DX	Installation and display of: (i) two externally illuminated fascia signs measuring 0.4m high, 0.98m wide, at a height above of ground of 2.48m; (ii) two externally illuminated projecting signs measuring 0.9m high, 0.32m wide, at a height above of ground of 2.3m; (iii) one internally illuminated menu sign measuring 0.83m high, 0.28m wide, at a height above of ground of 1.1m.	Approved 31.01.2020	Honest Burger
19/01183/MDC Bread Street	St Paul's Cathedral School 2 New Change London EC4M 9AD	Submission of a window sample pursuant to condition 3 (a) of planning permission 16/00850/Full dated 08/12/16.	Approved 14.01.2020	St Paul's Cathedral School
19/00910/ADVT Bridge And Bridge Without	51 - 54 Gracechurch Street London EC3V 0EH	Installation and display of (i) one internally illuminated projecting sign measuring 0.51m high, 0.67m wide, at a height above ground of 2.75m; (ii) one internally illuminated menu box sign measuring 0.45m high, 0.4m wide, at a height above ground of 1.75m.	Approved 28.01.2020	Vagabond Wines Ltd

19/01184/FULL Broad Street	65 London Wall London EC2M 5TU	Change of use of part of the lower ground floor (Rooms 12, 13 and 14) from office (use class B1(a)) to a flexible use for either office (use class B1(a)) or pharmacy (use class A1).	Approved 14.01.2020	Mr Jon Stewart
19/01180/ADVT Castle Baynard	3 St Bride Street London EC4A 4AS	Installation and display of: (i) one internally illuminated fascia sign measuring 0.41m high by 1.61m wide at a height above ground of 3.2m; (ii) one internally illuminated projecting sign measuring 0.6m in diameter by 0.12m deep at a height above ground of 3.2m; and (iii) one internally located, internally illuminated roundel sign measuring 0.75m in diameter by 0.09m deep at a height above ground of 2.4m.	Approved 16.01.2020	Healthy Retail Ltd
19/01174/ADVT Coleman Street	Salisbury House 164 London Wall London EC2M 5QD	Installation and display of (i) one non illuminated fascia sign measuring 0.5m high by 3.7m wide at a height above ground of 2.8m.	Approved 14.01.2020	Rice Brands Ltd
19/01176/FULL Coleman Street	Salisbury House 164 London Wall London EC2M 5QD	Installation of an awning.	Approved 14.01.2020	Rice Brands Ltd

19/01177/LBC Coleman Street	Salisbury House 164 London Wall London EC2M 5QD	Installation of an awning.	Approved 14.01.2020	Rice Brands Ltd
19/01331/NMA Coleman Street	56-60 Moorgate, 62-64 Moorgate & 41-42 London Wall London EC2	Non-material amendment under Section 96A of the Town and Country Planning Act to planning permission dated 1 August 2019 (19/00622/FULL) for the conversion of one door into a window.	Approved 21.01.2020	Thor Limited
19/01333/NMA Coleman Street	City Point 1 Ropemaker Street London EC2Y 9AW	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission dated 14.11.2019 (19/00735/FULL) for the addition of a new condition to allow for the phased delivery of the works.	Approved 29.01.2020	Wavegrange Ltd
19/01048/LBC Cordwainer	65 Cannon Street London EC4N 5AA	Internal alterations to the ground floor trade area and external replacement lanterns at ground floor level.	Approved 16.01.2020	Mitchells & Butlers Retail Plc
19/01189/LBC Cripplegate	518 Ben Jonson House Barbican London EC2Y 8NH	Installation of a mezzanine level and en-suite shower/WC and associated works including alterations to doors and a wardrobe.	Approved 16.01.2020	Mr Andrew Rowe

19/01050/LBC Farringdon Without	187 Fleet Street London EC4A 2AT	Alterations comprising upgrades to existing means of escape including installation of automatic opening smoke ventilation and service access hatch on flat roof over stairwell, replacement of one hour fire doors to stair core, one hour fire compartmentation to risers and service cupboards and associated internal works.	Approved 16.01.2020	Fleet Street JLLP Limited
19/01156/MDC Farringdon Without	3 - 5 Norwich Street London EC4A 1EJ	Submission of details of plant mounting to minimise transmission of structure borne sound or vibration and an Acoustic report pursuant to conditions 6 and 7 of planning permission 17/01273/FULL dated 26 October 2018.	Approved 16.01.2020	Scopus Holdings Ltd
19/01169/FULL Farringdon Without	16 Took's Court London EC4A 1LB	Change of use from offices (Class B1) to flexible non-residential institution (Health Centre) (Class D1) and/or offices (Class B1) (Total floorspace 306 sqm).	Approved 28.01.2020	TPM Studio

<p>19/01220/ADVT</p> <p>Farringdon Without</p>	<p>332 High Holborn London WC1V 7PS</p>	<p>Installation and display of one non-illuminated acrylic sign measuring 2.02m high by 1m wide at ground floor level.</p>	<p>Approved 21.01.2020</p>	<p>The Royal Bank of Scotland</p>
<p>19/01243/FULL</p> <p>Farringdon Without</p>	<p>Ashley Building Middle Temple Lane London EC4Y 9BT</p>	<p>(i) External works to the (western) elevation to Middle Temple Gardens to include the widening of the existing perron, creation of a new garden entrance and the replacement of the slot windows to provide eight sash windows at basement-mezzanine level. (ii) External works to the (eastern) elevation to Middle Temple Lane to include amendments to the existing door and Portland stone surround, enlargement of two slot windows either side and upgrading the thermal and acoustic performance of all remaining slot windows. (iii) Provision of new external lighting in Middle Temple Lane elevation and western elevation. (iv) Minor amendments to existing hard landscaping at entrances only to</p>	<p>Approved 23.01.2020</p>	<p>The Honourable Society of The Middle Temple</p>

		create level access into the building.		
19/01332/NMA Farringdon Without	1 & 2 Garden Court Middle Temple London EC4Y 9BJ	Non-Material Amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission 17/00939 /FULL dated 22.02.2018 to allow the relocation of the platform lift.	Approved 21.01.2020	The Honourable Society of The Middle Temple
19/01354/MDC Farringdon Without	16 Took's Court London EC4A 1LB	Submission of an acoustic report and details of measures to avoid the transmission of structure borne sound or vibration from new plant pursuant to conditions 3 and 4 of planning permission dated 6th June 2019 (19/00110/FULL).	Approved 28.01.2020	Haji
19/00148/MDC Lime Street	22 - 24 Bishopsgate London EC2N EC2N 4BQ	Details of public lift between Crosby Square and Undershaft pursuant to Condition 13 of planning permission 16/00849/FULEIA dated 11.09.2017.	Approved 21.01.2020	DP9 Limited
19/00438/MDC Lime Street	22 Bishopsgate London EC2N	Submission of details of plant and ductwork to serve Class A uses; details of ventilation and air-conditioning for Class A uses; fume extract arrangements for the Class A uses pursuant to Conditions 16 (m (in	Approved 21.01.2020	DP9 Ltd

		part), 16 (n) (in part) and Condition 25 (in part) of planning permission 16/00849/FULEIA dated 11.09.2017		
19/00643/MDC Lime Street	22 Bishopsgate London EC2N	Details of security measures within the site pursuant to Condition 12 of planning permission 16/00849/FULEIA dated 11.09.2017.	Approved 21.01.2020	DP9 Ltd
19/00775/MDC Lime Street	22 Bishopsgate London EC2N 4BQ	Details of materials to be used at roof level pursuant to Condition 16a) (in part) of planning permission 16/00849/FULEIA dated 11.09.2017.	Approved 29.01.2020	DP9 Ltd
19/00819/MDC Lime Street	22 Bishopsgate London EC2N	Details of ground level surfaces pursuant to Condition 16j) of planning permission ref 16/00849/FULEIA dated 11.09.2017	Approved 21.01.2020	22 Bishopsgate General Partner Ltd
19/00820/MDC Lime Street	22 Bishopsgate London EC2N	Details of window cleaning equipment, plant, flues fire escapes and other excrescences at roof level pursuant to Condition 16 l) of planning permission ref 16/00849/FULEIA dated 11.09.2017.	Approved 29.01.2020	DP9 Ltd

19/01152/MDC Lime Street	22 Bishopsgate London EC2N 4BQ	Details of junctions with adjoining buildings pursuant to Condition 16 (i) of planning permission 16/00849/FULEIA dated 11th September 2017.	Approved 29.01.2020	22 Bishopsgate Partnership
19/01211/FULL Portsoken	Aldgate House 33 Aldgate High Street London EC3N 1AH	Alterations to entrance comprising: (i) installation of single circular sliding door and two single pass doors; (ii) partial infill at ground floor level creating an additional 24.7sqm GIA retail floorspace.	Approved 29.01.2020	Alphagate Jersey Trustees 1&2 Ltd
19/01136/ADVT Queenhithe	Broken Wharf House 2 Broken Wharf London EC4V 3DT	Installation and display of two halo illuminated projecting signs measuring 0.9m high, 0.6m wide, at a height above ground of 2.75m.	Approved 21.01.2020	SACO
19/01266/FULL Tower	76 - 86 Fenchurch Street, 1-7 Northumberland Alley, 1 & 1A Carlisle Avenue London	Use of part lower ground and first floor as a mix of business meeting and event space (Sui-Generis) in lieu of the approved retail (Class A1-A3) and Office (Class B1) uses, and on cessation of the sui generis use revert to retail (Class A1-A3) at part lower ground floor and office use (Class B1) at part lower ground and first floor level. Use of part ground as	Approved 28.01.2020	Partners Group Fenchurch IC Limited (Guernsey)

		office (Class B1) in lieu of the approved retail (Class A1-A3) use.		
--	--	---	--	--

This page is intentionally left blank

Committee(s): Planning and Transportation	Date: 18 th February 2020
Subject: Valid planning applications received by Department of the Built Environment	Public
Report of: Chief Planning Officer and Development Director	For Information

Summary

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

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

Details of Valid Applications

Application Number & Ward	Address	Proposal	Date of Validation	Applicant/Agent Details
19/01347/FULL Bishopsgate	9 Devonshire Square, London, EC2M 4YF	Installation of temporary louvres on the eastern facade of 9 Devonshire Square.	20/12/2019	DP9 Ltd
19/01298/FULL Bishopsgate	33 Liverpool Street, London, EC2M 7PP	Replacement of the glazed lights to the shop front with patterned metal grilles for air conditioning air inlet and outlets.	13/01/2020	Thomas Exchange Global
19/01362/FULL Bread Street	Warwick Court, 5 Paternoster Square, London, EC4M 7DX	(i) Flexible use of the retail units at ground floor, lower ground and basement levels for either shops (Class A1), Financial or professional service (Class A2), Restaurant and café (Class A3), Drinking establishment (Class A4) or Assembly or leisure (Class D2)	08/01/2020	Mitsubishi Estates London Limited

		<p>use; ii) Minor external alterations including new retail glazing and reception entrance door to the eastern elevation, new louvres at ground floor level on the corner of Paternoster Square and White Hart Lane and alterations to the core at roof level, including the installation of a platform lift (level 8); iii) Refurbishment of existing terraces at levels 4 and 5; iv) Provision of new terraces at level 6 and roof level (level 8); v) installation of new rooftop plant; and vi) all associated ancillary and enabling works</p>		
19/01364/FULL Broad Street	41 Lothbury, London, EC2R 7HF	<p>Replacement of the existing extension for additional office (Class B1) floorspace at roof level; conversion of the existing plant enclosure to provide office accommodation; installation of a new terrace area with associated landscaping on seventh and eighth floors; installation of replacement plant equipment and associated enclosure at roof level, provision of new ancillary facilities at basement level, and</p>	27/12/2019	Pembroke Lothbury Holdings Ltd

		other associated works (493sq.m).		
20/00090/FULL Candlewick	1 Abchurch Yard, London, EC4N 5AX	Creation of an additional storey at 5th floor level to provide extension to 4th floor residential unit.	22/01/2020	Pedmyre Properties Ltd
19/01322/FULL Castle Baynard	1 Fetter Lane, London, EC4A 1BR	Alterations to windows and doors at ground floor and replacement of revolving doors with hinged doors.	17/01/2020	1 Fetter Lane @ Rent24 UK Operation Ltd
19/01311/FULL Cheap	18 - 20 King Street, London, EC2V 8EG	i) Change of use of part of the ground floor from office (Class B1) to a flexible use for either office (Class B1) or shop (Class A1) or financial and professional services (Class A2) or restaurant and cafe (Class A3) or non- residential institutions (Class D1) use (84sq.m); ii) the re- instatement of a secondary entrance to 18 King Street and iii) the re-instatement of a rooflight in the rear lightwell.	17/12/2019	Shanghai Land (City) Ltd
20/00043/FULL Cheap	50 Gresham Street, London, EC2V 7AY	Installation of six air conditioning units and a freestanding guardrail at roof level.	15/01/2020	City of London
18/00808/FULL Cordwainer	10 Bow Churchyard, London, EC4M 9DQ	Change of Use from Churchyard (Class D1) to Restaurant (Class A3) for the siting of 17 tables and 34 chairs in association with the	10/01/2020	Bow Wine Vaults Limited

		adjacent restaurant (Class A3) use.		
19/01334/FULL Cornhill	5 Royal Exchange, London, EC3V 3LL	Installation of one externally mounted chiller unit within a timber enclosure and formation of two grilles in connection with an internal shop fit-out.	09/01/2020	Laduree
19/01264/FULL Farringdon Within	8 - 10 Half Moon Court, London, EC1A 7HE	Application under S.73 of the Town and Country Planning Act 1990 (as amended) to allow variation of conditions 2 and 9 of planning permission 09/00800/FULL dated 18/02/10 to make minor material amendments to the external appearance of the building.	05/12/2019	Mr P Jooste
20/00016/FULL Farringdon Within	41 Farringdon Street, London, EC4A 4AN	Installation of a new shop front.	07/01/2020	Dalton
20/00030/FULL Farringdon Within	160 Queen Victoria Street, London, EC4V 4LA	Works at roof level (east and south sides of the building) to provide access to amenity space on the roof level terrace comprising removal of 2x plant access ladders; installation of balustrades; provision of stairwell to the floor below; provision of new floor finish and the installation of a new fire escape door.	07/01/2020	TS Propco Ltd

20/00031/FULL Farringdon Within	42 - 44 Carter Lane, London, EC4V 5EA	Change of use of ground floor and basement from Class A1 to Class A3.	15/01/2020	Palete UK
20/00080/FULL Farringdon Without	10 Hosier Lane, London, EC1A 9LJ	Removal of existing non-loadbearing masonry panel and installation of a new louvre vent panel on the Hosier Lane elevation above the existing bin store.	03/01/2020	Aviva Investors GR SPV9 Ltd
20/00050/FULL Lime Street	1A Whittington Avenue London, EC3V 1LE	Change of use from A1 (retail) to part flexible A1 (retail) or A3 (restaurant) or sui generis A1 and A3 and part B1a (office) (257sq.m).	14/01/2020	Landmark Holding Group and Landmark Underwriting Limited
20/00056/FULL Portsoken	Sir John Cass Foundation Primary School, Duke's Place, London, EC3A 5DE	Removal of an existing metal and glass canopy at Lower Ground Floor Level and construction of a new single story extension with 4no roof lights to provide enhanced Early Years accommodation.	14/02/2020	Sir John Cass's Foundation Primary
19/01216/FULL Tower	1 America Square, London, EC3N 2LS	Installation of one no. condenser unit behind parapet wall on 5th floor flat roof area.	08/01/2020	WeWork

This page is intentionally left blank

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

Document is Restricted

This page is intentionally left blank

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

Document is Restricted

This page is intentionally left blank