Public Document Pack

Planning and Transportation Committee

Date: **TUESDAY, 6 OCTOBER 2020**

Time: **10.30 am**

Venue: **VIRTUAL PUBLIC MEETING (ACCESSIBLE REMOTELY)**
https://youtu.be/N7wocmY5ekY

Members:

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

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Accessing the virtual public meeting
Members of the public can observe this virtual public meeting at the below link:
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This meeting will be a virtual meeting and therefore will not take place in a physical location following regulations made under Section 78 of the Coronavirus Act 2020. A recording of the public meeting will be available via the above link following the end of the public meeting for up to one municipal year. Please note: Online meeting recordings do not constitute the formal minutes of the meeting; minutes are written and are available on the City of London Corporation's website. Recordings may be edited, at the discretion of the proper officer, to remove any inappropriate material.

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 virtually on 8 September 2020.

   For Decision
   (Pages 1 - 26)

4. **OUTSTANDING ACTIONS**
   Report of the Town Clerk.

   For Information
   (Pages 27 - 30)

5. **SWAN LANE PIER, 1 SWAN LANE LONDON EC4R 3TN**
   Report of the Interim Chief Planning Officers and Development Director.

   For Decision
   (Pages 31 - 110)

6. **LONDON WALL CAR PARK - VENTILATION, ELECTRICAL, FIRE ALARM AND SPRINKLER WORKS - GATEWAY 2**
   Report of the City Surveyor.

   For Decision
   (Pages 111 - 126)

7. **CAR PARK & ON-STREET PARKING BAY TARIFFS**
   Report of the Director of the Built Environment.

   For Decision
   (Pages 127 - 134)

8. **HIGHWAYS ACT 1980 LICENCE AND CONSENT CHARGES**
   Report of the Director of the Built Environment.

   For Decision
   (Pages 135 - 144)

9. **LOCAL FLOOD RISK MANAGEMENT STRATEGY 2021-27**
Report of the Director of the Built Environment.

For Decision
(Pages 145 - 192)

10. **BUSINESS AND PLANNING ACT 2020**
Report of the Remembrancer.

For Information
(Pages 193 - 196)

11. **PUBLIC LIFT REPORT**
Report of the City Surveyor.

For Information
(Pages 197 - 198)

12. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**
Report of the Interim Chief Planning Officer and Development Director.

For Information
(Pages 199 - 212)

13. **VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT ENVIRONMENT**
Report of the Interim Chief Planning Officer and Development Director.

For Information
(Pages 213 - 218)

14. **REPORT OF ACTION TAKEN**
Report of the Town Clerk.

For Information
(Pages 219 - 220)

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

16. **ANY OTHER BUSINESS THAT THE CHAIR CONSIDERS URGENT**

17. **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.

For Decision

Part 2 - Non-public Agenda

18. **NON-PUBLIC MINUTES**
To agree the non-public minutes of the meeting held virtually on 8 September 2020.

For Decision
(Pages 221 - 222)

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

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

PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 8 September 2020

Minutes of the meeting of the Planning and Transportation Committee held virtually via Microsoft Teams at 11.00 am

Present

Members:

Munsur Ali
Randall Anderson
Peter Bennett
Mark Bostock
Deputy Keith Bottomley
Deputy Peter Dunphy
Alderman Emma Edhem
John Edwards
Marianne Fredericks
Tracey Graham
Graeme Harrower
Sheriff Christopher Hayward
Christopher Hill
Alderman Robert Hughes-Penney
Deputy Jamie Ingham Clark
Shravan Joshi
Alderwoman Susan Langley
Natasha Maria Cabrera Lloyd-Owen
Andrew Mayer
Deputy Brian Mooney (Chief Commoner)
Deputy Alastair Moss
Barbara Newman
Graham Packham
Susan Pearson
Judith Pleasance
Deputy Henry Pollard
James de Sausmarez
Oliver Sells QC (Deputy Chairman)
William Upton QC
Alderman Sir David Wootton

Officers:

Gemma Stokley	-	Town Clerk's Department
Joseph Anstee	-	Town Clerk’s Department
Antoinette Duhaney	-	Town Clerk’s Department
Leanne Murphy	-	Town Clerk’s Department
Kate Smith	-	Town Clerk's Department
Shani Annand-Baron	-	Media Officer
James Gibson	-	IS Services
Jenny Pitcairn	-	Chamberlain's Department
Dipti Patel	-	Chamberlain’s Department
Fleur Francis	-	Comptroller and City Solicitor’s Department
Alison Bunn	-	City Surveyor’s Department
Gwyn Richards	-	Interim Chief Planning Officer & Development Director
Carolyn Dwyer	-	Director of Built Environment
Samantha Tharme	-	Department of the Built Environment
Elisabeth Hannah	-	Department of the Built Environment
Gordon Roy	-	Department of the Built Environment
Leah Coburn	-	Department of the Built Environment
Paul Beckett	-	Department of the Built Environment
Ian Hughes	-	Department of the Built Environment
Peter Shadbolt	-	Department of the Built Environment

Bruce McVean	-	Department of the Built Environment
Simon Glynn	-	Department of the Built Environment
Janet Laban	-	Department of the Built Environment
Richard Steele	-	Department of the Built Environment
Clarisse Tavin	-	Department of the Built Environment
Craig Stansfield	-	Department of Built Environment
Toni Bright	-	Department of the Built Environment
Gavin Felgate	-	Department of the Built Environment
Stuart Wright	-	Department of the Built Environment

Introductions

The Town Clerk opened the meeting by introducing herself and stating that the Committee was quorate.

A roll call of Members present was undertaken.

The Town Clerk highlighted that the meeting was being recorded as well as live streamed and would be made available on the City Corporation's YouTube page for a period of time after the meeting had concluded. With this in mind, it was confirmed that participants in the meeting had all individually agreed and given their consent to being recorded and that all personal data would be processed in accordance with the Data Protection Act 2018. The Town Clerk highlighted that, for further information on this, viewers could contact the City Corporation using the details provided on the public webpages.

The Committee's most senior Member present (Barbara Newman) moved that the Committee's most senior Alderman present (Alderman Sir David Wootton) take the Chair ahead of the election of a Chairman at agenda item 4. This motion was seconded, and Sir David Wootton took the Chair.

1. **APOLOGIES**

Apologies for absence were received from Henry Colthurst, Oliver Lodge and Sylvia Moys.

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

There were no declarations.

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

The Committee received the Order of the Court of Common Council of 16 July 2020 appointing the Committee and setting out its terms of reference for the ensuing year.

The Town Clerk highlighted that there were currently two vacancies on the Committee – one in the room of the Ward of Vintry who had chosen not to appoint this year and one in the room of the Ward of Coleman Street following the resignation of Sophie Fernandes from this Committee shortly after the July Court of Common Council meeting. Members were informed that these

vacancies would now be advertised to the full Court until such time as they were filled.

RECEIVED.

4. **ELECTION OF CHAIRMAN**

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

A list of Members who had expressed an interest in and were eligible to stand was read by the Town Clerk and Deputy Alastair Moss being the only Member expressing willingness to serve was duly elected Chairman for the ensuing year and took the Chair.

Deputy Moss thanked the Committee for their continued support stating that he was very aware that there were now huge challenges ahead and that it was important to continue to work collaboratively both internally and externally in the face of this continuing and unprecedented crisis. He added that the work of this Committee and its responsibility for the entirety of the built environment for the City was being closely scrutinised both regionally and nationally in terms of how policies were being applied and how the message that the City was still open for business was being promoted.

The Chair went on to offer his thanks to those Members who had recently left the Committee – Rehana Ameer, Adrian Bastow, Sophie Fernandes and Alderman Prem Goyal. He also welcomed a new member – Alderwoman Susan Langley - and congratulated Barbara Newman, a former Chairman of this Committee, on her reappointment after a short period of absence.

Finally, the Chair thanked Sheriff Christopher Hayward for his support as his Deputy Chairman over the past year where he had had major input into the work of the Committee and added that he very much looked forward to working alongside a newly appointed Deputy Chair.

5. **ELECTION OF DEPUTY CHAIRMAN**

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

A list of Members who had expressed an interest in and were eligible to stand was read by the Town Clerk.

Both Randall Anderson and Oliver Sells, QC declared a willingness to serve and the Town Clerk reported that a ballot was therefore necessary. Members were asked to vote electronically either by following the Microsoft Forms link sent to them via email or by indicting the name of the one candidate they wished to vote for via email to the Town Clerk.

Votes were cast as follows:	Randall Anderson	–	7 votes
	Oliver Sells, QC	–	20 votes

There was 1 spoilt ballot.

Oliver Sells, QC was therefore duly elected Deputy Chairman for the ensuing year.

Mr Sells thanked the Committee for their confidence and stressed that this Committee and the City generally were about to embark on a very significant and difficult period. He echoed the words of the Chair in stating that he was of the view that collaboration and co-operation would be key as would the work of this Committee's two Sub Committees.

Finally, Mr Sells also echoed the Chair's thanks to the outgoing Deputy Chair, Sheriff Christopher Hayward, who had been a very important source of support and advice. He stated that he very much looked forward to working alongside the Chair and the rest of the Committee for the ensuing year.

6. **MINUTES**

The Committee considered the public minutes and non-public summary of the virtual meeting held on 14 July 2020 and approved them as a correct record.

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

The Committee received the draft public minutes of the Streets and Walkways Sub-Committee meeting held virtually on 7 July 2020.

A Member questioned if Frederick's Place was a public highway or a private road. Officers reported that it was public highway.

Another Member commented in relation to the use of mobility scooters and questioned whether, as well as looking at the widening of pavements, the provision of drop kerbs could also be considered as she had received representations from more than one member of the public that this was an issue. Officers responded by stating that they were aware that there some locations in the City where there were not drop kerbs in place where these would be desirable and also that there were some existing drop kerbs that were not functioning as they should do. He asked that Members report issues with any particular locations as they were made aware of them. More strategically, Members were informed that the City's Streets Accessibility Standard was soon set to be finalised and one of the actions arising from this would be an audit of City Streets so that Officers were able to flag issues such as this and develop a programme to address them. One option would be to consider the raising of the carriageway in certain locations as an alternative to installing drop kerbs. Officers went on to report that they were interacting with the City of London Access Group and Transport for All amongst others on these issues.

RECEIVED.

8. **APPOINTMENT OF SUB COMMITTEES**

The Committee considered a report of the Town Clerk relative to the appointment of its Sub Committee and Working Party, their constitution and terms of reference.

A Member commented that the Chair and Deputy Chairman of the grand Committee and of both Sub Committees last year were all male as were all those appointed to the Streets and Walkways Sub-Committee by this Committee. She asked that Members bear in mind the need for diversity when voting for appointees this year.

Streets and Walkways Sub Committee

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

Following an electronic ballot, the Town Clerk announced that the following Members would be appointed to the Streets and Walkways Sub Committee:

- Randall Anderson
- Peter Bennett
- Deputy Keith Bottomley
- Marianne Fredericks
- Sheriff Christopher Hayward
- Shravan Joshi
- Graham Packham

Local Plans Sub Committee

The Town Clerk announced that, with six Members expressing an interest in standing for the five available spaces from the Planning and Transportation Committee, a ballot was required.

Following discussion, the Committee were of the view that the membership of the Sub Committee should be expanded to incorporate six as opposed to five Members from the Planning and Transportation Committee for the ensuing year only.

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

a) **Streets and Walkways Sub-Committee**

The Chair and Deputy Chairman of the Grand Committee along with seven other Members as follows:

- Randall Anderson
- Peter Bennett
- Deputy Keith Bottomley
- Marianne Fredericks
- Sheriff Christopher Hayward
- Shravan Joshi
- Graham Packham

- Together with four *ex-officio* Members representing the Finance, Police and Open Spaces, City Gardens and West Ham Park and Port Health and Environmental Services Committees.

Terms of Reference

The Sub Committee is responsible for:-

(a) traffic engineering and management, maintenance of the City's streets, and the agreement of schemes affecting the City's Highways and Walkways (such as street scene enhancement, traffic schemes, pedestrian facilities, special events on the public highway and authorising Traffic Orders) in accordance with the policies and strategies of the Grand Committee;

(b) all general matters relating to road safety;

(c) the provision, maintenance and repair of bridges, subways and footbridges, other than the five City river bridges;

(d) public lighting, including street lighting;

(e) day-to-day administration of the Grand Committee's car parks

(f) all matters relating to the Riverside Walkway, except for adjacent open spaces; and

(g) to be responsible for advising the Grand Committee on:-

(i) progress in implementing the Grand Committee's plans, policies and strategies relating to the City's Highways and Walkways; and

(ii) the design of and strategy for providing signposts in the City

(h) Those matters of significance will be referred to the Grand Committee to seek concurrence.

b) **Local Plans Sub-Committee**

The Chairman and Deputy Chairman of the Grand Committee along with six (for the ensuing year only) other Members as follows:

- Randall Anderson
- Deputy Keith Bottomley
- Deputy Jamie Ingham Clark
- Shravan Joshi
- Graham Packham
- William Upton, QC

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

Terms of Reference

The Committee first appointed a Sub Committee in October 2004 with the specific task of considering the Local Development Framework (LDF), which replaced the Unitary Development Plan as the spatial planning

strategy for the City. It was later agreed that this Sub Committee would also be suitable for considering details of the traffic-related Local Implementation Plan (LIP) as well. Its Terms of Reference are simply to consider those types of documents in detail and make recommendations to the Grand Committee.

9. **OUTSTANDING ACTIONS**

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

Member Training

A Member questioned what plans were being put in place for Member training around Planning matters generally and also questioned whether specific training around Climate and how that engaged with Planning matters might be worthwhile. The Town Clerk reported that Member training generally continued to proceed but that a training programme specific to this Committee would be managed and progressed by the Department of Built Environment.

Members requested that a paper on this matter be put to the next meeting of this Committee.

RECEIVED.

10. **CLIMATE ACTION STRATEGY**

The Committee received a report of the Town Clerk and Chief Executive containing a scoped and costed Climate Action Strategy for the City of London Corporation.

The Chair commented that this piece of work was of major corporate significance and that he and other Members, particularly the Chairman of Port Health and Environmental Services Committee, had been working closely alongside Officers in recent months to progress this.

A Member, also the serving Chairman of the Port Health and Environmental Services Committee, commented that taking action to address climate change was clearly a vitally important issue and that the development of this Strategy put the City Corporation on the front foot. He added that he had been clear from the outset that the Strategy must be impactful, deliverable and, above all, affordable. He highlighted that many Members had already attended various briefings on the Strategy in recent months and had offered their input into it for which he was very grateful. Members were informed that the report before them today was a data driven, evidence-based strategy on Climate Action that tracked all of the existing, relevant City Corporation strategies into it, not least the Transport and Air Quality strategies. At its heart was a set of target-based actions that would have a comprehensive performance and reporting framework wrapped around it. The Member went on to state that, probably for the first time, the City Corporation were looking to approve a Strategy alongside a medium-term funding plan to enable the Corporation to deliver what it set out to. He reported that there were, however, no in-year funding reallocations and it was proposed that the actions were funded from the next financial year, from

April 2021 onwards. Thereafter, funding would continue to be allocated on an annual basis in the round with Climate Action established as an important priority but certainly not the only priority. The Member conclude by highlighting that this Committee had three clear action sets set out within the paper.

In terms of Governance, Members were informed that the Strategy was to be received by a number of Committees ahead of final approval by the Policy and Resources Committee and, ultimately, the Court of Common Council in October 2020. The Strategy had also been the subject of numerous Member Briefings in recent months. Officers reported that delivery of the Strategy was to commence in April 2021 and would be regularly reviewed and monitored throughout. Members were informed that this Strategy aligned with and built on other, existing City Corporation strategies and policies including the Transportation Strategy and also picked up some of the unfunded elements of these.

A Member stated that, whilst he strongly supported the Strategy, he had some concerns around the financing of it and stated that it was important for Members to note that Capital spending injected here would mean that other Capital Projects would have to be deferred or reprioritised, at least in the medium-term.

Another Member commented that, whilst she appreciated that this was not the only corporate priority, it was important to realise its importance and the fact that it was presently the highest corporate risk to the Corporation, taking in two aspects - resilience and net-zero. She added that the proposals put forward today had already been refined by the Resource Allocation Sub-Committee in recognition of the fact that there were other existing priorities within the Corporation. She added that, from a personal point of view, she was extremely supportive of the Strategy and hoped that it would be a useful starting point from which the organisation could go much further.

The Member went on to question matters specific to this Committee and referenced the fact that ambitious planning requirements had led to 75% of new commercial developments with over 20,000m^2 floorspace achieving at least a BREEAM ‘Excellent’ rating since 2014. She questioned whether this included whole life carbon and whether this Committee agreed that there should be explicit reference to the need for refurbishment as opposed to demolition wherever possible within this document. Secondly, the Member referred to the pilot study on a new logistical hub to manage and reduce freight vehicles and emissions and the money set aside for this purpose which she understood to be in the region of £400,000 and was to be funded from the Climate Action Strategy budget. She added that, under the Transport Strategy, this was supposed to have been embarked upon already and that she was therefore disappointed to see that the only reference here and the only work undertaken to date was a pilot study. She questioned whether the organisation could, instead, commit to introducing a fully functioning freight logistics hub which was clearly needed and questioned whether more money should be budgeted for this purpose.

Officers reported that the achievement of BREEAM ‘Excellent’ ratings on properties to date had assisted with the journey towards net zero but that the development of the Climate Action Strategy had determined that the organisation needed to go much further than this across the board, in relation to transport as well as buildings. Members were informed that BREEAM as a standard was a mixture of environmental requirements on buildings, one of which related to whole life carbon/embodied carbon, although it was quite easy to select other environmental performance criterion to achieve a rating, sometimes at the cost of whole life carbon. However, this was acknowledged and the work set out across the board to deliver this Strategy was around increasing the energy efficiency and decreasing the carbon intensity of buildings that the City Corporation operates and leases and also to encourage other building owners in the Square Mile to follow suit. It was also acknowledged that the organisation needed to develop new materials and building specifications going forward to address this point. The Member thanked Officers for their response and questioned whether this Committee was able to stipulate that they felt that there should be explicit reference to embodied carbon and the need to avoid demolition wherever possible within the Strategy. The Director of the Built Environment commented that the Local Plans Sub-Committee could be asked to consider this as embodying this within the City Plan would make it a material consideration for this Committee when making decisions. The Chair stated that he would be amenable to having reference to this in both documents.

With regard to freight consolidation, Officers commented that there were actually three aspects to this that were often conflated under the term ‘consolidation’ within the Transport Strategy. One of these was last mail delivery hubs (using space within the Square Mile to transfer items from vans to walking deliveries or cargo cycles). Members were informed that work was already underway on this aspect but that there had been some delay to the process due to the COVID-19 pandemic. This Committee would receive a full update on this at a future meeting. As this was a commercial opportunity no funding was required. Secondly, the Transport Strategy stated that, by 2022, a preferred supplier for consolidation would be identified to serve the City and support those businesses that want to consolidate as well as those developers that were required to consolidate as part of their planning permission. This matter was still under consideration although Members were informed that the market around consolidation had recently matured quite considerably, largely because of the City Corporation’s planning requirements around it. Thirdly, Officers reported that the work referred to within the Climate Action Strategy (a sustainable logistics centre) was the largest aspect of consolidation and had a target of 2030 within the Transport Strategy although it was noted that this could be brought forward with the Climate Action Strategy providing a useful opportunity to accelerate this. This was set to result in a dedicated centre serving the City which combined not just freight consolidation and the grouping of deliveries into fewer, fuller lorries, but also things such as the potential warehousing of the most frequently ordered items. It was this piece of work that the pilot/feasibility study referenced within the Climate Action Strategy would be looking at in terms of helping Officers to understand what this should look like and the longer-term investment needed to deliver this. It was also noted that

there were likely to be commercial opportunities around this as opposed to it being a cost to the City Corporation in the long term. Officers commented that the funding identified within the Climate Action budget for this work would help to deliver this aspect slightly ahead of where it was intended to be under the Transport Strategy and was a good example of how the two strategies complemented one another.

Another Member commented that he was very supportive of this substantial piece of work. However, he expressed his fear that with lower economic activity, lower levels of construction and lower levels of people coming into the City, the organisation were potentially building up false pretences in terms of performance and progression in this field. He questioned whether Officers could therefore explain how measures around per capita or economic activity might be possible in order for Members to gauge real progress in the City. Officers reported that there were various pieces of work progressing at present across different Departments looking at City activity levels and economic levels generally all of which were feeding into the Corporate Performance Framework. Through this process, Officers would, over time, to be able to triangulate. In the meantime, those guiding the Strategy would need to keep this very important point in mind. The Chair added that performance here was very much about the attractiveness and sustainability of the City and would therefore go some way to enticing people back into the Square Mile.

A Member spoke to reassure Members in terms of the finances around the Strategy and how they had been developed on a marginal costing basis and not in isolation but in tandem with other parts of the organisation as projects come forward. However, like all Strategies, these evolved over time and therefore budgets set aside from the outset may not necessarily cover what is required in future. For this reason, an annual review of the finances associated with this strategy had also been built in. This would enable the Strategy to be tweaked where necessary and for resources to be directed to the right place at the right time throughout. He added that the budget for this Strategy had been identified on top of existing commitments meaning that money would not necessarily be taken away from other priorities to fund this. He echoed the earlier words of the Chairman of the Port Health and Environmental Services Committee in saying that he believed that this was the first time that the organisation had developed an overarching Strategy such as this and also developed the funding that goes with it.

Another Member echoed the concerns of a previous speaker around false positives and underlined that he was of the view that things in the City would change significantly as a result of the ongoing COVID-19 pandemic in terms of more people working from home or returning to offices on a part-time basis only. These changes would impact upon the City with those who did return in due course requiring more personal space and perhaps improved ventilation, all of which would ultimately impact on the Climate Action Strategy in the immediate future. He questioned whether the Strategy would be flexible enough to reflect this. Officers reported that public consultation had been carried out post-COVID, for a seven-week period over the Summer, throughout July and August 2020. This had generated over 2,600 responses, 44% of respondents

were City workers who had, indeed, indicated that they would like to see more space allocated for cycling and walking in the Square Mile. This was therefore already being reflected within the Strategy. Officers reassured the Committee that they would continue to engage with the public both on the Strategy as a whole and on the individual projects that sat within the delivery programme.

A Member commented that she wholeheartedly supported the Strategy and the direction of travel around Climate Action generally, noting that this was an area that was likely to evolve rapidly. Reflecting on the papers, she commented that she was particularly interested to read goal C, concerning the City of London influencing UK and overseas organisations to become climate responsible and how it would do that. When looking at all of the actions set out, she noted that the vast majority of these were very UK centric – where they were global (for example improving the transparency and global standardisation of sustainability reporting) they were very broad and grand. She therefore questioned whether the City of London Corporation's influence could really be this far reaching and global over the next five years. She also questioned whether all of the goals set out were equal in terms of priority and spend. Officers reported that this was core business for the organisation and that the core stakeholders in this context were the City and its financial services. That being said, the organisation also had an international role to play and a need to show leadership. One of the ways that this would be done was via the conference being planned for November 2020 at which this Strategy would set the bar for Climate Action. With regards to the different goals set out, Officers reported that the first two goals around net zero and resilience would enable the Corporation to continue and to do much more around the third goal. All were therefore interlinked as opposed to listed in any order of priority. The ultimate goal was the essentially the third in that the organisation wanted this to be a resilient City within a climate that worked for everyone.

Another Member commented on office lighting and the fact that the document placed a lot of emphasis on hardware and on BREEAM, but the much harder challenge would be around behaviours and teaching those within buildings how to use the hardware correctly. Secondly, he commented on the Flood Management Strategy which covered not only flooding from the River Thames but also from heavy downpours and referenced how the City ought to be designed to absorb some of this excess water. He stated that this was currently at odds with the Public Realm Manual which only contained the use of totally impermeable material. He suggested that the Streets and Walkways Sub-Committee be asked to consider this. Officers responded to the point around behaviours agreeing that this would be an extremely important element in terms of implementing this Strategy and highlighting that there was clearly a need for a campaign of some sort to help people understand what role they could play in helping to drive this forward. There were also various layers of enforcement that could be considered. It was emphasised that effective control of energy would not be driven purely by new technologies and that better energy monitoring equipment had been provided for across the Strategy to enable Officers to be able to determine where demand hotspots were located. Things like building energy management systems that enabled better controls to be put in place would also be important but it was recognised that this had to be done

in concert with the operating teams of individual facilities which also brought into question things like governance, performance management and target setting. With regard to Flood Management, Officers recognised that the manuals written would need to be updated accordingly and that this Strategy would be one of the drivers for this. It was reported that Officers were already actively considering this matter and how best to update the design manual for public realm as well as the SPD that supports it.

A Member thanked Officers for a very important and coherent strategy. He went on to question how the Strategy would be implemented, who would be co-ordinating and driving the work. Secondly, he commented that this appeared to be a top-down approach and queried how the budgets for this had been established. He noted that this Committee had an allocation of £2.98m p.a. over the next 5 years but was unclear as to how this had been arrived at. Officers responded by stating that the co-ordination and implementation of the Strategy would be closely managed by the Policy and Resources Committee given that it was a key strategy for the organisation. Regular reviews and monitoring would form a part of this. Details of how this would work at Member level would be included within the report to the Policy and Resources Committee. At Officer level, conversations were underway with those leading on the Target Operating Model to ensure that the capabilities required were being built in. Relevant Chief Officers would also continue to be closely involved throughout. In terms of finances, Officers explained that the finances across the Strategy had been built up through an extensive bottom-up exercise. Officers had begun by looking at what teams were currently doing, particularly around hotspot issues such as emissions and, with the help of external consultants, identifying which actions would be most effective that also meet the affordability test. For each area, a budget had been worked up for the next 5 years around the actions required. Other metrics such as job creation, had also been factored into the paper. A Member added that finances for this particular Committee had involved looking at currently unallocated amounts of CIL and on-street parking reserve funds. There was an appreciation of the fact that this was also an investment case and that the implementation of the Strategy would drive a reduction in costs to the City Corporation that could be captured/ringfenced and put back into the Strategy to help deliver future stages.

A Member commented on Member input/oversight on the delivery and review of the Strategy and suggested that Officers consider appointing Member Climate Action Champions for this work from each of the Committees focused on this area. She noted that this was something that Friends of the Earth listed as a key recommendation in their guide for Local Authorities on Climate Action. She suggested that the Champions should not be the Chairs or Deputy Chairs of the respective Committees and that they should meet quarterly to review progress. She asked that this suggestion be put to the Policy and Resources Committee in due course. Officers reported that governance was something that was being actively considered at present and undertook to take this suggestion forward.

RESOLVED – That the Committee note the report, the draft Strategy at Appendix 1 and the action sets by Committee at Appendix 2.

11. **CITY STREETS: TRANSPORTATION RESPONSE TO SUPPORT COVID-19 RECOVERY - GATEWAY 5 REPORT**

The Committee considered a Gateway 5 report of the Director of the Built Environment relative to the City Streets: Transportation response to support COVID-19 recovery.

Officers reported that there had been quite a large increase in the number of people returning to work the City in recent weeks and it was expected that this trend would now continue going forward. Members were informed that there had also been an increase in the number of responses to the City's online consultation on its on-street COVID interventions in recent weeks. The consultation would be further publicised via social media and on-street signage in the coming weeks as well as through the usual communication channels with City businesses and residents in an attempt to ensure that the feedback received was as widespread as possible. In terms of progress, Members were informed that Phases 1 and 2 had now been completed and provided more space for those walking and cycling on the City streets. Officers had also now started to transition some measures from temporary barriers to what were termed as 'temporary-plus' barriers, meaning that these were more robust physical interventions. It was hoped that this work would provide further clarity around which users should be in which spaces and which areas were footways/cycle lanes. Bus stop build outs would also be provided to allow street users to get on and off of buses in the City with greater ease.

Phase 3 works which were the complimentary measures around seating and planters would begin to be rolled out around Middlesex Street as of next week with works to the other 9 identified locations beginning in the week commencing 21 September 2020. Funding for Phase 3 had only very recently been approved and so these works had moved forward very quickly thereafter.

Finally, by way of an update on Transport for London (TfL) interventions (who were also introducing a suite of changes in and around the City in response to COVID-19), Officers reported that the bus-gates on Bishopsgate went live last week. This was a series of points closures restricted access along Bishopsgate corridor to buses only. Members were informed that TfL were also retaining the restrictions that had been put in place on London Bridge during the City's waterproofing works and that this restricted vehicle access to taxis, buses and motorcycles only Monday-Friday 7am-7pm. The City Corporation were supportive of these measures as it reduced the amount of traffic entering the Southern part of the City, allowed for segregated cycle lanes in both directions and supported an active travel return to work in the City. It was also reported that Officers understood that the London Borough of Islington and TfL were now pausing on the Old Street/Clerkenwell Road proposals and that these would not be progressing later this month as originally thought.

The Chair commented that he was pleased with the news on the Old Street/Clerkenwell Street proposals as he and other Members felt that the City Corporation ought to be given the opportunity to input into these properly before works commenced.

A Member noted the issues around barriers on Fleet Street and Ludgate Hill being moved and sought further information on this. Secondly, the Member took the opportunity to really emphasise the need for more cycling space, particularly spaces that were near on-street provisions. Failing this, there should be proper signage informing cyclists of where such provisions were located in order to help SME's in the City to begin to attract more custom. She added that Regents Street had recently created a hub for cycle provision in unused office space and questioned whether these kinds of approaches were also being considered by the City Corporation. Officers responded that the issue with barriers being moved on Fleet Street related to servicing vehicles and deliveries. This matter had been closely looked at and Officers had been looking at provisions around bus stops and tourist bus stops with designs being refined and adapted to take into account concerns and needs in this area. With regard to cycle spaces, Officers explained that they were always willing to listen to businesses about where they might want to locate these. More proactively, designs were being refined around suitable cycle spaces throughout the City, but Members were asked to contact Officers with details of any specific locations where they felt that this may be possible/beneficial so that they could be assessed.

Another Member questioned the consultation that had taken place around these measures commenting that he had had some organisations within his own Ward expressing surprise at some of the on-street interventions they had seen introduced around areas including Threadneedle Street. He asked what proactive consultation had taken place to date and what notification local businesses had received ahead of any on-street changes being implemented and the fact that these were only temporary in nature. Officers reminded Members that Appendix 5 to the report that this Committee had received at its 23 June meeting had set out the extensive consultation undertaken prior to these measures being introduced. It was noted that the consultation undertaken was not of the sort that would have been embarked upon if these measures were to be introduced on a permanent basis and that this was therefore perhaps more accurately described as an awareness and engagement exercise. All available channels of communication such as residential newsletters/associations, contacts through the City Property Advisory Team, social media, the City's public website and City AM were utilised to consult on the current changes. A letter drop to individual homes and businesses was not possible in the timeframe available. Officers reemphasised that the message here was that these measures were temporary and adaptable. In terms of defined timescales for these measures, Officers reported that no one was aware of what the requirements around social distancing would continue to be as yet but it was the intention that they would remain in place for as long as the government required individuals to maintain this. The Member came back to question whether Officers had used the City Occupiers email database used for generating Ward Lists for consultation purposes. Officers undertook to look into this and to ascertain whether the information held here differed from the details held by the City Property Advisory Team. It was noted, however, that there were some GDPR issues around using Ward lists for communications that were not related to voting.

Another Member made the point that in some City locations such as Threadneedle Street and Old Broad Street, heavy downpours had led to the flooding of some of the additional space allocated for pedestrians rendering it unusable. As winter approached this would become more of an issue. Officers commented that there may be a simple solution to these issues which could be caused by blocked gullies that needed to be flushed through. They asked that Members notify them of any ponding issues that they became aware of so that these matters could be investigated.

A Member questioned when work to convert the temporary measures to 'temporary plus' would be completed, suggesting that the temporary measures could become a health and safety hazard if it was not made entirely clear which areas were intended for which users.

Another Member echoed this point and highlighted that there were some unintended consequences of the temporary measures which, in some locations, made things less safe for pedestrians and cyclists. He asked that further consultation be carried out with cyclists on this matter fairly urgently.

A Member commented that temporary plus bollards were beginning to be installed around Bank Junction which clearly defined pedestrian and cyclist spaces in a way that the plastic, temporary bollards did not. Another issue with temporary, plastic bollards was that they could be (and frequently were) removed or kicked down, causing obstructions for vehicles and cyclists. Vehicles were also tending to reverse over them. The Member went on to comment that there was confusion around the TfL temporary build out at Gracechurch Street and whether this was intended to be for pedestrians or cyclists and that this ought to be more clearly defined going forward. This location was also particularly dark at night making it difficult to distinguish the kerbside from the carriageway which was likely to lead to further issues and confusion. Finally, the Member commented that there ought to be clear routes identified for road users and taxi drivers travelling North, South, East and West across the City that highlighted all road closures. Officers noted the points made in relation to Gracechurch Street and undertook to raise these directly with relevant colleagues at TfL. It was recognised that this amount of change was unprecedented in terms of how streets function not only in the City but across London and the Traffic Management Team had worked incredibly hard to try and coordinate TfL's work alongside the City Corporation's own work around bridge waterproofing and COVID-19 recovery measures and a significant amount of utility works. Members were informed that a map had been produced and placed on the public webpages that helped drivers to identify which routes were available and which were closed. Officers undertook to look at how this might be sent out to taxi and private hire vehicle drivers.

A Member agreed that there ought to be clarity and consistency in terms of signage for all road users including cyclists. The Chair commented that he had conducted several tours with Officers in recent months to view the temporary measures and agreed with the points being made here. Officers commented that they were certain that there were changes that could be made to signage

to help users identify which spaces were available to them and were happy to take Member feedback on this.

Another Member commented that some of the feedback received was very specific in terms of location and questioned whether a management decision/process ought to be taken here in terms of when the feedback received would translate into on-street alterations where necessary.

Officers reported that these measures had to be introduced quite quickly in mid-June with some decisions made at pace. It was always intended that this would be a two-phase approach with temporary cones and barriers like those normally erected around infrastructure or utilities work put in place initially to determine what would and would not work and to offer flexibility. It was, however, appreciated that these may have caused issues around maintenance and clarity around which road spaces were delineated for which road user. This had driven a move to temporary-plus infrastructure that were now beginning to be introduced in the City. Temporary plus measures were bolt-down materials that could not be moved such as the tall, black and white wands that were placed at 2m and 4m intervals in widened footway areas. Officers had been out on site with engineers and contractors in the past week to ensure that these were being implemented in the correct way and to identify any immediate issues. The coming weeks, which were expected to see further increases in the number of workers returning to the City, would be very important in terms of monitoring these measures and identifying any issues. Members were also informed that it was likely that an Independent Road Safety Audit would be undertaken in the next few weeks and that this would help to identify any issues independent of Officers. This feedback alongside any additional consultation feedback received online would help with the review of on-street measures, as necessary.

Reports would be brought back to future meetings of this Committee to highlight how any concerns raised had been addressed.

RESOLVED – That, Members:

- Note the forecast overspend pertaining to staff costs and that alternative arrangements are being explored to accommodate this in order to focus Transport for London and Department for Transport funds on delivery and;
- Delegate authority to the Director of the Built Environment to approve any necessary agreements with private landowners for enabling the installation of temporary cycle parking on publicly accessible private land and the carrying out of any associated works by the City Corporation.

12. **TRANSPORT STRATEGY: 2019/20 PROGRESS UPDATE AND 2020/21 - 2022/23 DELIVERY PLAN**

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

The Committee received a report of the Director of the Built Environment summarising progress with delivering the Transport Strategy in 2019/20 and setting out the Delivery Plan for 2021/22 – 2022/23.

A Member noted that the report referred to the fact that data on collisions and casualties was still pending for 2019 due to processing problems and questioned what these problems were. He also commented that, whilst 2020 figures were likely to be skewed due to the ongoing pandemic, it would be important to gain an early view as to the safety of the experimental changes installed as opposed to reflecting on these later in 2021 and questioned how these problems could be overcome. Officers responded by stating that the long-term data had encountered processing problems and that when annual statistics were published these had to be very robust and reflect on the impact of any measures put in place. It was also reported that the City Police had recently switched reporting systems for recording data and that Officers had been working hard alongside them to determine what was happening at specific locations in terms of historic data. For 2020, City of London Police had undertaken to have a very live look at what was happening on the City's streets around COVID-19 recovery measures and to feed into any recommendations on changes to these. Members were assured that this data would also be looked at in detail for next year.

Another Member made the point that per capita measures would be helpful in relation to this and mapping progress noting that City visitor numbers were likely to be very different post-COVID for some time.

RESOLVED – That Members note the report.

13. **ROAD DANGER REDUCTION & ACTIVE TRAVEL PLAN 2020/21 - 2022/23**
The Committee received a joint report of the Director of Built Environment and the Commissioner of Police setting out the Road Danger and Active Travel Plan 2020/21 and 2022/23.

RESOLVED – That Members note the report and the draft Road Danger Reduction and Active Travel Plan 2020/21 – 2022/23.

14. **CITY OF LONDON HOUSING DELIVERY TEST ACTION PLAN**
The Committee considered a report of the Director of the Built Environment regarding the City of London Housing Delivery Test Action Plan.

A Member questioned whether the Ministry of Housing, Communities and Local Government accepted the conclusions of this report. Officers reported that the City Corporation had set out its case in the Action Plan and that the government did not respond directly to such plans. However, in due course, the Local Plan public examination would take into account this Plan as a background document and this would provide the organisation with the opportunity to state its case further before a planning inspector came to a view on it.

Another Member spoke to receive clarification. He stated that, as he understood it, the City Corporation had missed targets here for two consecutive years and that certain consequences would flow from this, one of those being that an Action Plan was required, another (applying a 20% buffer) which seemed to be inapplicable to this organisation and a third which involved applying an presumption around sustainable development. He added that, as he understood it, the City Corporation was now governed by this guidance and had to abide by it for a period of time until they were able to meet targets, however, the paper seemed to imply that this was not necessary. Officers responded by stating that the next test results were due to be released in November 2020 and that the consequences would apply until that time. They went on to highlight that, for reasons articulated within the report, the data on which the City Corporation had been judged last year was incorrect and that the belated inclusion of 165 units at Sugar Quay would mean that next year's result would vastly exceed requirements. The bigger picture was that this was a backward looking, 3-year time horizon assessing housing delivery when, in reality, housing strategy was set across a 10-15 year period and it was therefore felt that targets should instead be based upon average delivery across this time period. Officers reported that the government were looking to reform planning in general and that it was expected that the current test would be reviewed and refined as a result of this. In response to further questions, Officers reported that there would be no need for the City Corporation to change its current policy position in the short-term.

Another Member spoke to underline that even if the revisions had been made, the City Corporation had fallen below the required minimum figure on housing delivery. The response from the MCLG explaining why they would not amend the figure referred, in part, to the long period of time it had taken for the City to notify them of the required revisions. She therefore questioned whether this broadly indicated how low down the priority list housing was and noted that one of the consequences of the City Corporation's historic approach to housing was that, as suburban high streets began to look busy again with the easing of lockdown measures, the City lacked resilience in this respect due to its lack of sufficient local community.

The Member went on to refer to the Action Plan itself and questioned whether projections around the increase in City workers by 2036 mentioned within it needed to be reviewed in light of the ongoing pandemic. She noted that the document was dated August 2020 yet contained no reference to the matter or to the potential for a change to the presumed upwards trend in terms of workers and required office space. More broadly she stated that, whilst it seemed that the City's transport approach to the pandemic had been responsive and flexible, this did not seem to be reflected in any planning or housing delivery aspects of the work of this Committee. She suggested that a paper setting out current trends and best estimates and how priorities should be reviewed in light of these would be useful. Officers reported that the reference to 600,000 additional city workers by 2036 had been taken from the draft Local Plan and was based on pre-COVID GLA projections. In light of the changing context, it was recognised that some of the projections within the Local Plan would need to be revisited before the document was submitted for examination. The Local

Plans Sub-Committee would be called to meet later this year to consider these matters.

Ms Lloyd-Owen asked that her objection to the publication of the Plan be noted.

RESOLVED – That Members approve the publication of City of London Housing Delivery Test Action Plan attached at Appendix 1.

15. **PLANNING REFORM: CHANGES TO THE USE CLASSES ORDER AND PERMITTED DEVELOPMENT RIGHTS ANNOUNCED JULY 2020**

The Committee received a report of the Director of the Built Environment setting out changes to the Use Classes Order and Permitted Development Rights announced in July 2020.

Officers clarified that this report was for information and was intended to update the Committee on changes that had already been implemented. They clarified that the two main areas of change set out were around the Uses Classes Order and how we manage changes of use between different land uses through the planning system and around Permitted Development Rights which involved the ability of developers to bring about certain changes without the need for specific planning permission. It was noted that, from the City Corporation's perspective, changes to the Uses Classes Order were the most significant of the two as most Permitted Development Rights would be subject to various caveats and requirements around prior approval processes. Members were informed that the key change to Use Classes Order was that a new use class order 'Class E' had been introduced which combined office and retail (A1/A2/A3 and some other uses) into one super-use class. The effect of this change was that the City would no longer have planning control over the change of use between these various components within the new E class as this was no longer defined as development. This would affect how changes of use were managed within the City going forward, particularly in retail clusters and would clearly have implications for the City's Local Plan. The Local Plans Sub-Committee would be asked to consider this in meetings throughout the Autumn and seek to adjust the Local Plan if necessary, in order to take account of the changing planning controls arising from these changes in planning law. It was reported that there were also wider implications for other City Departments who relied upon the planning system to flag changes in use.

The Deputy Chairman commented that he felt that this would be a significant change that developers and property owners within the Square Mile would utilise frequently. Officers noted that the changes would take away some of our local planning powers to regulate changes of use within a building in the City. However, planning powers would still remain in place for applications concerning any sort of redevelopment (demolitions and reconstructions). Where there was a proposed change of use within a building – for example from an office to a shop or vice versa – this would normally be tested against the City's plan to ascertain if this complied with planning policies – this test would no longer be relevant. There would therefore be much greater flexibility and volatility in the mix of land uses found in some of the City's retail areas as they

respond to market forces. Conversely, Members were informed that there were more restrictions than there had previously been on certain land uses with pubs and hot takeaway food premises being put into their own special class and requiring specific planning permissions. Officers underlined that other Local Authority controls would still apply with Licensing rules still in force and arguably even more important as a result of these changes.

A Member sought further explanation around the interplay on the Article 4 directions and its interplay with the Use Class Order changes. Officers clarified that Article 4 directions remove the ability of a developer to carry out development without a specific planning permission. However, it only applied to changes defined as development with a Local Authority able to take away a permitted development right under an Article 4 direction meaning that the developer would need to apply for a specific planning permission. In relation to the Use Classes Order, changes within the same use class that did not involve any development or physical changes to a building would not need planning permission and there was therefore no scope for applying an Article 4 direction.

Another Member commented that, previously, there had been a push to retain residential units within residential clusters and offices within business areas so that two were carefully distinguished. He questioned whether this would continue to be the case in light of these changes. Officers reported that they did not expect that there would be a dramatic shift in the overall balance of uses in the City. However, it was noted that there may well be a shift in the mix of commercial uses and where these were located given that this could happen without planning permission. Housing had remained unchanged in terms of Use Class Order meaning that the City still retained the same powers to influence this. It was noted that, within the report, there was reference to Permitted Development Rights and the ability to demolish, for example, a vacant office building and erect housing on the same site. There are a number of conditions attached to the new permitted development and a sieve map analysis had shown that there were few suitable sites within the City where this opportunity could be taken up.

RESOLVED – That Members:

- Note the publication of the revised Use Classes Order 2020 which took effect on 1 September 2020;
- Note the changes to the Permitted Development Rights published during July 2020 which took effect on 31 August 2020;
- Note that Officers will report further on detailed implications once the National Planning Practice Guidance has been amended to reflect the policy intent of the new Use Classes Order, including the detailed implications for the existing Local Plan and the draft City Plan 2036.

16. **FLOOD RISK MANAGEMENT PLAN 2021-27- MEASURES**

The Committee received a report of the Director of the Built Environment regarding Flood Risk Management Plan 2021-27- Measures.

RESOLVED – That Members note the report.

17. **2020/21 BUSINESS PLAN UPDATE Q1**

The Committee received a report of the Director of the Built Environment setting out the progress made during Q1 of the 2020/21 Departmental Business Plan.

A Member highlighted the refence to another round of consultation on the City Plan 2036 taking place in Autumn 2020 within the report and sought clarity around when this would commence and how long it would run for. Officers reported that matters discussed at today's meeting such as COVID recovery, changing growth predictions and the Planning Reform meant that some work was needed to refine and revise the document. Officers intended to bring a process report back to this Committee in late October setting out the timetable for revision. A series of Local Plans Sub Committee meetings would then be required to consider any changes ahead of them coming back to this Committee, to the Policy and Resources Committee and, ultimately, the Court of Common Council for approval. Once this cycle had been completed, consultation would then commence on the revised version of the Plan in early 2021.

RESOLVED – That Members note the report and appendices.

18. **SENIOR OFFICER RECRUITMENT**

The Committee received a report of the Director of the Built Environment relative to Senior Officer Recruitment.

A Member questioned whether internal candidates would be considered for the role as this was not necessarily clear from the language used within the report. The Chair confirmed that internal candidates would be welcomed but that the permanent position was also to be advertised externally.

RESOLVED – That Members note the report.

19. **DEPARTMENT OF THE BUILT ENVIRONMENT RISK MANAGEMENT - QUARTERLY REPORT**

The Committee received a report of the Director of the Built Environment providing Members with assurance that risk management procedures in place within the Department of the Built Environment are satisfactory and that they meet the requirements of the corporate Risk Management Framework.

RESOLVED – That Members note the report and the action taken within the Department of the Built Environment to monitor and manage effectively risks arising from the Department's operations.

20. **PUBLIC LIFT REPORT**

The Committee received a public lift report of the City Surveyor for the period 27/06/2020 – 21/08/2020.

RESOLVED – That Members note the report.

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

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

RESOLVED – That Members note the report.

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

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

RESOLVED – That Members note the report.

23. **REPORT OF ACTION TAKEN**

The Committee received a report of the Town Clerk advising Members of action taken by the Town Clerk since their last meeting in consultation with the Chair and Deputy Chairman and in accordance with Standing Order Nos 41(a) and 41(b).

RESOLVED – That Members note the report.

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

Thames Riverside Walkway

The Chief Commoner raised a question on the now long overdue completion of the riverside walkway in the Ward of Queenhithe and commented that he understood that there was now an issue regarding funding as TfL had had to curtail capital spending and could therefore no longer contribute in the way originally anticipated. He asked if the City Corporation had any alternative sources of funding to now ensure that this work was completed before the end of the calendar year. The Director of the Built Environment commented that she too had been disappointed to learn of this problem with regard to funding and recognised that the completion of the walkway was now long overdue with the works being entirely consistent with the ambition of the City to create additional pedestrian space. Whilst the Director was not able to make any promises at this stage, she undertook to explore every possible avenue of funding for the completion of this project.

Running Track

A Member commented that it had come to her attention that a Member led consultation regarding the installation of a running track on some of the City Corporation's pavements had led to some confusion among City communities. Some were of the view that this consultation was being carried out by the City Corporation and the Member expressed concern that this was the impression

created by the website set up by the Member leading on this exercise. The Member went on to ask if the Chair would therefore make it clear, in this public forum, that the consultation for this project had not been approved or even considered by any City Corporation Committee and that the Member calling for this did so in no official capacity and was merely an individual canvassing for views on his own initiative. The Chair responded to confirm that whilst this matter had been discussed previously at this Committee, they were not dealing with anything officially in this regard. A Member commented that she had asked Officers of the City Corporation's Health and Wellbeing Board to look at the Sport's Strategy and consider whether this initiative was something that could be incorporated here. She added that the consultation had obviously generated a lot of positive comments to date as well as confusion. Finally, she questioned whether this Committee might include reference within the Local Plan to the desirability of a rooftop running track on certain developments coming forward.

Golden Lane Estate

A Member reported that, on 21 August 2020, Historic England had added the Golden Lane Estate designated landscape to the register of parks and gardens of special historic interest in England and that the whole site was now listed at Grade II. This was in addition to the Estates Grade II and II* listing for each building and the specific landscape. The letter setting out the listing states that although the register in itself brings no additional statutory controls, the historic interest is established as a material planning consideration and the register provides the key means by which sites of special historic interest are identified. It drew attention to the fact that the sites included should receive special consideration if changes or proposals for development were being contemplated and Local Authorities were required to consult Historic England over any planning applications received which may affect sites graded by listed I or II* on the register. They were also required to consult the Gardens Trust on applications which may affect any site on the register regardless of grade. With all of this in mind, the Member asked whether the Chair could confirm that Officers in the Department of Built Environment would draw this additional listing to the attention of colleagues in the Department of Community and Children's Services so that when those colleagues, acting on behalf of freeholder of Golden Lane Estate (the City Corporation) propose to carry out repairs to the hard and soft landscape will be aware of the need for such repairs to maintain the integrity of the materials and the design. The Member added that they should also be reminded of the need to make the appropriate applications and referrals before carrying out any work and that this should avoid the Corporation breaking the law as it had done recently when it installed unsuitable roof vents on Crescent House without consent.

The Interim Chief Planning Officer and Development Director reported that the relevant Department and other bodies had been notified of this development and that applications were being assessed in line with the significance set out in this designation. It was noted that this was also quite timely as, as the Committee were aware, a report on the character appraisal for Golden Lane would be brought forward in November and this would provide the opportunity to embed this.

The Tulip Planning Inquiry
A Member commented that she understood that the inquiry would now be held in November 2020. She reported that when the arrangements for this had originally been considered, Members had been informed that there would not be sufficient space within the Guildhall to host this however, with the freeing up of various large meeting spaces such as the Great Hall and Livery Hall as a result of COVID-19, she questioned whether this might now be revisited.

The Chair reported that he was aware that the Town Clerk's Department alongside others were currently working to identify space within Guildhall from which to host hybrid meetings as of next week and that some Members had pushed hard to seek a return to the Livery Hall for meetings of this Committee given that it could accommodate a large number of attendees. The Deputy Chairman highlighted that he intended to put forward a question at the Court of Common Council later this week on the return to use of larger meeting spaces within Guildhall as soon as possible.

The Town Clerk reported that the Chamberlain's Department were leading on a project to ensure that all Committee Rooms and larger meeting spaces such as the Livery Hall were equipped with the correct IT equipment to allow for hybrid meetings and that this was currently running behind schedule. At present, this project was yet to be completed. Members were also reminded that, regardless of room capacity, social distancing would still need to be abided by throughout the Guildhall meaning that fewer attendees could be accommodated. The Chair asked that the strength of feeling from this Committee and its desire to return to physical meetings as soon as possible be relayed.

A Member commented that she had previously served on the Establishment Committee and that past staff surveys had previously indicated that a vast majority of Officers favoured the flexibility of being able to work from home and that this should therefore be borne in mind. The Chair clarified that there were many DBE Officers now present in the City and, indeed, those who had considered to attend throughout for essential work.

With regard to the Inquiry specifically, the Chair commented that he personally felt it was undesirable to take public space out of action for an extended period of time but asked that Officers look into the possibility of hosting this at the Guildhall. Officers confirmed that the space was likely to be required over a period of six weeks and would involve multiple bookings.

Bank Junction
A Member referred to the pavement extension at Bank Junction, in particular on Princes Street, highlighting that it was a very serious trip hazard with paving stones that were not of the usual flat level installed. Officers undertook to examine this when on site in the City tomorrow and to respond to the Member directly on these concerns.

22 Bishopsgate

A Member reported that very large tree had been installed at 22 Bishopsgate and that these were already hitting the canopy. She therefore questioned whether there would be problems around their future growth in this location.

Return to Work

A Member reported that many SME's within his own Ward and across the Square Mile were extremely concerned about trade and survival through the Autumn and Winter months. He suggested that the City Corporation should be leading by example in terms of encouraging Officers and Members back to work. He went on to question whether, in this vein, the City Corporation were making representations to TfL regarding the reopening of the Waterloo and City Line given that this was a major conduit into the City. The Chair commented that this issue had been raised with him recently and that, as far as he was concerned, TfL and National Rail ought to be returning to normal service. He added that he and the Chair of the Policy and Resources Committee had written to the Secretary of State for Transport on this matter approximately six weeks ago with others such as the City Property Association also following suit. He agreed that it was part of the City Corporation's civic duty to be returning to work at this stage. The former Deputy Chairman added that he had raised the reopening of the Waterloo and City Line at a meeting earlier this morning with the All-Party Parliamentary Group for London and they had promised to lobby on this as had the MP for the City of London. He agreed that this was of vital importance.

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

Capital Bids

The Chair referred to the annual Capital Bids process and reported that Officers were busy bidding on all of the items considered essential for the Department of the Built Environment. He added that he would be happy to provide further information to those who were interested in this outside of the meeting. The Committee were assured that he and the Deputy Chair had also had the benefit of considering what the current priorities were.

The Old Bailey

The Chair reported that he and other Committee Chairmen had been discussing the situation concerning the Old Bailey and recent protests with relevant Officers and assessing the City Corporation's various powers in relation to these and what response might be possible.

26. **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.

Item No(s)	Paragraph No(s)
27	3
28	3 & 7
29 - 30	-

27. **NON-PUBLIC MINUTES**
The Committee considered the non-public minutes of the virtual meeting held on 14 July 2020 and approved them as a correct record.

28. **NON-PUBLIC REPORT OF ACTION TAKEN**
The Committee received a report of the Town Clerk advising Members of non-public action taken by the Town Clerk since their last meeting in consultation with the Chair and Deputy Chairman and in accordance with Standing Order Nos 41(a) and 41(b).

29. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
There were no questions raised in the non-public session.

30. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**
The Chair took the opportunity to speak further on the forthcoming Tulip Inquiry.

The meeting closed at 1.58 pm

Chairman

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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 18 Feb 2020 6 March 2020 2 June 2020 23 June 2020 14 July 2020 8 September 2020	**Daylight/Sunlight – Alternative Guidelines** **Chief Planning Officer and Development Director** 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.	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. **To be completed: Target of Autumn 2020**
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	**Construction Works** **Chief Planning Officer and Development Director** A Member referred to the many construction sites within her Ward that were causing noise/disturbance issues. She asked if officers	**To be completed: Target of Autumn 2020**

	28 Jan 2020 18 Feb 2020 6 March 2020 2 June 2020 23 June 2020 14 July 2020 8 September 2020	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. The Chair reiterated that Members had also requested, at the last meeting of this Committee, that Officers consider what powers, if any, might be used with regard to construction time periods and how construction in any given area might 'dovetail'.	
3	6 March 2020 2 June 2020 23 June 2020 14 July 2020 8 September 2020	**<u>Member Training</u>** **Chief Planning Officer and Development Director / Director of the Built Environment** A Member questioned whether there would be further training provided on Daylight/Sunlight and other relevant planning matters going forward. She stated that she was aware that other local authorities offered more extensive training and induction for Planning Committee members and also requested that those sitting on the Planning Committee signed dispensations stating that they had received adequate training. The Chair asked that the relevant Chief Officers consider how best to take this forward. He also highlighted that the request from the Town Clerk to all Ward Deputies seeking their nominations on to Ward Committees states that Members of the Planning & Transportation Committee are expected to undertake regular training.	**UPDATE: 8 September 2020 -** A Member questioned what plans were being put in place for Member training around Planning matters generally and also questioned whether specific training around Climate and how that engaged with Planning matters might be worthwhile. The Town Clerk reported that Member training generally continued to proceed but that a training programme specific to this Committee would be managed and progressed by the Department of Built Environment. Members requested that a paper on this matter be put to the next meeting of this Committee. **To be completed: Target of Autumn 2020 (draft programme/budget for training?)**

4	23 June 2020 14 July 2020 8 September 2020	**<u>Barbican and Golden Lane Conservation Area SPD</u>** **Interim Chief Planning Officer and Development Director** A Member highlighted that a Conservation Management Plan was still awaited for this area in the form of a Supplementary Planning Document. He added that this was originally approved by this Committee in October 2018 and that he had requested an update on progress on several occasions since. He asked that this also now be included within the list of Outstanding Actions so that it was not lost sight of entirely.	UPDATE: The Interim Chief Planning Officer and Development Director reported that Officers were scheduling to bring this matter to Committee in Autumn 2020 and that the document was currently in draft form. **To be completed: SPD to Committee in November 2020.**

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Committee:	**Date:**
Planning and Transportation	6 October 2020
Subject: Swan Lane Pier 1 Swan Lane London EC4R 3TN Erection of a new pier within the River Thames at Swan Lane, to comprise a refurbished landside access platform; new canting brow and pontoon; dredging and filling of river bed; repair and reinstatement of campshed and riverbank; replacement of mooring pile and installation of additional mooring pile.	**Public**
Ward: Bridge And Bridge Without	**For Decision**
Registered No: 19/00116/FULL	**Registered on:** 28 February 2019
Conservation Area:	**Listed Building:** No

Summary

The application relates to the redevelopment of Swan Lane Pier. The pier is not in use which currently comprises just the dolphins and has been in its current state since 2012 when the regalia boat was removed from the pier. The pier is located and accessed via Swan Lane, which is south of Lower Thames Street.

Planning permission is sought for: Erection of a new pier within the River Thames at Swan Lane, to comprise a refurbished landside access platform; new canting brow and pontoon; dredging and filling of river bed; repair and reinstatement of campshed and riverbank; replacement of mooring pile and installation of additional mooring pile.

836 objections have been received from residents and local occupiers regarding the proposed development. The objections have raised concerns regarding the adverse impact on residential amenity, noise and air pollution from the use of the pier from charter vessels, namely the Ocean Diva. Further concerns relate to the emergency and national safety of vessels, antisocial behaviour, visual amenity and protected views, lack of transparency, highway and walkway congestion and that the proposal is contrary to policy.

It is considered that the proposed redevelopment of the pier would not provide for an inclusive pier, designed to accommodate a variety of vessels with particular regard to freight use and would be contrary to London Plan policy 7.24, 7.25 and 7.27, Local Plan policies CS16 and DM16.8, Draft Local Plan policy VT4 and S17 and the aims and objectives of the NPPF.

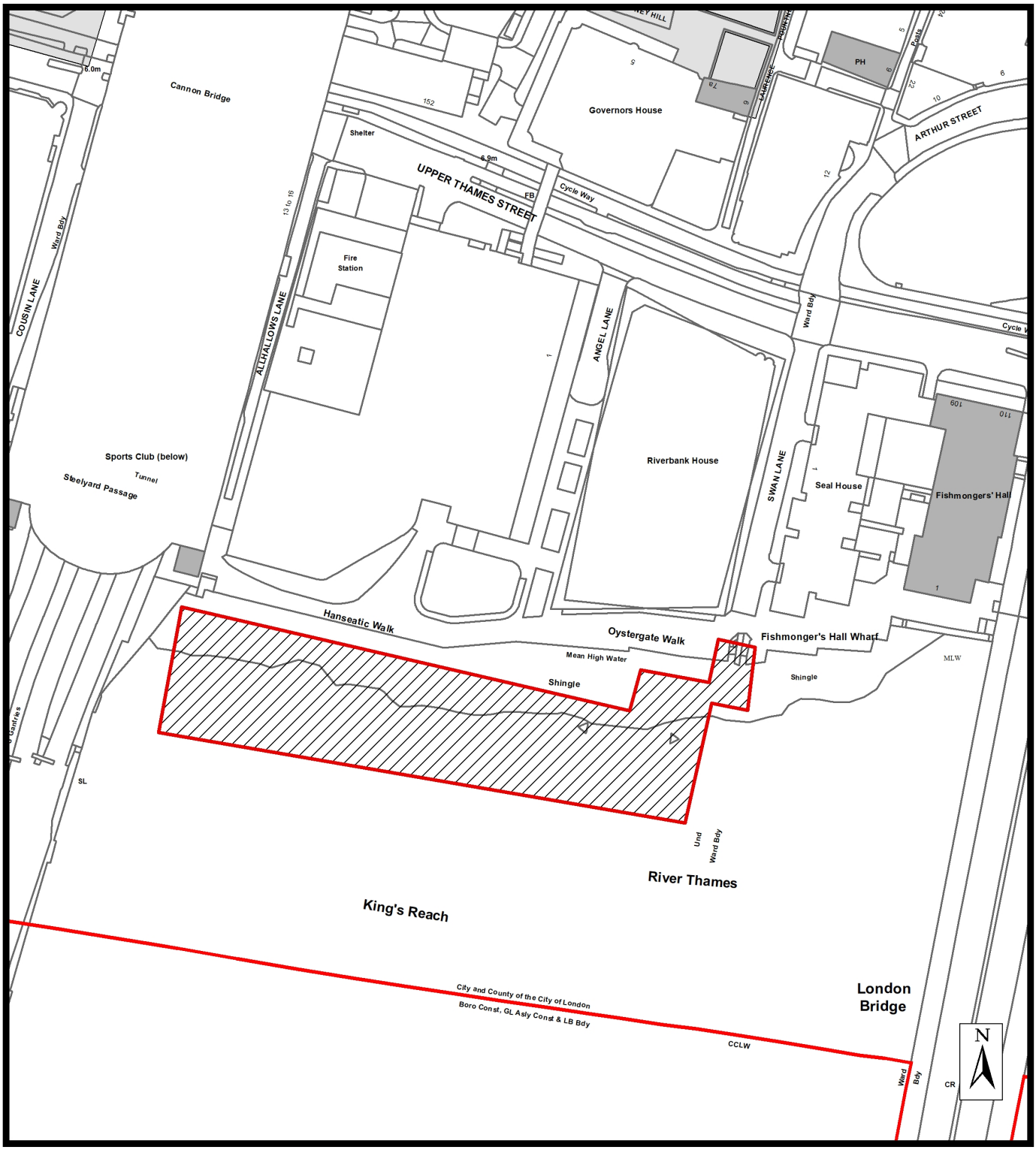
Recommendation

1. That the application be refused for the reason set out in the attached schedule.

Reason for Refusal:

2. The proposed pier would not provide for a multi-use pier and would result in a pier which has not been designed to accommodate and provide for a sustainable freight offering for a variety of users contrary to London Plan policy 7.24, 7.25 and 7.27, Local Plan policy CS9, CS16 and DM16.8, draft Local Plan policy VT4 and S17 and the aims and objectives of the NPPF.

Site Location Plan



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ADDRESS:

Swan Lane Pier
1 Swan Lane London EC4

CASE No.

19/00116/FULL

SITE LOCATION

LISTED BUILDINGS

CONSERVATION AREA BOUNDARY

CITY OF LONDON

DEPARTMENT OF THE BUILT ENVIRONMENT

Swan Lane Pier 19/00116/FULL
Existing site from the south bank

Swan Lane Pier 19/00116/FULL
Proposed scheme

Main Report

Site and Surroundings

The Site

1. This application relates to the erection and reinstatement of a new pier within the River Thames located at Swan Lane. The site fell out of use in 2012 but retains two existing dolphins and a singular mooring pile riverside and bankseat, steps, loading bay and associated services landside. The Thames forms part of the Blue Ribbon Network for the purposes of London Plan policies seeking increased use of the network for a range of activities.
2. Swan Lane is located on the north bank of the River Thames and lies upstream of London Bridge and downstream of Cannon Street rail bridge. The site is accessed via an area of river walk off Swan Lane.
3. Fishmongers Hall (Grade II) and the towers of Cannon Street Railway Station (Grade II) are within close proximity to the application site. The site is not within a conservation area.

Relevant Planning History

4. Planning permission was granted in 1989 (Reference: 2899/1D) to position or to moor adjacent to existing pontoon barge an additional swim ended pontoon measuring 200 ft.
5. Planning permission was granted in 1985 (Reference: 2899/1C) to position a Livery Barge on Old Swan Pier (as a replacement for P.S. 'Princess Elizabeth' a proposed floating restaurant & function venue).
6. In 1975 planning permission was granted (Reference: 2899/1A) to permanently moor Paddle Steamer "Princess Elizabeth" with a brow from Watermen's Steps, to be used for restaurant purposes, at Watermen's Steps, Swan Lane.
7. Planning permission was refused in 1972 (Reference: 2899/1) for a landing platform adjoining Swan Lane Car Park for mooring of helicopter.

Proposal

8. Planning permission is sought for a refurbished landside access platform; new canting brow and pontoon; dredging and filling of riverbed; repair and reinstatement of campshed and riverbank; replacement of mooring pile and installation of additional mooring pile.
9. The application documents state that the proposed pier would be a multi-use pier with two berths for embarking and disembarking only. One berth would be used primarily as a mooring for larger event charter vessels.
10. The application states that the pontoon berth would have capacity for supporting freight operations, charter vessels and passenger ferry

services, such as river taxis and cruises, as well as emergency response operations.

Consultations

11. The application has been advertised on site, in the local press and neighbour notification letters sent to local residents of the City of London and Southwark.

12. The views of other City of London departments have been taken into account in considering the amended scheme.

13. Greater London Authority have issued a stage 1 decision letter in which they consider that the application does not comply with the London Plan for the following reasons: lack of a detailed strategy on its intended operation and management, maximising the Blue Ribbon Network for freight transport, details on the impact on navigation, hydrology and biodiversity of the river, details of flood risk, air quality and noise and further details required in relation to trip generation, highway impacts and public transport impacts.

14. The Port of London Authority are supportive of the application and have offered conditions in relation to the charter vessels.

15. Transport for London raise no objection.

16. The Environment Agency's initial concerns have been satisfied with additional information provided by the applicant and have proposed conditions to mitigate any impacts of the proposed development.

17. City of London Police have raised concerns over the safety of patrons disembarking charter vessels, noise disturbance and a possible increase in crime and disorder.

18. The London Fire Brigade have made comments in relation to evacuation procedures and routes for up to 550 persons from the quayside in case of a fire.

19. Markets and Consumer Protection have stated that noise from patrons and associated activities could give rise to disturbance but can be adequately mitigated with noise management plans, planning conditions or a S106 agreement. The promoter has suggested a range of management controls such as the limiting of the use of outside areas, no music while docked, restriction on numbers of patrons, limitation on number of sailings per week and have proposed further conditions surrounding noise, hours of servicing, deck hours of use, contaminated land and promoted events.

20. The London Borough of Southwark raise no objection but comments with recommended conditions relating to the baseline report and survey, archaeological foreshore survey and reporting and provision of a detailed foreshore monitoring and maintenance scheme.

21. The London Borough of Tower Hamlets object to the proposal and raises the following concerns: limited freight offering and a missed opportunity to increase passenger and freight activity and noise

disturbance to residents arising from leisure boat activities using the pier, namely the Ocean Diva vessel.

22. Following the submission of the application in February 2019 there have been a further two rounds of formal consultation as follows:

- Original application: February 2019
- Amended application: July 2019
- Additional information: June 2020

23. A total of 44 representations have been received in support of the proposals and 4 representations which are neutral.

24. A total of 836 representations have been received across the three rounds of consultations objecting to the application. A total of 238 objections were received during the final round of consultation undertaken in June 2020. The objections and the responses to these issues are summarised in the table below:

Representations Received	Consultation			Response
	1st	2nd	3rd	
The Nature of the Ocean Diva (the principle, size, etc.)	234	180	180	Addressed in paragraphs 42, 44 & 93-96.
Environmental impact on the river and its ecosystem	191	72	136	The Environment Agency have proposed conditions to mitigate, monitor and control any impacts on the foreshore.
Noise Pollution	314	211	196	Addressed in paragraphs 60-65.
Light Pollution	79	67	10	It is unlikely that the light emitting from the proposed development will have a significant impact in the context of the surrounding area.
Air Pollution	193	120	51	The pier is not considered to contribute to air pollution. The associated vessel Ocean Diva is proposed to be fully electric Vessels are regulated by the Port of London Authority.
Highway and walkway congestion	92	138	162	Addressed in paragraphs 69-73 & 77-82.
Servicing, Freight and Waste Management concerns	8	15	66	Addressed in paragraphs 55-59 & 66-68.
Residential Amenity	172	83	88	Addressed in paragraphs 62-63 & 65.

Effects on health	53	29	13	Addressed in paragraphs 60-65.
Overlooking and Overshadowing issues	3	1	1	It is not considered there would be any overlooking or overshadowing from the proposed development.
Emergencies and Navigational Safety	100	106	40	Addressed in paragraphs 40-44.
Antisocial behaviour	49	19	87	This would be addressed through the management plan secured through a S106 agreement.
Strain on services	1	16	103	Addressed in paragraphs 77-82.
Security and terrorism	0	0	65	The City of London Police have not raised this as a concern.
Archaeology	6	3	91	Addressed in paragraphs 83-87
Visual amenity and protected views	72	49	61	Addressed in paragraphs 97-106.
Harm to nearby heritage assets	55	19	93	Addressed in paragraphs 97-106.
Project viability issues	14	0	11	Land ownership and private funding is not a planning consideration.
Lack of transparency/more information needed from the developer	73	66	52	Whilst developers are not obliged to hold public exhibitions, but it is recommended and in this case a public meeting was convened by the applicant.
Little or no public benefit	75	19	114	Reinstatement of the pier is supported by Planning Policy.
Decision should be made at the regional or national level	1	0	0	Local Planning Authorities cannot control how applications are received and must determine all applications in accordance with the guidelines laid out by the Government.
Contrary to the Local and London Plan Policy	34	93	67	Addressed in paragraphs 26-32, 107-110 & 113.

Sets unwanted precedent	27	19	26	Reinstatement of the pier is supported by Planning Policy.
Not inclusive	1	0	0	Level and step free access to the pier is proposed.
COVID19/Social distancing concerns	0	0	34	The use of the pier can be regulated to ensure social distancing and would form part of the management plan secured through a S106 agreement. Once on a vessel it would be a matter for the operator to address.

Table 1: Objections received

25. Not all the representations above are material planning considerations. Those that are have been dealt with in this report.

Policy Context

26. The development plan consists of the London Plan and the City of London Local Plan.

27. The Mayor of London and the City of London have prepared draft plans which are material considerations to be taken into account.

28. The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix A to this report.

29. The Draft London Plan is at an advanced stage. It takes forward many of the policy positions of the existing plan whilst strengthening and adding to others. On the 13th March 2020, the Secretary of State directed the Mayor not to adopt the Plan due to it not addressing a number of national policies in respect of housing ambition, small sites, industrial land and aviation meaning it will be some time before the plan is adopted. It has passed through the Examination in Public so is to be afforded some weight with matters addressed by the Secretary of State being less relevant to this site.

30. In relation to this scheme, the Draft London Plan continues to require development proposals to protect and enhance existing passenger transport piers and their capacity and supports new piers in line with the Port of London Authority and Transport for London's Pier Strategy.

31. The City's draft Local plan 2036 was agreed by the Court of Common Council in May 2020 for pre-submission, Regulation 19, consultation. The Plan is therefore a material consideration in the determination of planning applications. Regulation 19 consultation has been paused until early 2021 to enable the City Corporation to update policies in light

of changes to the Use Class Order, but the fundamental principles in relation to this application remain unchanged.

32. Government guidance is contained in the National Planning Policy Framework (NPPF) 2019 and the National Planning Practice Guidance (PPG) which is amended, as necessary.

Considerations

33. The Corporation, in determining the planning application has the following main statutory duties to perform:

    To have regard to the provisions of the development plan, so far as material to the application and to local finance considerations so far as material to the application, and to any other material considerations (Section 70(2) Town & Country Planning Act 1990);

    To determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004); and

    In considering whether to grant planning permission for development which affects a listed building or its setting, to apply considerable weight and importance to the need to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990). In this case there is not considered to be any effect of the proposals on either Fishmongers Hall (Grade II) or the towers of Cannon Street Railway Station (Grade II), which are the only listed building in proximity.

34. In considering the planning application before you, account has to be taken of the statutory and policy framework, the documentation accompanying the application, and the views of both statutory and non-statutory consultees.

35. It is necessary to assess all of the policies and proposals in the Development Plan and come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.

36. Paragraph 10 states that “at the heart of the Framework is a presumption in favour of sustainable development. That presumption is set out at paragraph 11”:

37. For decision-taking this means:

    a. Approving development proposals that accord with an up-to-date development plan without delay; or
    b. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

c. The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
d. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

38. It states at paragraph 8 that achieving sustainable development has three overarching objectives, being economic, social and environmental.

39. There are policies in the Development Plan which support the proposal and others which do not. It is necessary to assess all the policies and proposals in the plan and come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.

Assessment of the application

Regulatory issues including passenger safety, vessel safety and licencing.

40. Throughout the consultation process, issues have been raised which go beyond the controls and policies associated with planning and this application. The following table aims to identify the issue and which regulatory body is responsible for controlling it.

Organisation	Issues						
	Navigational Safety	Safety of Vessel	Environmental Protection of the River	Environmental Protection of the land affected by development	Impact on Public Realm	Heritage	Principle of River use and activities
Local Planning Authority			X	X	X	X	X
Highway & Traffic Authority					X		X
Port of London Authority	X	X	X				X
Marine Management Organisation	X	X	X				
Maritime Coastguard Agency	X	X	X				
Port Health Authority				X	X		X

Table 2: Regulatory bodies

41. The City of London Corporation as planning authority would be able to have control over the operation of the pier as part of any planning permission. Planning conditions could be used to restrict the hours of operation, frequency of vessels using the pier, duration of time that a vessel is moored at the pier and embarkation and disembarkation at the pier.

42. Significant consultation responses raise concerns over the use of the pier by the Ocean Diva vessel. The City of London Corporation as planning authority would only have limited controls over the operation of the Ocean Diva, or any other charter vessel when it is moored at the pier. The Ocean Diva would be licenced by its home birth, which is understood to be Royal Docks in the London Borough of Newham. As such the Ocean Diva could operate up and down the Thames without the benefit of Swan Lane Pier.

43. The City of London Corporation has liaised with all the other regulatory bodies to ensure they are aware of those matters contained in the objections which fall within their remit. All those bodies have been consulted and invited to make comments and representations on the planning application as a result of the objections relevant to their functions. It is hoped that reassurance is provided that, even if the issues raised in objections are not directly the responsibility of the City of London Corporation, the concerns have been communicated to the bodies responsible.

44. Further to planning permission, the proposed works would require the following consents from various bodies:

- River Works Licence provided by the Port of London Authority;
- Dredging Licence provided by the Port of London Authority; and
- A Marine Licence for dredging provided by the Marine Management Authority.

The Ocean Diva, or any other vessel would require the following consents from various bodies:

- Premises Licence and Alcohol Licence provided by the vessels home birth, in this instance it is suggested the Ocean Diva would be regulated by London Borough of Newham; and
- Vessel Licensing provided by the Port of London Authority.

The principle of development.

45. Policy CS9 of the Local Plan promotes the functional use of the River Thames and its environs for transport, navigation and recreation, encouraging the reinstatement of Swan Lane Pier and the use of this facility for river transport. Policy CS9 further resists the permanent mooring of vessels; if moored vessels are exceptionally permitted, they must be of national importance, have a special connection with the City and the River Thames, be used for a river related purpose and not have a detrimental impact on navigation, river regime or environment. To accord with Policy CS9, the pier would only be used for embarkation

and disembarkation and the length of time any boat is moored would be conditioned and minimised.

46. Policy CS9 also seeks to protect public access along the riverside walk.

47. Policy CS16 of the Local Plan requires developers to demonstrate how the environmental impacts and road danger of servicing will be minimised, including through the use of river freight, and seeks to improve conditions for safe and convenient walking and cycling.

48. Policy CS 16.8 of the Local Plan supports the improvement of river-based transport infrastructure

49. The City of London's Riverside Walk Enhancement Strategy (2005) and Policy VT4 and Policy S17 of the emerging Local Plan all encourage the reinstatement of Swan Lane Pier.

50. Policy 7.26 of the London Plan supports the increased use of the Blue Ribbon Network (of which the Thames is a key part) for freight transport, while Policy 7.25 supports its increased use for passengers and tourism purposes. The Port of London Authority's (PLA) Thames Vision (2035) seeks to double the number of people travelling by the river, reaching 20 million commuter and tourist trips every year, and increase the participation in recreation on and alongside the water.

51. The design of the proposed pier responds to the structural and functional requirements of an operational pier. Access to the pier would be via the aluminium canting brow. It would have a 2.4m clear gangway and would be 45m long. On shore, level access would be created with a new integrated wheelchair lift, the existing steps would be entirely replaced with solid granite treads in a curved plan form to create a more generous access. All broken granite cladding panels on the river wall around the structure would be replaced and the proposed low-level lighting would be confined to the pier to avoid interrupting the existing view of the City from the river and south bank. Details of materials would be secured via conditions.

52. The reinstatement of Swan Lane Pier would, in principle accord with some of the requirements of the adopted Local Plan, the London Plan and the emerging City of London Local Plan, as well as being partially in line with the PLA's Thames Vision. However, it remains unclear whether the application would provide a feasible, sustainable and viable freight servicing operation available to a variety of cargo cycles and freight operators, alongside passenger and charter vessel transport. Officers are not satisfied that this has been demonstrated for the reasons set out below.

53. It is considered that the proposed freight offering is not sustainable due to the restricted dimensions of bike cargo access facilities. This results in lack of access to the pier of all but smaller cargo bikes. Such an arrangement restricts opportunities for fast, efficient and discreet transhipment by requiring containers to be moved by hand to the riverside walk for almost all types of cargo cycle. Having this

inefficiency designed into the pier would render the freight offering unsustainable. The soft market testing that has been undertaken for the last mile logistics hubs in the City identified that larger cargo bikes are required for commercially viable parcel delivery by bike. The reinstatement of the pier needs to allow for both passenger and cargo use and can be achieved by redesigning the access to the pier and the pier itself. It is considered that the reinstatement of the pier can be achieved without prejudicing policy CS9 whereby the parking and loading cargo bikes does not rely on the city walkway and can be undertaken from the pier.

54. The reinstatement of Swan Lane Pier is supported in principle. However, it has not been adequately demonstrated that the proposal would provide a feasible and viable freight servicing operation alongside passenger transport. In its current form, the proposed pier would not provide for a feasible and viable freight offering and in the absence of information to confirm whether freight use would be feasible and viable from the reinstated pier, the proposed reinstatement is considered to be contrary to Policy CS9, CS16 and Policy DM16.8 of the Local Plan and Policy VT4 and S17of the emerging Local Plan.

The use of the Pier for freight.

55. Policy VT4 1 of the Draft City Plan 2036 states;

The City Corporation will support improvements to river piers, steps and stairs to the foreshore and other river-based transport infrastructure to enable an increase in passenger and freight transport by river. The City Corporation will seek the reinstatement of Swan Lane Pier and development which prejudices this reinstatement will not be permitted.

56. Proposal 38 of the Transport Strategy seeks to reduce the number of freight vehicles in the square mile by increasing the use of the River Thames for freight, specifically;

Exploring the use of Blackfriars and Tower Piers and a reinstated Swan Lane Pier as points to transfer freight for last mile delivery on foot or by cargo cycle.

57. The application is supported by a freight management framework. The framework details that cargo would be manually unloaded from a vessel into a dedicated freight handling room located on the pier. Small cargo bikes would be able to access the pier and retrieve cargo directly from the freight handling room for onward delivery. Swept path analysis demonstrates that larger cargo cycles would be unable to access the pier and would need to be stored on the riverside walkway or nearby highway for freight loading while cargo is retrieved on foot.

58. A wheeling ramp is proposed on the staircase access over the river wall immediately adjacent to the proposed platform lift. Cargo bikes

have much wider frames than normal bicycles and the cargo being carried may be wider than the frame. It is considered that cargo bikes may not be able to be wheeled up against the adjacent lift structure, as would be required with the current configuration.

59. The loading and unloading of bikes on Swan Lane and City Walkway is not acceptable. It is not permitted to undertake these activities on City Walkway and the parking of cargo bikes within the highway on Swan Lane would render any freight operation inefficient due to the time associated with walking to the pier and would be contrary to Local Plan policy CS9. It is considered that this practise would adversely affect conditions for pedestrians using the city walkway. A pier designed to accommodate only the small variety of cargo cycles would not be an attractive facility for any freight operator.

Noise

<u>From the proposed pier</u>

60. Local Plan policy DM15.7 states that 'developers will be required to consider the impact of their developments on the noise environment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise sensitive land uses such as housing, hospitals, schools and quiet open spaces'. Concerns has been raised about noise from the proposed pier and the use of the pier by charter vessels.

61. It is considered that some noise will arise from vessels moving to and from the pier and from patrons on vessels and the associated activities and music. The associated reports with the application have considered these noise sources. The noise from the named Ocean Diva vessel itself is well controlled via sound insulation and should not give rise to unacceptable levels of noise.

62. The applicant has proposed a staggered embarkation and disembarkation to mitigate any adverse impacts on noise associated with the use of the pier. The operation of the pier could be conditioned to ensure the embarkation and disembarkation of patrons using charter vessels is adequately managed such that it would not result in a significant adverse impact on amenity.

63. The City of London as planning authority can only control the noise of any vessel once it is docked at the pier and the City would seek to do this via condition for music levels, limiting the number of patrons using the outdoor decks between certain hours and the staggering of embarkation and disembarkation. Once any vessel leaves the pier, it would not be controlled via planning conditions as these conditions and Section 106 covenants relate to the owners and occupiers of the development and only the development bound by conditions and obligations. The noise report details the anticipated noise levels and

planning conditions and a Section 106 agreement could be used to ensure no material increase in disturbance if the levels are met to safeguard the amenity of residents and local occupiers.

During the demolition and construction periods

64. The construction will require at least one tubular pile and several sheet piles. These works will be undertaken within the River Thames and will be noisy and impact both north and south of the river. It is possible that these works will also require extended working hours due to safety considerations.

65. Most of the other works will not be intrusive and it is considered that a condition requiring the development of a scheme of protective works and code of construction be secured and submitted would mitigate these impacts and safeguard the amenity of residents and local occupiers.

Transport, servicing, parking and impact on public highways.

Servicing Arrangements and waste management

66. The Transport Statement submitted with the application details that most of the servicing, including waste removal, would take place off-site at other locations. The applicant states Royal Docks as an example, where the vessel the Ocean Diva is expected to be moored. The principle that most of the servicing of vessels using the pier should take place away from Swan Lane is supported and this could be secured by condition.

67. The Transport Statement states that occasional small deliveries would take place at the pier via Swan Lane.

68. A Delivery Service and Management Plan would be secured via planning condition prior to the occupation of the pier which would detail the quantity of delivery and servicing activity that would take place at the pier and how this would be managed. Conditions would be used to ensure that any deliveries to the pier would be prohibited between 7am – 10am, 12pm – 2pm and 4pm – 7pm in line with the City of London's draft Local Plan policy and Transport Strategy.

Trip generation

69. A transport statement has been provided which sets out the predicted trip numbers and mode share for arrival and departures from larger event charter vehicles for employees and customers. There are strategic transport concerns regarding the potential impact of coaches, taxis, and private hire vehicles on the adjacent highway, and possible overcrowding on the public transport network as a result of these proposals.

70. There are concerns about the dispersal of up to 1000 charter boat patrons in the early hours of the morning. Swan Lane is a relatively

narrow road and not suited to accommodate a turning circle for vehicles. With large numbers of people disembarking at the same time vehicle movements in the vicinity would be severely restricted. This could result in a large numbers of people moving to transport facilities.

71. The mode share for events is likely to depend on the nature of the event itself and some events may attract differing mode share. The Transport Statement states that mode share of taxis and PHVs would be 10% for arrivals and 25% for departures. The Transport Statement states that guests would be allocated staggered arrival times to mitigate the impact of arrivals on the surrounding highway, and that the staggered closure of facilities on the vessel following its return to Swan Lane would achieve a similar affect for departures.

72. As a worst case, the maximum number of drop-offs by taxi/PHV would be 12 in a 15 minutes window for arrivals and 25 in a 15-minute window for departures. As disembarkation would typically occur when traffic levels and servicing activity generated by the neighbouring premises would be low, it is not considered likely that this would unduly impact the safe operation of the highway.

73. The submitted Event Management Plan details crowd management and safety on the Thames Path; and pick-up/drop-off arrangements for coaches, taxis, and private hire vehicles as well as measures to disperse arrivals/ departures across a staggered time period. The applicant has committed to managing passenger vehicles through a booking system and the management of this would be addressed and secured through the submission of an operational management plan secured through a S106 agreement.

<u>Cycle parking facilities</u>

74. London Plan Policy 6.9 and Policy T2 of the draft London Plan, states that cycle parking provision should be made for staff and pier users. The application documents confirm a maximum of 110 would be required to service the Ocean Diva.

75. Fourteen cycle parking spaces should be provided in a secure and accessible location complying with London Cycle Design Standards. In addition to this, cycle parking provision for visitors to the site should be considered within 100 metres of the pier.

76. No cycle facilities are proposed as part of the proposals and in this instance it is considered acceptable. In terms of visitor parking, the proposed development has no space landside within its curtilage to provide for cycle parking and it is not appropriate for cycling parking hoops to be located on the riverside walkway. There would be no overnight mooring and the majority of servicing of vessels is proposed to be undertaken at the vessels home birth and it is therefore considered that any vessels arriving at Swan Lane Pier would be for the purposes of embarkation and disembarkation and staff would

already be aboard any vessel.

Public transport and pedestrian movements

77. The site is located approximately 100 metres from Upper Thames Street, which forms part of the Transport for London Road Network (TLRN). The area is well served by public transport, recording a Public Transport Accessibility Level (PTAL) of 6b (on a scale of 0-6b where 6b represents the most accessible locations).

78. The nearest station is Monument, located 300 metres to the north east of the site which is served by the Circle, District and Central line (at Bank station).

79. The adjacent area of the Thames River Path is known as Oystergate Walk and varies between 7 and 12 metres in width.

80. There are 11 daytime and 7 night-time bus routes serving London Bridge, with the nearest stops 200 metres east of the site. At weekends, night tube services on the Jubilee line can be accessed at London Bridge station 500 metres south of the site, and Central line services are available at Bank station 650 metres north of the site. The East west cycle superhighway extends along Upper Thames Street.

81. The site is well serviced by public transport and it is not considered the proposed development would have a detrimental impact or place strain on the local services.

82. Any queuing associated with embarkation and disembarkation of the proposed pier would be managed as set out within a management plan which seeks to stagger patrons arriving and departing from the pier and would not adversely affect pedestrian flows. Further details could be secured by condition.

Archaeology

83. The site is in an area of high archaeological potential on the foreshore and riverbed of the River Thames, where evidence from all periods from pre-historic to modern have been recorded. Land reclamation from the Roman period onwards has encroached into the river and the site was within the river until the post-medieval period.

84. An Archaeological Assessment incorporating Thames Foreshore Field Survey has been submitted with the application. There is archaeological potential for all periods from the Roman to modern and potential for environmental remains relating to the river channel and its natural topography. Remains of river structures such as jetties and revetments and artefacts dating from the Roman to post-medieval periods have been recorded on and in the vicinity of the site and the

Thames foreshore is considered to have significant archaeological potential.

85. Past events such as erosion which will have affected survival of river structures and archaeological remains and the potential is considered to be low, here, however there is known survival of structures and potential survival of artefacts.

86. The results of the foreshore survey, submitted with the application identified remains of a number of structures including barge beds, two phases of jetty, mooring points, a possible causeway, a timber platform, three phases of river wall revetments and other timber structures. It is considered that the structures and features date to the Post Medieval and Modern periods (18th to 20th centuries).

87. The construction groundworks would have an impact on the foreshore and riverbed that would remove or affect archaeological structures and remains. Controls would be secured by conditions which would include archaeological monitoring and excavation of structures and remains and details of foundations and other groundworks.

Biodiversity

88. Policy CS15 of the Local Plan requires development to positively address the need to enhance biodiversity and provide for its conservation and enhancement, particularly for the City's flagship species and the City's priority habitats (urban green spaces, churchyards and cemeteries, built structures and the tidal Thames). The City's Biodiversity Action Plan outlines how biodiversity will be enhanced, including target species and habitats.

89. Policy CS19 seeks to encourage healthy lifestyles for all the City's communities through improved access to open space and facilities, increasing the amount and quality of open spaces and green infrastructure, while enhancing biodiversity, by increasing the biodiversity value of open spaces, paying attention to Sites of Importance for Nature Conservation (SINCs). Policy DM19.2 states that developments should promote biodiversity and contribute to urban greening by incorporating planting which encourages biodiversity and maintenance of habitats within SINCs. The River Thames is a Site of Metropolitan Importance for Nature Conservation (SMINC), which has strategic biodiversity importance to London.

90. The refurbishment of the landside access platform and provision of a new planter is welcome. Improvements to greening and biodiversity are particularly welcome along the riverside to improve green corridors and biodiversity links. Any dredging in this area would be conditioned to ensure it is limited to a small amount and not be dispersive in order to avoid disruption to biodiversity.

Campshed repair work, dredging and flooding

91. The proposal includes reinstatement of the campshed which stretches the full length of the mooring. These works would be carried out as part of the proposals and would protect the toe of the river wall and the flood defence. The repair works have been designed in consultation with the Environment Agency who have raised no objection. Additionally, the Lead Local Flood Authority have raised no objection.

92. The minimum amount of dredging and filling works would be undertaken to facilitate the re-opening of the mooring and the repair of the campshed.

The use of the proposed Pier by charter vessels, namely the Ocean Diva

93. Local Plan policy DM3.5 states that applications for night-time entertainment and related uses should include a Management Statement setting out how potential impacts on amenity will be addressed and minimised.

94. The use of the pier for embarkation and disembarkation for event charter vessels would be managed by an operational management plan secured via condition or S106 agreement. The application includes detail on the Ocean Diva vessel, which has been used to assess potential impacts of these event charters.

95. Three scenarios have been assessed, with the largest event accommodating 1,000 guests. A typical event would see guests arriving from 6pm before the vessel departs at 8pm. The vessel would then return at 11:30pm for disembarkation, with a staggered closing of event spaces encouraging staggered departures up to 1am.

96. The application is supported by an operational plan which confirms that up to 350 people can queue on the brow and the pier and that embarkation would be managed to ensure guests do not obstruct the riverside walkway. Further details would be secured via an operational management plan which would detail how guests arriving and departing at events would be managed and this could be secured by condition.

Impact on significance and setting of listed buildings and London Views Management Framework

<u>Towers of Cannon Street rail bridge</u>

97. The pair of towers at Cannon Street Station are Grade 2 listed. The Italianate towers, by Sir John Hawkshaw and John Wolfe-Barry are monuments of stock brick and Portland Stone dressing. Completed in 1866, they display a ‘Wrenesque’ style to sit alongside his prominent Thames landmarks on the River skyline, comprising a gateway to the main City terminus of the ambitious South Eastern Railway Company,

once supporting the great train shed roof (lost during WWII). They are of architectural and historic significance. Their landmark sitting fronting the Thames, taking their place on the skyline with strong synergies with Wren's monuments, their prominence is a proud proclamation of the railway golden age. This aspect of setting makes a strong contribution to that architectural and historic interest.

98. The proposed development would appear in views of the towers from London Bridge

99. In this view, the proposal would appear as an appropriately scaled operational pier of restrained and refined appearance. The proposed pier would rise and fall with the tide and at high tide, the proposal would not block or obscure the view of the towers or detract from their pre-eminence on this part of the Thames. The proposal will not harm significance or setting of the listed towers.

Fishmongers Hall

100. This Grade 2* listed building (which is also a Scheduled Ancient Monument) lies immediately to the east of the site. It is a refined Neo-Classical edifice with a principal temple front elevation addressing the Thames, by Henry Roberts, completed 1834, it was significantly restored post-war. It is of architectural, artistic and historic significance, much of which is contained in the composition and fit out of the interior Livery spaces, but also as a refined Neo-Classical Livery Hall with a strong river presence – the latter the trait of setting which makes a strong contribution to significance.

101. The proposed works are of a design, bulk and scale which is not considered to visually overpower the listed building, when viewed from London Bridge or the south bank. The design approach responds visually to that of an operational pier and is located on two existing dolphins within the River Thames. The proposed pier is considered to be a well-mannered architectural approach which is respectful of the special significance of Fishmongers Hall. The proposal is not considered to harm the setting and special architectural or historic interest of the listed Fishmongers Hall.

LVMF River Prospects view

102. The London View Management Framework (LVMF) is a key part of the Mayor's strategy to preserve London's character and built heritage. The LVMF Supplementary Planning Guidance (SPG) on the management of 27 strategically important views supports London Plan policies 7.10, 7.11 and 7.12. London Plan policy requires that development should not cause adverse impacts on World Heritage Sites or their settings and that new development should not harm and where possible should make a positive contribution to the characteristics and composition of strategic views and their landmark elements. The view impacted by the proposed development is London Bridge View 11A (upstream).

London Bridge (View 11A)

103. This view focuses on St Paul's Cathedral and other landmarks such as Cannon Street Station Towers and the Old Bailey. The proposed development will be seen at the far right of the view, a significant distance away from St Paul's Cathedral at the centre of the view and would not block any view of the Cannon Street Station Towers.

104. The proposal will appear as an operational pier, which is to be constructed around existing dolphin structures located on the foreshore. The proposed development would be low, and the proposed pier would rise and fall with the tide. The proposal is considered to accord with the guidance for this view (para 195 and 196 of the LVMF) in the manner in which it does not block or impair views of landmarks including St Paul's Cathedral or Cannon Street Station Towers.

Monument View

105. The proposed works would not be visible from Monument View three. The proposed development would be concealed by Seal House and Fishmongers Hall and there would be no change or impact on this protected view.

106. In summary the proposal would appear as a well-mannered neighbour to Fishmongers Hall and the Towers of Cannon Street Rail Bridge when viewed from the southern bank of the river and London Bridge. The structure of the proposed pier is not prominent in itself and would not block the any view of Fishmongers Hall or Cannon Street Station Towers.

The extent to which the proposals comply with Government advice (NPPF)

107. Paragraph 102 of the NPPF advises that opportunities from existing or proposed transport infrastructure and changing technology and usage should be realised in development proposals.

108. Paragraph 110 of the NPPF states that applications for development should allow for efficient delivery of goods, and access by service and emergency vehicles.

109. Paragraph 130 of the NPPF suggests that permission should be refused for development of poor design that fails to take the opportunities available for improving the character of an area and the way it functions, taking into account any local design standards or style guides in plans of supplementary planning documents.

110. The potential of the reinstatement of the pier to support a sustainable, achievable and deliverable freight operation is within the public interest and the potential of such limited resource is a significant consideration. The NPPF is clear in its advice that permission should be refused for development of poor design.

Conclusions

111. The proposal has been assessed in accordance with the relevant statutory duties and having regard to the development plan and other relevant policies and guidance, SPDs and SPGs and relevant advice including the NPPF, the draft London Plan and the draft Local Plan and considering all other material considerations.

112. In the absence of satisfactory information to confirm that freight use would be feasible and viable from the reinstated pier, the proposed reinstatement is considered to be contrary to Planning Policy. For the reasons set out within this report, it is considered that the design of the pier would not accommodate a sustainable freight offering and the wider recreational benefits of the pier do not outweigh the lack of opportunity for use of freight. There are limited locations where a river freight offering can be accommodated, and therefore precluding a viable offering at Swan Pier would be highly prejudicial to the ability to achieve enhanced river freight capacity in the City.

113. For these reasons it is considered that the proposal should be refused and it is considered to be contrary to policies CS9, CS16 and DM16.8 of the Local Plan, Policy VT4 and S17 of the emerging Local Plan, policies 7.24, 7.25 and 7.27 of the London Plan, Policy T7 of the emerging London Plan and contrary to advice in paragraphs 110 and 130 of the NPPF.

Background Papers:

Documents

Letter, Dp9, 7th February 2019
Letter, Dp9, 11th July 2019
Letter, Dp9, 11th October 2019
Letter, Dp9, 26th May 2020
Operational Management of Ocean Diva dated 7th February 2019
Design and Access Statement Revision 3, Beckett Rankine, March 2020
Archaeological Assessment Incorporating Thames Foreshore Field Survey, CgMs, March 2019
Indicative Construction Methodology, Beckett Rankine, March 2019
Water Framework Directive Assessment, Harris Holden, February 2019
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Logistics Study, BearingPoint, June 2019
Swan Pier Operational Plan Revision 8, May 2020
Light Impact Assessment, Beckett Rankine, June 2019
Air Quality Assessment, Hoare Lea, June 2019
Noise Impact Assessment Report, Auricl Acoustic Consulting, April 2020
Flood Risk Assessment, Beckett Rankine, July 2019
Event Management Plan, Velocity Transport Planning, February 2020
Transport Statement, Velocity Transport Planning, February 2020
Freight Management Framework Rev 13, May 2020

Drawings

Location Plan Existing - 1408_010 REV A
Location Plan Proposed - 1408_011 REV A
Existing Plan - 1408_012 REV A
Proposed Plan - 1408_013 REV A
Proposed River seat Plan and Elevations - 1408_014 REV A
Existing Elevation, Low Tide - 1408_015 REV A
Proposed Elevation, Low Tide - 1408_016 REV A
Proposed Elevation, High Tide - 1408_017 REV A
Existing Cross-section, Low Tide - 1408_018 REV A
Proposed Cross-section, Low Tide - 1408_019 REV A
Proposed Cross-section, High Tide - 1408_020 REV A
Location Plan Existing – Site Boundary – 1408_030 REV A
Location Plan Proposed – Site Boundary – 1408_031 REV A
Proposed Sheet Pile Wall and Dredging Plan - 1813-BRL-02-XX-DR-C-1401 REV P02
Existing Campshed Arrangement - 1813-BRL-02-XX-DR-C-1400
Light Freight Vessel – 1813-BRL-02-XX-SK-C-1002 REV P01

External

External consultation responses can be accessed via the following link: https://www.planning2.cityoflondon.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=PMKFGWFHI8H00

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Email, Port of London Authority, 26th March 2019
Letter, Historic England, 29th March 2019
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Relevant Local Plan Policies

CS10 Promote high quality environment

To promote a high standard and sustainable design of buildings, streets and spaces, having regard to their surroundings and the character of the City and creating an inclusive and attractive environment.

CS9 Meet challenges of Thames/Riverside

To ensure that the City capitalises on its unique riverside location, sustaining the river's functional uses in transport, navigation and recreation, whilst minimising risks to the City's communities from flooding.

DM10.1 New development

To require all developments, including alterations and extensions to existing buildings, to be of a high standard of design and to avoid harm to the townscape and public realm, by ensuring that:

a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;
c) appropriate, high quality and durable materials are used;
d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;
e) development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets;
f)the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints;
g) plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that

would adversely affect the character, appearance or amenities of the buildings or area will be resisted;
h) servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design;
i) there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;
j) the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
k) there is provision of amenity space, where appropriate;
l) there is the highest standard of accessible and inclusive design.

DM10.8 Access and inclusive design

To achieve an environment that meets the highest standards of accessibility and inclusive design in all developments (both new and refurbished), open spaces and streets, ensuring that the City of London is:

a) inclusive and safe for of all who wish to use it, regardless of disability, age, gender, ethnicity, faith or economic circumstance;
b) convenient and welcoming with no disabling barriers, ensuring that everyone can experience independence without undue effort, separation or special treatment;
c) responsive to the needs of all users who visit, work or live in the City, whilst recognising that one solution might not work for all.

CS13 Protect/enhance significant views

To protect and enhance significant City and London views of important buildings, townscape and skylines, making a substantial contribution to protecting the overall heritage of the City's landmarks.

CS16 Improving transport and travel

To build on the City's strategic central London position and good transport infrastructure to further improve the sustainability and efficiency of travel in, to, from and through the City.

DM16.2 Pedestrian movement

1. Pedestrian movement must be facilitated by provision of suitable pedestrian routes through and around new developments, by maintaining pedestrian routes at ground level, and the upper level walkway network around the Barbican and London Wall.

2. The loss of a pedestrian route will normally only be permitted where an alternative public pedestrian route of at least an equivalent standard is provided having regard to:

a) the extent to which the route provides for current and all reasonably foreseeable future demands placed upon it, including at peak periods;
b) the shortest practicable routes between relevant points.

3. Routes of historic importance should be safeguarded as part of the City's characteristic pattern of lanes, alleys and courts, including the route's historic alignment and width.

4. The replacement of a route over which pedestrians have rights, with one to which the public have access only with permission will not normally be acceptable.

5. Public access across private land will be encouraged where it enhances the connectivity, legibility and capacity of the City's street network. Spaces should be designed so that signage is not necessary and it is clear to the public that access is allowed.

6. The creation of new pedestrian rights of way will be encouraged where this would improve movement and contribute to the character of an area, taking into consideration pedestrian routes and movement in neighbouring areas and boroughs, where relevant.

DM16.8 River transport

1. River piers, steps and stairs to the foreshore, the Walbrook Wharf safeguarded site, and other river-based transport infrastructure will be safeguarded and improvements will be supported.

2. Development adjacent to or over the River Thames must be supported by a Transport Assessment and a Construction Logistics Plan addressing the potential for the use of the river for the movement of construction materials and waste.

SCHEDULE

APPLICATION: **19/00116/FULL**

Swan Lane Pier 1 Swan Lane London

Erection of a new pier within the River Thames at Swan Lane, to comprise a refurbished landside access platform; new canting brow and pontoon; dredging and filling of river bed; repair and reinstatement of campshed and riverbank; replacement of mooring pile and installation of additional mooring pile.

REASONS FOR REFUSAL

1 The proposed pier would not provide for a multi-use pier and would result in a pier which has not been designed to accommodate and provide for a sustainable freight offering for a variety of users contrary to London Plan policy 7.24, 7.25 and 7.27, Local Plan policy CS9, CS16 and DM16.8, draft Local Plan policy VT4 and S17 and the aims and objectives of the NPPF.

INFORMATIVES

1 In dealing with this application the City has implemented the requirements of the National Planning Policy Framework to work with the applicant in a positive and proactive manner based on seeking solutions to problems arising in dealing with planning applications in the following ways:

Detailed advice in the form of statutory policies in the Local Plan, Supplementary Planning documents, and other written guidance has been made available;

A full pre application advice service has been offered;

Where appropriate the City has been available to provide guidance on how outstanding planning concerns may be addressed.

2 The Plans and Particulars accompanying this application are: Drawing numbers: Location plan, 1408_011 REV A, 1408_013 REV A, 1408_014 REV A, 1408_016 REV A, 1408_017 REV A, 1408_019 REV A, 1408_020 REV A, 1813-BRL-02-XX-DR-C-1401 REV P02 and 1813-BRL-02-XX-SK-C-1002 REV P01.

Background Papers

External consultation responses can be accessed via the following link:
https://www.planning2.cityoflondon.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=PMKFGWFHI8H00

Letter, Environment Agency, 25th March 2019

Letter, Environment Agency, 30th April 2019

Letter, Environment Agency, 24th January 2020

Email, Port of London Authority, 26th March 2019

Letter, Historic England, 29th March 2019

Letter, Historic England, 23rd June 2020

Letter, Beckett Rankine, 29th March 2019

Letter, Southwark Council, 20th March 2019

Email, City of London Police, 12th December 2019

Letter, Southwark Council, 28th July 2020

Email, Southwark Council, 23rd April 2019

Email, Transport for London, 6th July 2020

Letter, Tower Hamlets Council, 22nd July 2020

Letter, London Fire Brigade, 13th August 2020

creating a better place

Environment Agency

Kurt Gagen
Corporation Of London
Development Plan
PO Box 270
London
EC2P 2EJ

Our ref: NE/2019/129950/01-L01
Your ref: 19/00116/FULL

Date: 25 March 2019

Dear Kurt,

Erection of a new pier within the River Thames at Swan Lane, to comprise a refurbished landside access platform; new canting brow and pontoon; dredging and filling of river bed; repair and reinstatement of campshed and riverbank; replacement of mooring pile and installation of additional mooring pile.

Swan Lane Pier, 1 Swan Lane, London EC4R 3TN

Environment Agency position

Thank you for consulting us on the above application, we have reviewed the submitted documents and we **object** to this development as submitted for the following reasons.

The current development proposal would encroach on the inter-tidal foreshore, which as explained in our previous correspondence to the applicant (Ref: NE/2018/128790/01-L01), provides an important ecological corridor through London. As stated in the *City of London's Core Strategy Policy CS9: Thames and the Riverside*, there is an ambition of 'improving opportunities for biodiversity, in line with the *City of London Habitat Action Plan for the Thames foreshore*.'

Whilst the reinstatement of the campshed is beneficial to protecting the flood defence, the current proposal may prevent a larger than acceptable area from being connected to a dynamic tidal environment as it encroaches into the river Thames tideway and inadequate justification for this has been provided. It has also not been adequately demonstrated how any ecological impacts will be mitigated for and what net gain for biodiversity will be achieved.

The application as submitted to the City of London also lacks a method statement for the works and a Water Framework Directive (WFD) assessment, meaning we cannot conclude the work will comply with the WFD based on the current information provided.

We recommend that the application is refused on this basis.

Cont/d..

INVESTOR IN PEOPLE

Reasons

This objection is supported by paragraphs 170 and 175 of the National Planning Policy Framework (NPPF) which recognise that the planning system should conserve and enhance the environment by minimising impacts on and providing net gains for biodiversity as well as being in line with *Policy OS3: Biodiversity of the emerging City of London, City Plan 2036* which states that 'Development should incorporate measures to enhance biodiversity, including: Retention and enhancement of habitats within Sites of Importance for Nature Conservation (SINCs), including the River Thames'.

In this case intertidal habitat creation has been omitted by the applicant on the grounds of survivability for this busy stretch of the river, and the proposal does not seek to mitigate for the loss of habitat through any other means. The new pier and associated dolphins/pontoons may cause erosion to the intertidal area through wave wash of docking craft. At this stage, no information has been submitted to mitigate for this potential action either. Where harm resulting from a development cannot be avoided, adequately mitigated, or as a last resort compensated for, planning permission should be refused.

We note that the proposal involves new sheet piling and dredging works riverward of the existing campshed retaining structures. We provided the applicant with pre-application advice, requesting moving the location of the new sheet pile retaining wall landward of the existing line and removing the failing old timber/sheet steel piles, see Appendix B of the Environmental Assessment, Reinstatement of Swan Lane Pier dated February 2019 (Ref: P2018-09-EA-R2). This retreating of the campshed would allow a larger area of the bed of the Thames to change with natural geomorphological processes minimising the impact on the ecology and physical habitats in order to help achieve Water Framework Directive (WFD) requirements. This has however not been incorporated into the submitted proposal.

As the proposal has not incorporated our recommendation for moving the new retaining wall landward of the existing line to provide the net gains for biodiversity, and instead encroaches into the Thames tideway, it is contrary to the Thames River Basin Management Plan (RBMP) which states that the water environment should be enhanced to prevent deterioration and promote the recovery of water bodies and also does not meet the requirements of the Water Framework Directive, unless the provisions of Article 4.7 of the Water Framework Directive can be met.

In addition we do not believe that the dredge pocket relies on being backed by a sheet steel pile wall to make it stable, but rather it can be dredged and the edges sloped accordingly back to a sheet steel pile wall further landward, as we suggested above.

The current application also does not provide the necessary information to approve the application from a water quality perspective. We have received an application for a Marine Management Organisation (MMO) marine licence which includes the proposed dredging works for this development which contained a WFD assessment and method statement. A sediment analysis of a sample taken from the area to be dredged within these documents ***indicates high levels of contamination***, which contradicts the information submitted in section 6 of the application form, where it is stated that no land is contaminated.

The supporting documents supplied to the MMO have not been included in this application, however they do have a bearing on the acceptability of the project as a

Cont/d..

whole. Whilst it may or may not be the case that landwards of the flood defences there are no contaminated land issues, there certainly are contaminated sediment issues within the curtilage of the proposed works in-river, and these are very relevant to assessment of WFD water quality risks. Dredge works or other works which resulted in substantial mixing of the sediment with water would be completely unacceptable to us. Appropriate conditions applied to how the dredge and construction is carried out may mitigate water quality risks sufficiently to reach acceptable risk levels, however we would still expect the appropriate documents to be submitted as part of this application.

Overcoming our objection

It may be possible for the applicant to overcome our objection by submitting a revised scheme demonstrating:

- the justification for encroachment including why the new sheet steel pile further riverward is necessary;

- how proposals will mitigate for the loss of intertidal foreshore;

- what net gain for biodiversity will be incorporated;

- confirmation no dispersive dredge techniques will be performed.

The corresponding method statement and a WFD assessment should also be submitted to ensure the risks to water quality are sufficiently controlled.

Advice to applicant and LPA

Please note the method statement and WFD Assessment submitted with the MMO application provides for either removal dredge or a dispersive dredge techniques, however, we do not consider a dispersive dredge to be appropriate given the toxicity of the material. We would therefore object to the use of a dispersive technique as it is considered to pose an unacceptable risk for water quality. This material needs to be completely isolated from the waterbody such that it cannot contribute to a worsening of water quality.

The material is so badly contaminated it is unsuitable for disposal in the marine environment, even at licenced marine site, and therefore will probably have to be dealt with through waste licencing permits at an approved landside facility appropriate for the hazardous nature of the material. Because of this risk, it is likely that any activities which disturb the sediment in this area, not just dredging, will lead to elevation of the water quality risks, and methods of construction used should seek to limit the mixing of bed sediments and the water.

We recommend that a potential contribution to biodiversity gains if the exisiting camphed retaining structures are to be removed, may include the use of the old campshed timber attached to the new pier structures to provide improved habitat.

Advice to LPA

Please note that we have also been consulted by the Marine Management Organisation

Cont/d..

(MMO) regarding the issuing of a marine licence for the works, ref: MLA/2019/00040. The above concerns have been raised in our response to this licence application and we are currently **not** in a position to recommend approval.

Final comments

Thank you again for consulting us. If you are minded to approve the application contrary to our objection, we request you re-notify the Environment Agency to explain why material considerations outweigh our objection, and to give us the opportunity to make further representations prior to the decision being made. Should our objection detailed above be removed, we will recommend the imposition of conditions to be included on any subsequent approval.

If you have any queries regarding our response please get in touch at HNLSustainablePlaces@environment-agency.gov.uk.

Yours sincerely,

Mr Matthew Pearce
Planning Advisor

Telephone: 0207 714 0992
E-mail: HNLSustainablePlaces@environment-agency.gov.uk
Address: Environment Agency, 3rd Floor, 2 Marsham Street, London, SW1P 4DF

End

creating a better place

Environment Agency

Kurt Gagen
Corporation Of London
Development Plan
PO Box 270
London
EC2P 2EJ

Our ref: NE/2019/129950/02-L01
Your ref: 19/00116/FULL

Date: 30 April 2019

Dear Kurt,

Erection of a new pier within the river Thames at Swan Lane, to comprise a refurbished landside access platform; new canting brow and pontoon; dredging and filling of river bed; repair and reinstatement of campshed and riverbank; replacement of mooring pile and installation of additional mooring pile.

Swan Lane Pier, 1 Swan Lane, London EC4R 3TN

Documents reviewed:

- *Letter from Becket Rankine, dated 29 March 2019 (Ref: 1813-BRL-00-XX-CO-X-0001)*
- *WFD Assessment, Reinstatement of Swan Lane Pier, River Thames, dated February 2019 (Ref: P2018-09-WFD-R2)*
- *Revised Environmental Assessment, Reinstatement of Swan Lane Pier, dated March 2019 (Ref: P2018-09-EA-R3)*
- *Swan Lane Pier, Indicative Construction Methodology dated March 2019.*

Environment Agency position

Thank you for contacting us regarding the additional information supplied in support of the above application. We have reviewed the additional documents submitted and consider that these satisfactorily address our earlier concerns. We are therefore in a position to **withdraw our previous objection**, dated 25 March 2019.

Whilst we have no objections to this application, we would like to draw your, and the applicant's, attention to the following comments.

Cont/d..

INVESTOR IN PEOPLE

Advice to LPA and applicant

Gabion baskets

We strongly recommend the applicant revises the design of the proposed reinstatement of the campshed retaining structures to remove the need for gabion baskets. A continuous sheet pile wall along the full length of the reinstatement area would be preferable.

Development involving the use of gabion baskets within the River Thames may severely affect its ecological value. In the tidal environment of the river, gabion baskets can cause ecological damage as they can break down over time and the metal cage can fragment entering the watercourse posing a risk to bird and fish populations.

Advice to applicant

Flood Risk Activity Permit

Under the terms of the Environmental Permitting Regulations a Flood Risk Activity Permit is required from the Environment Agency for any proposed works or structures, in, under, over or within 16 metres of tidal defences on the River Thames, designated a 'main river'. For the avoidance of doubt, the 16 metre easement applies to known ground anchors and tie-rods. Details of lower risk activities that may be Excluded or Exempt from the Permitting Regulations can be found at www.gov.uk/guidance/flood-risk-activities-environmental-permits. Please contact us at PSO-Thames@environment-agency.gov.uk.

Further information

Our previous objection raised concerns regarding insufficient justification for:

1. The proposed encroachment into the Thames tideway for the construction of a new camp shed retaining structure
2. The lack of ecological enhancement,
3. The potential use of dispersive dredge techniques.

1. Encroachment

The justification provided for the proposed reinstatement of the campshed retaining wall riverward of the existing structures, is based on the engineering argument that the existing campshed ties would require cutting to install a sheet steel pile wall further inland which would pose an unnecessary risk to the flood defence wall's stability. We feel this is acceptable due to the potential unknown impact these activities could have on the existing defence structures.

We do not support reinforcing or installing new walls which encroach into the Thames tideway in order to artificially retain intertidal habitat is a sustainable approach and we would oppose any future application without strong justification for this.

2. Ecological enhancement

Cont/d..

We agree that the campshed is too low and too high energy to form reedbed habitat or other improvements against it, however we would expect other forms of enhancement to be sought to add to net biodiversity gain.

In the response from Beckett Rankine dated 29 March 2019 (Ref: 1813-BRL-00-XX-CO-X-0001) it was mentioned that existing timbers will not be removed and where possible buried timbers will be repositioned to a higher level, however no further information was provided. The attaching of timber fenders to pier structures of sheet pile fronting was part of the potential ecological enhancement options we suggested previously, and we would expect this to be considered as part of the proposal.

3. Dredging

The WFD assessment states that the materials present are not suitable for dispersive dredge methods due to high levels of contamination. The response letter from *Beckett Rankine (Ref: 1813-BRL-00-XX-CO-X-0001)* and the *Indicative Method Statement* confirms a protective closed bucket back-hoe removal method (with associated offsite disposal at an appropriately licensed disposal site) will be used, in order to reduce the potential impacts on water quality.

We also agree that it would not be appropriate to re-use dredged contaminated sediment as fill for the campshed, and that suitable chemically inert fresh material would be more protective for water quality.

The short duration of the dredge activity suggests that any elevation of WFD relevant chemicals in the water column will be very temporary and therefore has relatively little potential cause WFD water quality failures of the annual average Environmental Quality Standard limits.

Final comments

In accordance with the planning practice guidance (determining a planning application, paragraph 019), please notify us by email within two weeks of a decision being made or application withdrawn. Please provide us with a URL of the decision notice, or an electronic copy of the decision notice or outcome.

Thanks you gain for consulting us. If you have any queries regarding our response please get in touch at HNLSustainablePlaces@environment-agency.gov.uk.

Kind regards,

Mr Matthew Pearce
Planning Advisor

Telephone: 0207 714 0992
E-mail: HNLSustainablePlaces@environment-agency.gov.uk
Address: Environment Agency, 3rd Floor, 2 Marsham Street, London, SW1P 4DF

End

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Environment Agency

Kurt Gagen
Corporation Of London
Development Plan
PO Box 270
London
EC2P 2EJ

Our ref: NE/2019/129950/03-L01
Your ref: 19/00116/FULL

Date: 24 January 2020

Dear Kurt,

Erection of a new pier within the river Thames at Swan Lane, to comprise a refurbished landside access platform; new canting brow and pontoon; dredging and filling of river bed; repair and reinstatement of campshed and riverbank; replacement of mooring pile and installation of additional mooring pile.

Swan Lane Pier, 1 Swan Lane, London EC4R 3TN

I'm writing to you following our response dated 30 April 2019 (ref: NE/2019/129950/02-L01). It has come to our attention that the following additional information has recently been uploaded to the City of London planning portal, which we are yet to be consulted on.

- Transport Statement, dated September 2019 (ver:1.0)
- Event Management Plan, dated September 2019 (ver:1.0)
- Freight Management Framework, dated December 2019 (rev 05)

As part of our previous consultation we reviewed a Vessel Scour Wash Assessment included within the submitted Environmental Assessment. This document stated that '*Whilst Thames Clippers using the pier at some point in the future cannot be completely ruled out, it is considered to be highly unlikely as it would require exclusive use of the pier and therefore prevent other vessels berthing as intended',* and the report concluded that scour from the wash of vessels, predominantly the Ocean Diva, using the pier would not have a significant impact.

Upon further review of the above documents it has come to our attention that the reinstated pier being considered for use by passenger river bus and freight services. Our concern here is that the particular vessels used for these river bus services and an increased frequency of vessels may have the ability to create erosive wash that could impact the foreshore and over time, negate the functionality of the reinstated campshed. We therefore wish to amend our previous response to include the following **condition** in any planning permission granted. Due to the increased use of the pier without this condition the application would be considered unacceptable.

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INVESTOR IN PEOPLE

EA Condition

Prior to any part of proposed development coming into use, a detailed foreshore monitoring and maintenance scheme should be submitted to, and approved in writing, by the local planning authority in consultation with the Environment Agency.

This scheme should include, but not necessarily be limited to:

- a baseline survey of the reinstated foreshore in order to suitably assess the potential future impacts from vessel wash,
- suitable trigger points for the implementation of scour mitigation measures, such as a specified amount of depletion in foreshore,
- a foreshore monitoring plan, to be carried out at suitable intervals for a justified period of time, we would expect the intervals to be at least every 3 months,
- suitable mitigation measures, including an implementation plan, to be put in place should the foreshore impacts breach the agreed thresholds.

The scheme should also include scope for revision should the activity or use of the pier change, or increase in size and/or frequency of vessels.

We expect the scheme to be fully implemented and subsequently maintained, in accordance with the approved scheme, or any details as may subsequently be agreed, in writing, by the local planning authority.

Reason

This condition protects the integrity of the flood defences in line with the London Plan Policy SI12, the City of London Core Strategic Policy CS18: Flood Risk, as well as the Thames Estuary 2100 plan which highlights considerations for eroding foreshore in the London City Policy Unit. This condition is to ensure the integrity of the reinstated intertidal foreshore at Swan Lane Pier, which is important for both providing biodiversity benefits and structural support for the river wall and flood defences. Without this condition the campshed and base of river wall could be eroded and undercut through the impacts of wave wash and scour from vessels.

Advice to applicant

We advise the applicant considers the construction of wash mitigation, in the form of floating wave wash booms/buoys to help dissipate wave energy, prior to the pier coming into use. This may negate the need to revisit other forms of mitigation such as changes to operational movements or foreshore reinstatement at a later date.

Informative

<u>Flood Risk Activity Permit</u>

The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 16 metres of a tidal main river
- on or within 16 metres of a tidal flood defence structure or culvert

As the proposed works are within 16m of a tidal flood defence, a flood risk activity permit will be required before works could proceed. For further guidance please visit https://www.gov.uk/guidance/flood-risk-activities-environmental-permits or contact our National Customer Contact Centre on 03702 422 549. The applicant should not assume

Cont/d..

that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

Final comments

Please consult us on the details submitted to your authority to discharge this condition and on any subsequent amendments/alterations. In accordance with the planning practice guidance (determining a planning application, paragraph 019), please notify us by email within two weeks of a decision being made or application withdrawn. Please provide us with a URL of the decision notice, or an electronic copy of the decision notice or outcome.

Should you require any additional information, or wish to discuss these matters further, please contact me at HNLSustainablePlaces@environment-agency.gov.uk.

Yours sincerely,

Mr Matthew Pearce
Planning Advisor

Telephone: 0207 714 0992
E-mail: HNLSustainablePlaces@environment-agency.gov.uk
Address: Environment Agency, 3rd Floor, 2 Marsham Street, London, SW1P 4DF

End

From:	Lucy Owen
To:	PLN - Comments
Subject:	19/00116/FULL - Swan Lane Pier (DC841)
Date:	26 March 2019 11:59:42

FAO: Kurt Gagen

Thank you for your letter dated 4 March 2019 concerning the above planning application. The PLA has engaged extensively with the Applicant concerning their proposal and welcomes the constructive way that they have approached the discussions.

Policy Context

Both the London Plan and Local Plan support the use of the River for river related purposes and protect and support river related infrastructure.

Policy 7.24 of the London Plan (2015) seeks to prioritise the use of the waterspace for water related purposes, in particular for passenger and freight transport. Policy 7.25 seeks to increase the use of the river for passenger and tourist river services and Policy 7.26 seeks to increase the use of the river for the transport of freight.

Policy CS9 of the City of London Local Plan (2015) promotes the functional uses of the River Thames and its environs for transport, navigation and recreation, particularly through:

(ii) encouraging the use of the River Thames for the transport of construction and deconstruction materials and waste;
(iii) encouraging the reinstatement of Swan Lane Pier and the use of these facilities for river transport.

The Vision for the Tidal Thames "Thames Vision" (July 2016) sets out a 20 year view of the river's future. It sets out a number of goals are priority actions including (i) the busiest ever Port of London, handling 60-80 million tonnes of cargo each year (ii) doubling the number of people travelling by river (iii) an improved tidal Thames Environment, including encouraging the uptake of new and green technologies to reduce the port's environmental impact and (iv) more people enjoying the Thames and its banks.

The proposed development would result in the re-use of some of the existing Swan Lane Pier river infrastructure alongside the provision of new river infrastructure. The pier would be reactivated as a multi-use pier with two berths; one to be used primarily for charter vessels (non static) alongside a pontoon berth which will "*have the capacity to support light freight operations, charter vessels, passenger ferry services and emergency response operations*." This would make Swan Lane Pier the first bespoke multi-use pier on the River Thames and set the standard for new piers on the Thames. As such the PLA is supportive in principle of the proposed development.

Mooring of Vessels

During discussions with the applicant, it was made clear that the facility should not be an extension of developable land through the mooring of vessels for prolonged periods of time.

The Applicant has addressed this point in part in the application documents, referring to the charter vessel berth as being non static and the operational management plan referring to embarkation, sail time and disembarkation. It is anticipated in a mature year there would be an average of 1 to 2 events held weekly. Whilst this information is welcomed, the PLA would be looking for greater control through the use of conditions on any planning permission and on any River Works Licence to ensure that the mooring does not become a permanent extension of land. It is recommended that this point is discussed further between the City of London, Applicant and PLA with a view to agreeing a suitably worded condition.

Environment

It is proposed that there would be sufficient electrical supply to the pier that vessels on the pier can use 'shore power' rather than running engines or diesel generators. The PLA welcomes this proposal which would assist in meeting Action 6 of the Air Quality Strategy for the Tidal Thames (June 2016): *"Encourage the installation of green technology including shore power on sites developed along the Thames."* The provision of shore power and the requirement for vessels to 'plug in' should be a condition on any planning consent.

All waste and recycling relating to the vessels would be dealt with at alternative service locations for example at the Royal Docks. Waste and recycling related to the other users of the pier would be removed via river transport. All vessel maintenance would take place at Royal Docks. Again conditions on any grant of planning permission should control these aspects of the development.

Given the increase in people that would be attracted to the riverside, a condition should be placed on any grant of planning permission requiring the submission and approval of a litter management plan which sets out the measures to reduce the potential for litter to enter the river from the proposed development.

Whilst reference is made to lighting, a condition on any grant of planning permission should require the submission and approval of all external lighting with details being provided of how the lighting has been designed to minimise light overspill to the river.

It is proposed to dredge an area of the river and a proportion of the dredge spoil is to be used as fill to reinstate the campshed. A dredging licence will be required from the PLA and the fill used for the campshed should be appropriate for the aquatic environment, uncontaminated and pre-washed to remove fines.

Conditions

Whilst some information is provided, conditions should require the submission and approval of riparian life saving equipment, and shore side safety measures.

River Works Licence

A River Works Licence (RWL) application has been submitted to the PLA for the proposed works. An outline Navigational Risk Assessment (NRA) has been submitted in support of the RWL application that demonstrates the satisfactory nature of the proposal but a full NRA before the PLA can formally approve the application and this may result in additional controls relating to the

mooring and movement of vessels.

Additionally, the PLA has raised a number of points that require clarification relating to the proposed campshed and gabion baskets and how they will tie in with existing works.

I hope the above is of assistance to you.

Regards
Lucy

Lucy Owen
Deputy Director of Planning and Environment
Port of London Authority

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website: www.pla.co.uk

Historic England

LONDON OFFICE

Mr Kurt Gagen
City of London Corporation
PO Box 270
Guildhall
London
EC2P 2EJ

Direct Dial: [redacted]

Our ref: P01047330

29 March 2019

Dear Mr Gagen

T&CP (Development Management Procedure) (England) Order 2015
& Planning (Listed Buildings & Conservation Areas) Regulations 1990

SWAN LANE PIER 1 SWAN LANE LONDON EC4R 3TN
Application No. 19/00116/FULL

Thank you for your letter of 4 March 2019 regarding the above application for planning permission. On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation advisers, as relevant, specifically Kathryn Stubbs, with reference to the archaeological remains on the foreshore, which will be impacted upon by the construction.

It is not necessary for us to be consulted on this application again, unless there are material changes to the proposals. However, if you would like detailed advice from us, please contact us to explain your request.

Yours sincerely

[redacted]

Jane Sidell
Inspector of Ancient Monuments
E-mail: [redacted]

Historic England

Mr Kurt Gagen
City of London Corporation
PO Box 270
Guildhall
London
EC2P 2EJ

Direct Dial: 020 7973 3738

Our ref: P01047330

23 June 2020

Dear Mr Gagen

T&CP (Development Management Procedure) (England) Order 2015
& Planning (Listed Buildings & Conservation Areas) Regulations 1990

SWAN LANE PIER 1 SWAN LANE LONDON EC4R 3TN
Application No. 19/00116/FULL

Thank you for your letter of 15 June 2020 regarding further information on the above application for planning permission. On the basis of this information, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation advisers, as relevant.

It is not necessary for us to be consulted on this application again, unless there are material changes to the proposals. However, if you would like detailed advice from us, please contact us to explain your request.

This response relates to designated heritage assets only. If the proposals meet the Greater London Archaeological Advisory Service's published consultation criteria we recommend that you seek their view as specialist archaeological adviser to the local planning authority.

The full GLAAS consultation criteria are on our webpage at the following link:

https://www.historicengland.org.uk/services-skills/our-planning-services/greater-london-archaeology-advisory-service/our-advice/

Yours sincerely

Jane Sidell
Inspector of Ancient Monuments
E-mail: [redacted]

BECKETT RANKINE
Marine Consulting Engineers

47 Gillingham Street
Westminster
LONDON
SW1V 1HS
Tel: (0)20 7834 7267
beckettrankine@beckettrankine.com
www.beckettrankine.com

Our Ref: 1813-BRL-00-XX-CO-X-0001

29 March 2019

Matthew Pearse
Planning Advisor
Environment Agency
3rd Floor
2 Marsham Street
London
SW1P 4DF

Dear Matthew,

RE: Erection of a new pier within the River Thames at Swan Lane, to comprise a refurbished landside access platform; new canting brow and pontoon; dredging and filling of river bed; repair and reinstatement of campshed and riverbank; replacement of mooring pile and installation of additional mooring pile.

Swan Lane Pier, 1 Swan Lane, London EC4R 3TN

The City of London has passed us a copy of your letter reference NE/2019/129950/01-L01 objecting to the above planning application. We have reviewed your comments and offer the following justifications in order to overcome your objections.

Sheet Pile Campshed

A productive pre-application meeting was held with Environment Agency technical teams on 30th July 2018, at which flood defence and habitat encroachment were discussed, amongst other topics. The comments and concerns raised at the meeting, and by the Environment Agency in their pre-application response, were taken into account in the Environmental Assessment. Where comments/suggestions could not be provided, these reasons were provided.

The reinstatement of the campshed is not a habitat loss. The area to be filled behind the new campshed retaining wall and gabion baskets is limited and reinstates the campshed to its original profile before it fell into disrepair. By restoring the campshed level the erosion which is currently undermining the river wall, which forms the flood defence, will be rectified thereby securing the flood defence.

The infill material for the campshed will be sourced to match the existing foreshore material (coarse sands and gravels). The reinstated levels are within the intertidal zone so it will continue to function as an intertidal habitat. The restoration of the campshed will involve a small increase, not loss, of intertidal foreshore.

The Environment Agency suggested realigning the campshed closer to the river wall to allow an area of the riverbed to change with natural geomorphological processes. As the subtidal area in front of the campshed will be dredged to create a berth, this is not considered feasible or beneficial as the subtidal dredge area will extend up to the face of the campshed. Active use of the berth by vessels is then expected to maintain the dredge depth at its reduced level.

A further disadvantage of setting the new campshed back is that it would result in loss of intertidal foreshore and would require cutting the existing campshed ties resulting in a temporary loss of support to the flood defence. While the level of that risk is unknown, due to the wall's construction details being unknown, we believe that this would be an unnecessary risk to the flood defence wall's stability.

Biodiversity
The Environment Agency has suggested that the installation of intertidal reed beds along the campshed is considered to add to the biodiversity habitat of the river and 'soften' the hard-engineered structures. The campshed is close to mid-tide level, between 3 and 4 metres above Chart Datum. This level is too low for any type of planting to survive, as evidenced by the lack of any growth at the site. Furthermore the river is fast-flowing and subject to regular wave agitation from passing craft which washes out the finer sediments. The only way of providing a habitat to support reed growth would be to raise the foreshore level to at least 5 metres above Chart Datum. This would involve significant encroachment into the water channel combined with loss of flood storage volume. For these reasons we have not included reed bed creation in the proposed scheme.

The existing timbers will not be removed as part of these works. Where possible timbers that are to be buried will be repositioned to a higher level.

Dredging Techniques
We can confirm that the applicant intends to undertake backhoe dredging at this location. There will be no dispersive dredging. At the point of application, we included both as an option, but wished to seek the guidance of the regulatory bodies on this following sediment sampling results. We have since had communication with both Cefas (through the MMO) and the PLA who have stated that dredging should not be dispersive and all dredged arisings should be disposed of through waste licensing permits at an approved landside facility appropriate for the hazardous nature of the material. The applicant is happy to comply with these recommendations.

Supporting Documentation
Please find enclosed the following documentation in support of the application:
- **WFD Assessment**: Section 4.2 states that the dredged material is not suitable for disposal at sea and that dredging should be undertaken using a closed-bucket grab dredger.
- **Indicative Method Statement**: This now confirms that dispersive dredging is not an option. This was clarified with the MMO Case Officer, Luella Williamson, during a phone call. This document was submitted to the Environment Agency for the Flood Risk Assessment Permit application.
- **Environmental Assessment**: Section 3 (consultation), Section 4.4.2 (intertidal habitat) have been updated to reflect the matters discussed in this letter. This document was submitted to the Environment Agency for the Flood Risk Assessment Permit application.

Concluding Remarks
Thank you again for providing your consultation response. We look forward to working with the Environment Agency to reach an agreement on this project's progression.

If you have any further queries, please do not hesitate to make contact.

Yours sincerely,

Jane Templeton

Direct Line: [redacted]
Email: [redacted]

TP(Obs. Adj. Borough)

SOUTHWARK COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

www.southwark.gov.uk

FORMAL COMMENTS TO ADJOINING BOROUGH

Applicant Mr Kurt Gagen
City of London

LBS Registered Number 19/OB/0015

Date of Issue of this decision 20/03/2019

No comments with reference to your consultation on the following development:

Erection of a new pier within the River Thames at Swan Lane, to comprise a refurbished landside access platform, new canting brow and pontoon, dredging and filling of river bed, repair and reinstatement of campshed and riverbank, replacement of mooring pile and installation of additional mooring pile

At: SWAN LANE PIER 1 SWAN LANE LONDON EC4R 3TN

In accordance with your letter received on 04/03/2019 **Your Ref. No.:**

Signed *Simon Bevan* Director of Planning

Your attention is drawn to the notes accompanying this document

Any enquiries regarding this document should quote the LBS Registered Number and be sent to the Director of Planning, Southwark Council, Chief executive's department, Planning division, Development management, PO Box 64529, London SE1 5LX, or by email to planning.applications@southwark.gov.uk

UPRN: TP/2019/OBS/COL

--

From: Gagen, Kurt
To: DBE - PLN Support
Subject: FW: Swan Lane Pier (OFFICIAL - RECIPIENT ONLY)
Date: 11 September 2020 17:34:24
Attachments: image001.png

Please upload below comments from City of London Police to 19/00116/FULL

Thanks,
Kurt

From: Northmore Jo <[redacted]>
Sent: 12 December 2019 09:31
To: Gagen, Kurt <[redacted]>
Cc: Wynne Jesse <[redacted]>; Keeble, Ford <[redacted]>; Paul.Holmes <[redacted]>
Subject: RE: Swan Lane Pier (OFFICIAL - RECIPIENT ONLY)

Classification: OFFICIAL - RECIPIENT ONLY

I have thoroughly read the documents you sent Kurt for the pier and the main party boat that will be docking. The planners have already taken into account noise levels when the boat is docked. There will be no strobe affect lighting on the approach to the pier and whilst docked, music and announcements are not allowed on any outside spaces of the vessel whilst the party continues inside the vessel at the pier. The boat staff will be staggering disembarking as best they can and I note the pier can only take 150 persons at one time. Taking it would only take 7 minutes for all 1000 patrons to leave should they so wish to all leave at the same time on the busiest evenings.

My main concern will be the safety of those leaving who will be flooding across Lower Thames street and after 11pm Monday to Thursday most patrons will be wanting to get cabs, I believe Swan Lane and the surrounding areas will have significant traffic disruption with crowds waiting causing a noise nuisance. If there was significant frustration with the wait for transport on these occasions coupled with alcohol this will certainly lead to an increase in crime & disorder, the area is not equipped to deal with the large numbers of people leaving the main party boat, regardless of the projected dispersal arrangements.

Under what headers can we make objections officially on the planning portal?

Best regards

CITY OF LONDON POLICE

Jo Northmore
Inspector 11949r
Licencing Team Inspector
Federation work place representative / Post Incident Manager/
Federation PIP for call out.

p 0207 601 2791 |
e [redacted]
w www.cityoflondon.police.uk t www.twitter.com/citypolice

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From: Holmes Paul
Sent: 28 November 2019 17:27
To: [redacted]
Cc: Wynne Jesse <[redacted]>; Northmore Jo <[redacted]>; Keeble Ford [redacted]
Subject: Swan Lane Pier (OFFICIAL)

Classification: OFFICIAL

Hi Kurt, can you assist us please with the format of the representation that we would make in respect of the above application. Clearly the construction of a pier is not something that would create crime & disorder, which comes under our remit, but the use of the pier potentially would.

We are aware that the original discussion for the use of the pier was in connection with the MV Ocean Diva operating as a party boat. We understand that further information might be available about other vessels proposing to utilise this pier. Where can we get that information and how best do we express our concerns at the very real possibility of a large increase of crime and disorder in the vicinity of the pier, landside.

CITY OF LONDON POLICE

Paul M Holmes
Licensing Officer
Licensing Department I City of London Police
p 020.7601.2761 I e [redacted]
w www.cityoflondon.police.uk t www.twitter.com/citypolice

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##

FORMAL COMMENTS TO ADJOINING BOROUGH

LBS Registered Number: 20/OB/0030

Date of issue of this decision: 28/07/2020

www.southwark.gov.uk

LBS Reg. No.: 20/OB/0030 **Date of Issue of Decision:** 28/07/2020
Your Ref No.:

Applicant Kurt Gagen
City of London

With reference to your consultation on the following development:

Proposal: 19/00116/FUL: Request for observations from City of London for: "Erection of a new pier within the River Thames at Swan Lane, to comprise a refurbished landside access platform; new canting brow and pontoon; dredging and filling of the river bed; Repair and reinstatement of campshed and riverbank; replacement of mooring pile and installation of additional mooring".

This is a reconsultation 'observations' request, owing to amended and amended supporting information having been received.

At Swan Lane Pier 1 Swan Lane London EC4R 3TN

In accordance with your letter received on 16 June 2020 and supporting documents.

The Council's formal response is

2. LBS ARCHAEOLOGIST: NO OBJECTION BUT COMMENTS

COMMENTS:

The survey submitted by the applicant does not consider impacts from the construction or use of the pier upon the foreshore of Southwark. The data included in the baseline report is approximately 24 years old and does not include survey data obtained by the Thames Discovery Programme over many years.

An adequate baseline survey of the Southwark foreshore should be undertaken prior to the commencement of development works. This is to establish the character and nature of the foreshore before the commencement of development works and use of the site as a pier. The starting point for this work should be an assessment of the TDP data for the and confirmation of change and movement from the surveys undertaken over many years. This report should be followed up six months following the commencement of use of the site. The purpose of this second assessment is to measure change to the archaeology of the foreshore over time and potentially linked to the construction and operation of the pier.

RECOMMENDATION:

The London Borough of Southwark would recommend that two conditions - one relating to an archaeological foreshore survey and the other relating to archaeological reporting - be attached to any consent the City of London resolves to grant. Provided below is the

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condition wording the London Borough of Southwark would use. The City of London Archaeologist should examine these conditions to ensure that they meet the standard conditions used by the City of London.

Archaeological Foreshore Survey:

a) Before any work hereby authorised begins, the applicant shall secure the implementation of a programme of archaeological foreshore survey works within a 250 metre radius around the construction site upon the Southwark foreshore. These works will use Thames Discovery Project data as a baseline and assess the survival, significance and interest of material identified in accordance with a written scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority. This WSI will include provision for a second foreshore survey six months after the commencement of operations of the pier to record any changes to the foreshore due to the construction and operation of the pier.

b) Six months after the operation of the pier has commenced the applicants shall secure the implementation of a programme of archaeological foreshore survey works based upon the 250m survey radius, to assess the impact upon the operation of the pier upon the Southwark Foreshore.

Reason:

In order that the applicants supply the necessary archaeological information to ensure suitable mitigation measures and/or foundation design proposals be presented in accordance with: the National Planning Policy Framework 2019; Strategic Policy 12 (Design and Conservation) of The Core Strategy 2011, and; Saved Policy 3.19 (Archaeology) of the Southwark Plan 2007.

Archaeological reporting:

Within three months of the completion of the final archaeological survey, an assessment report detailing the proposals for the off-site analyses and post-excavation works, including publication of the site and preparation for deposition of the archive, shall be submitted to and approved in writing by the Local Planning Authority, and the works detailed in the assessment report shall not be carried out otherwise than in accordance with any such approval given. The assessment report shall provide evidence of the applicant's commitment to finance and resource these works to their completion.

Reason:

In order that the archaeological interest of the site is secured with regard to the details of the post-excavation works, publication and archiving to ensure the preservation of archaeological remains by record in accordance with: the National Planning Policy Framework 2019; Strategic Policy 12 (Design and Conservation) of The Core Strategy 2011, and; Saved Policy 3.19 (Archaeology) of the Southwark Plan 2007.

3. LBS DESIGN AND CONSERVATION TEAM: NO OBJECTION BUT COMMENTS

COMMENTS:

The proposal is for a new pier in the Thames directly opposite Southwark Cathedral to the west of London Bridge. This area of Southwark forms part of the borough's most historic

district, incorporating not only the Southwark Cathedral but also the site of Winchester Place and the Borough High Street Conservation Area around the Clink Street area. The proposal is generally modest in scale and will rise and fall relative to the tidal ebb and flow of the river. In this location the relationship of the Cathedral to the river contributes positively to the setting of the Grade I Listed Building. The only impact on the area is likely to arise due to the number of boats landing or leaving the pier and the associated noise or other environmental implications. The proposal is outside the extent of the Conservation Area, being on the north bank of the river and a good distance from the Cathedral.

No Objection is raised at this stage.

The new pier is unlikely to cause any harm to the Conservation Area or the setting of Southwark Cathedral. The backdrop of the pier is a largely modern townscape and replaces a water-cleaning device previously moored in this location. Any harm identified is less than substantial and is likely to be more than outweighed by the benefits arising from the improved connectivity and transport links in the area.

4. LBS ECOLOGIST: NO OBJECTION BUT COMMENTS

COMMENTS:

The development should be consistent with the ZSL Guidance Document: Conservation of Tidal Thames Fish through the Planning Process. The developer should complete a Baseline Fish Survey at the proposed site during the times the works are proposed.

The developer should consider:

- Increasing the surface complexity of structures in the water to provide more places for algae and/or invertebrates to colonise. For example, this could be achieved through cladding of building materials with a more complex structure. This is likely to benefit fish by providing more cover and/or food.
- Creating areas with overhanging platforms, which may provide cover for fish and reduce predation.
- Including structures that provide areas of reduced water flow and/or back-eddies, which could aid movement of juvenile fish or fish migration. This could include installing concrete structures or on the foreshore in front of structures. These would have to be carefully designed and modelled to ensure that they lead to reduced flow.

These options can be incorporated into riverside structures at a relatively low cost, but would need to be designed specifically for each location.

5. LBS FLOOD RISK MANAGEMENT TEAM: NO OBJECTION BUT COMMENTS

COMMENTS:

It is noted that in their most recent comments (24 January 2020), the Environment Agency

expressed concerns regarding the potential for erosive wash from vessels which could impact the foreshore, recommending a condition for a detailed foreshore monitoring and maintenance scheme, as well advising the construction of wash mitigation measures to dissipate wave energy. The Council's Flood Risk Management Team would therefore concur with the EA's advice.

Signed: *Simon Bevan* Director of Planning

Site address: Swan Lane Pier 1 Swan Lane London

Reference: 20/OB/0030

;

From: [redacted]
To:
Subject: FW: 19/00116/FULL - Swan Lane Pier Objection Letter - Living Bankside EPT ref
Date: 29 April 2019 10:27:21

Comments received for 19/00116/FULL from Southwark EHO
Please scan to file and acknowledge
Thanks,
Kurt

From: Gambill, Vendela <[redacted]>
Sent: 24 April 2019 17:09
To: Gagen, Kurt <[redacted]>
Cc: Bevan, Simon <[redacted]>; Sangweme, Dennis <[redacted]>
Subject: FW: 19/00116/FULL - Swan Lane Pier Objection Letter - Living Bankside EPT ref

Dear Kurt,
Please can you take the attached comments from our environmental protection team into consideration in regards to application: 19/00116 Swan Lane Pier
Kind regards,

Vendela Gambill
Graduate Planner | Fast Track & Validations
Place and Wellbeing Department |London Borough of Southwark
160 Tooley Street | London SE1 2QH
[redacted]
www.southwark.gov.uk

From: Prickett, Mark
Sent: Tuesday, April 23, 2019 12:29 PM
To: Gambill, Vendela
Subject: RE: 19/00116/FULL - Swan Lane Pier Objection Letter - Living Bankside EPT ref

Hi Vendela,
I have reviewed the application on behalf of Southwark's EPT.
For ease, the application can be viewed here:
https://www.planning2.cityoflondon.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=PMKFGWFHI8H00

I note that the City's determination deadline is for Thurs 25th April.

EPT comments

Swan Lane Pier is to the north of the River Thames in between London Bridge & Cannon St Rail Bridge. There are a number of existing residential properties on the Southwark's side of the river directly south of the proposed site, including the wharf buildings on Clink Street and Minerva House.
EPT do not raise objections to the erection of a new pier, per se, but would request that all construction/river works are undertaken during normal working hours and residents to the south of the river are kept informed or any works outside of standard hours.
The lighting of the pier must also comply with ILP's guidance to avoid artificial light disturbance to residents on the south of the river - https://www.theilp.org.uk/documents/obtrusive-light/
EPT do raise concerns with regards to the use if the pier by 'larger events charter vessels', particularly Ocean Diva which can accommodate up to 1500 persons and evening events finish up to 1am.
The operational management document states a 1am finish and then promotes the amount of

tube and railway stations in close proximity, however the last running tube trains in central are generally before 1am. It also states that disembarkation will be 2 hours, which generates concerns over the number of people on the boat when moored up late at night, perhaps with music still playing and persons still out on deck.

With regards to noise, the management plan merely states that "one of the design qualities of the vessel that any noise is well contained within the boat, which allows us to ensure noise management is not an issue". No noise impact assessment has been provided.

As no noise impact assessment has been provided from large event boats then it is difficult to fully assess this application, and would request that City of London, if planning to grant permission, condition the need for a noise impact assessment which includes impact on not only residents to the south of Swan Lane Pier but also along the south bank when the boat is operational.

It would be EPT's view that the noise impact, as well as air quality impact, has not been adequately addressed at application stage and therefore should be refused.

Should permission be granted however, then other conditions to take into consideration would be a time limit on evening events to fully disembark by 23:00. Also when boats are stationary at Swan Lane Pier then no regulated entertainment to be permitted in outdoor parts of the boat and only background music in internal areas.

If possible also noise limits on the regulated entertainment when the boat is operational so as not to cause impact on amenity to the numerous residents on the south bank.

Kind regards,

Mark Prickett
Principal Enforcement Officer
Environmental Protection Team
Tel: [redacted]
Postal address: Southwark Council, Environmental Protection Team, Regulatory Services, 3rd Floor Hub 1, PO Box 64529, London, SE1P 5LX
Office address (By appointment only): Southwark Council, 160 Tooley Street, London, SE1 2QH
Air Quality web pages: http://www.southwark.gov.uk/air-quality
Construction web pages: http://www.southwark.gov.uk/construction
London Low Emission Construction Partnership - http://www.llecp.org.uk/

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From: Gagen, Kurt
To: Devlia, Neel; DBE - PLN Support
Subject: FW: 19/00116/FULL, Swan Lane Pier - TfL comments
Date: 22 September 2020 15:32:15

TfL comments for 19/00116/FULL. Please scan to file

From: McLaughlin Gavin <GavinMcLaughlin@tfl.gov.uk>
Sent: 06 July 2020 17:19
To: Gagen, Kurt <Kurt.Gagen@cityoflondon.gov.uk>
Subject: Re: 19/00116/FULL, Swan Lane Pier - TfL comments

Hi Kurt

Further to my email last week, TfL has the following comments on this application:

- Overall TfL strongly supports the application, especially the freight proposals, and the pack of information submitted to support it is strong. The freight and river transport benefits of the proposed development are very clear.

- Legible London signage is required at the Pier and we request confirmation from the City that it will be secured or provided at the riverside by the City Corporation. TfL will not support any other type of wayfinding signage being used at this location.

- Please can you confirm if the following restrictions will be secured by condition?

  "To ensure that disembarking and embarking for two consecutive events do not overlap there will be a minimum of three hours between events." (TA para 3.2.5)

  "There will be a maximum of two event charter vessels using the pier per day." (TA para 3.2.6)

  "The number of guests on event charters using the pier will be capped at 1,000 guests." (TA para 3.3.3)

  Once these conditions are confirmed, TfL can comment further on the strategic transport impact of the development proposed, specifically whether any mitigation for trip generation impacts on public transport or cycling is required to make the development acceptable in planning terms.

- I request for the Event Management Plan to be updated to explicitly discourage Taxi and Private Hire travel to and from all events.

  Travel by private vehicles should be discouraged in accordance with the Mayor's Transport Strategy (MTS) target for 80% of all personal trips in London to be walked, cycled or on public transport by 2041. This will require the City of London to reach 99% of personal trips being made by active or sustainable modes of transport by 2041.

  As a result the Event Management Plan should be updated to commit to email all event guests asking them not to use taxi or private hire unless they are disabled. At the moment it includes some statements proposed to be sent to event guests which will clearly encourage and support taxi and private hire travel to the pier rather than minimising it.

Travel by walking, cycling or public transport is preferable to travel by private vehicles including taxis and the Event Management Plan should reflect London's strategic transport policy by making this clear - specifically Policies T1, T2 and T5 of the new London Plan.

Accordingly paragraphs 6.3.4 to 6.3.6 and 6.7.3 to 6.7.6 of the current Event Management Plan should be removed.

Thanks and kind regards,
Gavin McLaughlin
07792 643 608

From: McLaughlin Gavin
Sent: Friday, July 3, 2020 4:41 PM
To: Gagen, Kurt <Kurt.Gagen@cityoflondon.gov.uk>
Subject: 19/00116/FULL, Swan Lane Pier - TfL comments

19/00116/FULL
Swan Lane Pier 1 Swan Lane London EC4R 3TN
Erection of a new pier within the River Thames at Swan Lane, to comprise a refurbished landside access platform; new canting brow and pontoon; dredging and filling of river bed; repair and reinstatement of campshed and riverbank; replacement of mooring pile and installation of additional mooring pile (Re-consultation- amended and additional supporting information received)

Please accept our apologies for a slight delay. This consultation requires input from specialist colleagues within TfL, some of who have been temporarily furloughed.

We are sharing the relevant documents with them and, following their input, will respond with full comments in due course. At the moment I expect to be able to share those with you early next week.

Thanks and kind regards,
Gavin McLaughlin
07792643608

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PLACE

Contact: Simon Westmorland
Tel: 020 7364 5365
Email: [redacted]
www.towerhamlets.gov.uk

Director of the Built Environment
Development Division
City of London
PO Box 270
Guildhall
London
EC2P 2EJ

SENT BY EMAIL

22 July 2020

Dear Mr Gagen

City of London Ref: 19/00116/FULL

Tower Hamlets Ref: NA

Address: Swan Lane Pier, 1 Swan Lane, London EC4R 3TN

Proposal: Erection of a new pier within the River Thames at Swan Lane, to comprise a refurbished landside access platform; new canting brow and pontoon; dredging and filling of river bed; repair and reinstatement of campshed and riverbank; replacement of mooring pile and installation of additional mooring pile.

BACKGROUND

The above planning application was validated by the City of London on 28 February 2019 after which a first round of public consultation commenced. Following amendments to the scheme earlier this year, a further round of consultation was undertaken in June 2020.

To date, no neighbouring authority observation request has been received by the London Borough of Tower Hamlets. However, given the wide ranging impacts of the proposals, the Council wishes to place on record a formal objection to the proposals.

PROPOSED DEVELOPMENT

The London Plan policies 7.24, 7.25 and 7.27 offer wide ranging support for the reinstatement, refurbishment and intensification of use of existing riverside land for water related purposes, notably for passenger and freight transport. Whilst it is noted that the recent revisions to the application proposals have sought to introduce an element of freight transportation into the scheme, this appears tokenistic and is limited to one movement per day.

Tower Hamlets Council
Town Hall
Mulberry Place
5 Clove Crescent
E14 2BG

The best of London in one borough

This freight offer appears constrained by the functional and operational requirements of the principal user of pier, namely the Ocean Diva Vessel.

Given the size and number of berths that could be available at a fully refurbished pier, this limited use for freight transportation would represent a significant missed opportunity to widen the River's capacity for passenger and freight infrastructure and thereby reduce usage/reliance on the capital's road and existing public transport infrastructure.

Further to the above, it is understood that the Ocean Diva vessel would be capable of accommodating in excess of 1,000 passengers who would board the vessel in order to partake in brand events, outdoor dining and drinking events and private parties. Given the scale of the proposals, understood to be the largest of its kind in London, the potential for noise disturbance to riverside residents, notably those living in the Tower Hamlets neighbourhood of Wapping and Limehouse, is of significant concern.

The application documentation contains insufficient information detailing how such noise disturbance would be mitigated and, given previous and ongoing disturbances to Tower Hamlets residents caused by similar riverboats (of smaller scale), the Council has significant concerns about the impact of the proposals on its residents.

CONCLUSIONS

The London Borough of Tower Hamlets is of the view that the proposals would represent a significant missed opportunity to increase the passenger and freight carrying capacity of London's waterways and such would be contrary to London Plan Policies 7.24, 7.25 and 7.27 as well as draft London Plan Policy SI15 which supports new piers in line with the Port of London Authority and Transport for London's Pier Strategy.

The proposals also fail to adequately demonstrate that they would not protect the amenity of Tower Hamlets residents by reason of noise disturbance resulting from the proposed leisure boat activities.

Yours sincerely,

Simon Westmorland
West Area Team Leader – Development Management

For and on behalf of the Divisional Director for Planning and Building Control, London Borough of Tower Hamlets

The best of London in one borough

Tower Hamlets Council
Town Hall
Mulberry Place
5 Clove Crescent
E14 2BG

Fire Safety Regulation, North East 1 Team
169 Union Street London SE1 0LL
T 020 8555 1200 x89171

Minicom 020 7960 3629
london-fire.gov.uk

Kurt Gagen
District Surveyor
City of london
PO box 270
Guildhall
London EC2P 2EJ

The London Fire Commissioner is the fire and rescue authority for London

Date 13 August 2020
Our Ref 00/165523
Your Ref 19/00116/Full

Dear Sir.

Premises: Swan Lane Pier
1 Swan Lane London EC4R 3TN

The London Fire Commissioner (the Commissioner) is the fire and rescue authority for London. The Commissioner is responsible for enforcing the Regulatory Reform (Fire Safety) Order 2005 (The Order) in London.

With reference to your recent request for advice I confirm the advice you were given as follows:-

Following construction phase of this project , consideration of Approved Document B access and facilities for the fire service be adopted. In addition evacuation routes for up to 550 persons from the quayside in case of fire be a priority consideration.

Any queries regarding this letter should be addressed to the person named below. If you are dissatisfied in any way with the response given, please ask to speak to the Team Leader quoting our reference.

Yours faithfully,

for Assistant Commissioner (Fire Safety)
Directorate of Operations
FSR-AdminSupport@london-fire.gov.uk

NOTE: The contents of this letter are without prejudice to any requirements or recommendations that may be made by the Commissioner under the Regulatory Reform (Fire Safety) Order 2005, the Petroleum (Consolidation) Regulations 2014, or the local authority or the Health and Safety Executive under other legislation. All alterations should comply with the appropriate provisions of the current Building Regulations.

Reply to Robert Hawtin

Direct **T** 0208 555 1200 35651

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Committees: Corporate Projects Board - for decision Project Sub Committee – for decision Planning and Transportation Committee - for decision	**Dates:** 26 August 2020 15 September 2020 06 October 2020
Subject: London Wall Car Park – Ventilation, Electrical, Fire Alarm and Sprinkler Works (Ref – CS 295/20) **Unique Project Identifier:** *PV ID: 12227*	**Gateway 2:** **Project Proposal** Regular
Report of: City Surveyor **Report Author:** Jessica Lees	**For Decision**
PUBLIC	

Recommendations

1. Next steps and requested decisions	**Project Description:** *This project will install a new ventilation system, upgrade the power supply, replace the current electrical installation to bring this up to compliant standards, including replacing the lighting and sprinkler system, and installing a carbon monoxide and fire detection system at London Wall Car Park.* **Next Gateway:** Gateway 3/4 - Options Appraisal (Regular) **Next Steps:** *To get a detailed survey to provide options at gateway 3/4* **Requested Decisions:** 1. That budget of **£240,000** is approved to carry out enabling works, including an upgrade of electrical supply and more detailed surveys to prepare the M&E design and tender documents to reach the next Gateway; 2. Note the total estimated cost of the project of **£1,155,000** (excluding risk);

	3. Note that there is a Costed Risk of **£260,000** (post-mitigation) 4. Note that the total estimated cost of the project of £1,415,000 (including risk); 5. Note that an element of funding for this project was approved 'in principal' by from the Resource Allocation Sub Committee, with draw down subject to further approval at the next gateway.
2. Resource requirements to reach next Gateway	

Item	Reason	Funds/ Source of Funding	Cost (£)
UKPN	Upgrade of the electrical supply	CWP - R089CW001 L - London Wall Car Park Ventilation and extract system works	£25,000
Consultant services engineer	To carry out surveys and prepare detailed M&E design and tender documents	CWP - R089CW001 L - London Wall Car Park Ventilation and extract system works	£60,000
R&D asbestos survey	Survey to locate and identify all asbestos-containing materials (ACMs)	CWP - R089CW001 L - London Wall Car Park Ventilation and extract system works	£15,000
Asbestos removal	To remove ACMs before work commencement	CWP - R089CW001 L - London Wall Car Park Ventilation and extract system works	£50,000
Smoke stimulation	To carry out a CFD analysis	Additional resources for	£25,000

			City Fund properties*	
	Fire risk consultant	To review fire risks identified against highway structure	Additional resources for City Fund properties*	£25,000
	Structural consultant	To review fire risks identified against highway structure	Additional resources for City Fund properties*	£20,000
	CDM advisor	To meet health and safety duties	Additional resources for City Fund properties*	£10,000
	Other	Planning/ building control	Additional resources for City Fund properties*	£5,000
	Staff costs	Project management	Additional resources for City Fund properties*	£5,000
	Total			£240,000

**Report of the Chamberlain dated 02/05/2019 – Cyclical Works Programme (CWP) and Additional Resources for City Fund Properties – Request for Funding for 2019/2020*

3. Governance arrangements	• Planning and Transportation • Ian Hughes, Assistant Director, Highways • A project board is not required as this is a regular project and works are not considered complex or to impact on a high number of stakeholders • The project will be progressed by the City Surveyor's Department (CSD) in conjunction with the Department of Built Environment. • CSD Project Manager - Carmel McGowan, Senior Principal Engineer

Project Summary

4. Context	4.1 The electrical installation is in a poor condition and requires urgent attention. 4.2 A recent fire risk assessment identified that extensive work is required to the ventilation, fire alarm and sprinkler systems. 4.3 Ventilation of car parks is recommended in order to limit concentrations of carbon monoxide (CO) and other vehicle emissions in the day-to-day use of car parks and to remove smoke and heat in the event of a fire. 4.4 The existing ventilation system is no longer operational, the fans are obsolete, it is critical that ventilation is reinstated to control the amount of potentially harmful airborne pollutants present in the car park. 4.5 There is no means to dissipate heat and smoke and the current state of the car park facilities could be considered a Health and Safety at Work Act contravention. 4.6 There are 6No electric vehicle charging points installed in the carpark. They are considered to be a high risk as the ventilation system is not operational and there is no way to remove fumes and smoke in the event of a battery fire. 4.7 Currently it is not possible to quickly isolate electrical supplies to battery charging units in the event of an emergency. 4.8 The existing fire alarm and sprinkler systems are unable to respond rapidly to an electric vehicle fire. 4.9 The work identified is in line with the forward maintenance plan for the property.
5. Brief description of project	5.1 The project will upgrade the electrical supply, install a new ventilation system, sprinklers, and a carbon monoxide and fire detection systems in the car park. 5.2 As the structure of the car park is a highway structure fire and structural consultants will be commissioned to ensure that the design addresses the necessary compliance required for this high risk.

	5.3 The current electrical installation will also be brought up to compliant standards by replacing the main LV panel and distribution boards and installing new containments and rewiring circuits. The current 200amp main electrical supply is not sufficient for what the site needs as 100amps has been diverted to the electric vehicle chargers, so UKPN will upgrade to 400amp. The existing circuits will be stripped out and replaced and new lighting will be installed.
6. Consequences if project not approved	6.1 If deferred, these systems will continue to be an increased risk that a fire would have significant consequences. Given the public awareness of the Grenfell Tower fire as well as the King's Dock car park fire next to the Echo Arena in Liverpool in 2017, there is a public expectation that local authorities are doing all they can to mitigate fire risk in their buildings 6.2 The current installation does not comply with the City of London Guidance for electric vehicle charging. 6.3 Current H&S issues identified would remain including poor ventilation in the car park exposing the City to the risk of legal challenges by not providing a safe environment. 6.4 Local authorities are required to ensure their premises are fundamentally safe and fit for purpose. The review of the Echo Arena fire highlighted the implications of a fire spreading rapidly from vehicle to vehicle & floor to floor, accelerated by the failure of plastic fuel tanks. This re-emphasised the need for effective sprinkler systems, ventilation and fire management procedures to underpin an integrated risk management plan. 6.5 If the car park closed due to not meeting the required standards identified the City could lose a projected £772k per annum based upon 2020/21 forecast income.
7. SMART project objectives	***What is the project required to achieve? Highlight a few objectives. These may be derived from your measures of success as described in your Project Briefing.*** - *To ensure that there is a compliant ventilation system, fit for purpose with acceptable levels of carbon monoxide and other pollutants present* - *To increase fire safety with the installation of a new fire alarm and sprinkler system* - *To upgrade the power supply*

	- *To deliver compliant electrical installations with the adequate lighting, including emergency lighting*
8. Key benefits	- *To reduce energy charges associated to lighting as LED smart lighting would be installed* - *To reduce maintenance charges as the smart system does not require manual monthly PPMs*
9. Project category	1. Health and safety
10. Project priority	A. Essential
11. Notable exclusions	*11.1 Fire door replacements – this will be covered within the Fire Safety – Works in Car Parks Project which is due to go to committee for approval in October/ November. The reason for keeping this item separate is due to economies of scale with other works within the Works in Car Parks project scope.*

Options Appraisal

12. Overview of options	***Numbered list format*** *Option1 – Closure of the car park due to not meeting the required standards identified and high risk to the public* *Option 2 Part retain and part replacement of the existing mechanical and electrical (M&E) services* *Option3 – Replace all of the M&E Services*

Project Planning

13. Delivery period and key dates	**Overall project:** *Eight months from start work on site/ estimated completion date April 2022* The project briefing previously estimated a completion date of between June and August 2021, this was on the basis that the project would start on site between May – June 2020. Due to review of project scope and detailed survey requirements identified within this gateway 2, the start on site date is now estimated October 2021 with an estimated completion date of April 2022.

<table>
<tr><td></td><td>

Key dates:

<table>
<tr><td>Gateway 2 approval</td><td>September & October 2020</td></tr>
<tr><td>Appoint consultant for survey and design</td><td>December 2020</td></tr>
<tr><td>Instruct UKPN to upgrade electrical supply</td><td>December 2020</td></tr>
<tr><td>Undertake asbestos R&D survey</td><td>December 2020</td></tr>
<tr><td>Gateway 3/4 report for approval</td><td>February 2021</td></tr>
<tr><td>Finalise tender documents</td><td>March 2021</td></tr>
<tr><td>Tender project</td><td>April 2021</td></tr>
<tr><td>Tender return</td><td>June 2021</td></tr>
<tr><td>Gateway 5 report for approval</td><td>July 2021</td></tr>
<tr><td>Place order with contractor</td><td>September 2021</td></tr>
<tr><td>Start work on site</td><td>October 2021</td></tr>
<tr><td>Project completion</td><td>April 2022</td></tr>
</table>

Other works dates to coordinate: *these works are likely to coincide with the fire door replacement works as part of the car park fire mitigation project due to committee later this year. We do not envisage works to impact upon one another.*

</td></tr>
<tr><td>**14. Risk implications**</td><td>

Overall project risk: Low

Project risk is low as at early stages of the gateway process.

The overall project risk may change once detailed surveys are carried out as part of the gateway 2.

Please note the current total costed risk (post-mitigation) for the project of £260,000

Further information available within the Risk Register (Appendix 2).

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</table>

15. Stakeholders and consultees	***15.1 Department of Built Environment (DBE) – Highways, including Kieran McKay*** ***15.2 DBE District Surveyors – Paul Monaghan and Gordon Roy*** ***15.3 Terence Short – Fire Officer, CSD*** ***15.4 DBE parking contractor – SABA***

Resource Implications

16. Total estimated cost	**Likely cost range (excluding risk):** *£1,030,000 - £2,000,000* **Likely cost range (including risk):** *£1,415,000 - £2,000,000* *The upper cost range has been kept at £2m due to some uncertainty of scope of works; the necessary detailed surveys will be carried out as part of gateway 2. This will be adjusted at the next gateway stage.*
17. Funding strategy	Choose 1: Partial funding confirmed Choose 1: Internal - Funded wholly by City's own resource

Funds/Sources of Funding	**Cost (£)**
Additional resources for City Fund properties	£572,000
CWP - R089CW001L - London Wall Car Park Ventilation and extract system works*	£152,000
On street parking Reserve**	£431,000
Total	**£1,155,000**

**This budget was approved as part of the 2018/19 CWP programme which now falls within the wider scope of this project. Therefore the funding will be reallocated from the CWP programme to this project.*

***'In principle' funding was approved by Resource Allocation Sub and Policy and Resources Committees in December 2019 as part of the 2020/21 annual capital bid round. Further approval of RASC and P&R to draw down these funds will be required following approval of the relevant gateway reports.*

18. Investment appraisal	*Annual loss of income if the Car Park was to close is £772k (based on 2020/21 forecast income)*

19. Procurement strategy/route to market	*The procurement of the Consultants will be run in line with the City of London's procurement code and liaising with the City Procurement Team.* *The works for this project proposed at the next gateway, will at this time be run via the Internal Intermediate Works Framework as a competition to all parties.*
20. Legal implications	***None***
21. Corporate property implications	*No direct implications. This project is in support of the management plan for this incoming generating asset.*
22. Traffic implications	*Parking bays will need to temporarily be closed off to enable plant replacement above*
23. Sustainability and energy implications	*The project is to replace lighting with LED smart lighting and CO controlled ventilation which is in line with best practice.* *The Corporate Energy Team should be further consulted during the design and specification drafting stage.*
24. IS implications	***None***
25. Equality Impact Assessment	• *An equality impact assessment will not be undertaken*
26. Data Protection Impact Assessment	• *The risk to personal data is less than high or non-applicable and a data protection impact assessment will not be undertaken*

Appendices

Appendix 1	Project Briefing
Appendix 2	Risk Register
Appendix 3	

Contact

Report Author	Jessica Lees
Email Address	jessica.lees@cityoflondon.gov.uk
Telephone Number	07872114059

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Project Briefing

Project identifier			
[1a] Unique Project Identifier		**[1b] Departmental Reference Number**	
[2] Core Project Name	London Wall Car Park Ventilation, Lighting and Fire Alarm Project		
[3] Programme Affiliation *(if applicable)*	DBE Fire Safety in Car Parks Project		

Ownership	
[4] Chief Officer has signed off on this document	Paul Wilkinson, The City Surveyor
[5] Senior Responsible Officer	Karyn Burnham, Deputy Head of FM
[6] Project Manager	Carmel McGowan, Senior Principal Engineer

Description and purpose
[7] Project Description
The project will install a new ventilation system, carbon monoxide and fire detection system in the car park. The current electrical installation will also be brought up to compliant standards by replacing the main LV panel and distribution boards and installing new containments and rewiring circuits. The current 200amp main electrical supply is not sufficient for what the site needs as 100amps has been diverted to the electric vehicle chargers, so UKPN will upgrade to 400amp. The existing circuits will be stripped out and replaced and new lighting will be installed.
[8] Definition of Need: What is the problem we are trying to solve or opportunity we are trying to realise (i.e. the reasons why we should make a change)?
The existing ventilation system is no longer operational, the fans are obsolete and it is critical that ventilation is reinstated to control the amount of potentially harmful airborne pollutants present in the car park. The car park is open to the public and the City has a responsibility to safeguard staff, contractors and the public using the car park. Ventilation in car parks is recommended in order to limit concentrations of carbon monoxide (CO) and the vehicle emissions and to remove smoke and heat in the event of a fire. There is also no means to dissipate heat and smoke in London Wall Car Park, and in its current state, the car park facilities could be considered a Health and Safety at Work Act contravention. It does not comply with Building Regulation Approved document B - Fire Safety, or document F – Ventilation. At present the car park is not covered by a fire alarm detection system. This has been recommended in the Fire Risk Assessment and in light of the 2017 Liverpool car park fire. The City of London Parking Team and City Surveyor's Department are reviewing fire safety across the City's car parking estate. This links in with the wider project being managed by Ian Hughes, Assistant Director Parking. In addition to the above, the electrical installation in the car park is in poor condition and requires urgent attention. The current capacity is not enough to support the work required to the ventilation, lighting and fire alarm. The upgrade will ensure the car park is compliant with current electrical regulations. There are also potential revenue making opportunities in the pipeline for this car park and not addressing this issue could jeopardise these income streams from being taken forward.

[9] What is the link to the City of London Corporate plan outcomes?

[1] People are safe and feel safe.
[2] People enjoy good health and wellbeing.
[5] Businesses are trusted and socially and environmentally responsible.
[9] Our spaces are secure, resilient and well-maintained.
[10] Our physical spaces have clean air, land and water and support a thriving and sustainable natural environment.

[10] What is the link to the departmental business plan objectives?

City Surveyor's Department will optimise the City's property assets for the benefit of our customers, our community, our partners and our colleagues. We will ensure buildings are fit for purpose, sustainable, safe and secure, providing access for all, meeting service needs and community expectations.

[11] Note all which apply:

Officer: Project developed from Officer initiation	Y	**Member:** Project developed from Member initiation	N	**Corporate:** Project developed as a large-scale Corporate initiative	N
Mandatory: Compliance with legislation, policy and audit	Y	**Sustainability:** Essential for business continuity	Y	**Improvement:** New opportunity/ idea that leads to improvement	N

Project Benchmarking:

[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?
<These should be impacts of the activity to complete the aim/objective, rather than 'finishes on time and on budget'>>

1) Compliant ventilation system fit for purpose with acceptable levels of Carbon Monoxide and other pollutants present.
2) Compliant electrical installation with adequate lighting at appropriate lux levels.
3) Increased fire safety in the car park with the installation of a new fire alarm system.

[13] Will this project have any measurable legacy benefits/outcome that we will need to track after the end of the 'delivery' phase? If so, what are they and how will you track them? (E.g. cost savings, quality etc.)

Reduced utility charges as we would be using LED smart lighting.
Reduced maintenance charges as the smart system does not require manual PPMs.

[14] What is the expected delivery cost of this project (range values) [£]?

Lower Range estimate: £1,030,000
Upper Range estimate: £2,000,000

[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs) [£]:

Ongoing servicing and repairs will be covered by the City Surveyor's exisiting Building, Repairs and Maintenance budget with replacement scheduled in the Forward Maintainance Plan and bids made for funding from the Cyclical Works Programme.

[16] What are the expected sources of funding for this project?

Source	Amount	Funded
Additional Resources for City Fund Properties	£500,000	Yes
CWP 19/20	£130,000	Yes
DBE On street parking fund	£400,000	No - To be requested from DBE OnStreet Parking Revenue

[17] What is the expected delivery timeframe for this project (range values)?
Are there any deadlines which must be met (e.g. statutory obligations)?

Lower Range estimate: May 2020– June 2021
Upper Range estimate: July 2020 – August 2021

Project Impact:	
[18] Will this project generate public or media impact and response which the City of London will need to manage? Will this be a high-profile activity with public and media momentum?	
No	
[19] Who has been actively consulted to develop this project to this stage? <(Add additional internal or external stakeholders where required) >	
Chamberlains: Finance	Officer Name: John James
Chamberlains: Procurement	Officer Name: N/A
IT	Officer Name: N/A
HR	Officer Name: N/A
Communications	Officer Name: N/A
Corporate Property	Officer Name: Warren Back
External	N/A
Department of Built Environment	Officer Name: Ian Hughes
[20] Is this project being delivered internally on behalf of another department? If not ignore this question. If so: **Please note the Client supplier departments.** **Who will be the Officer responsible for the designing of the project?** **If the supplier department will take over the day-to-day responsibility for the project, when will this occur in its design and delivery?**	
Client	Department:
Supplier	Department:
Supplier	Department:
Project Design Manager	Department:
Design/Delivery handover to Supplier	Gateway stage: <Before Project Proposal>, <Post Project Proposal>, <Post Options Appraisal>, <Post Detailed design>, <Post Authority to start work>

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City of London: Projects Procedure Corporate Risks Register

Project Name:	London Wall Car Park - Ventilation, Electrical, Fire	PM's overall risk rating:	Low	CRP requested this gateway	£ -	Average unmitigated risk	6.1
Unique project identifier:		Total estimated cost (exc risk):	£ 1,155,000	Total CRP used to date	£ -	Average mitigated	4.1

Open Risks	9
Closed Risks	0

General risk classification											Mitigation actions								Ownership & Action				
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	Comment(s)
R1	2	(2) Financial	More asbestos has been identified by the R&D survey	Cost of removal/ encapsulating of asbestos is more costly than estimate provided	Possible	Serious	6	£80,000.00	N	C – Uncomfortable	Commission a detailed asbestos survey and remove all asbetsos identified in the report	£10,000.00	Unlikely	Serious	£40,000.00	4	£0.00		13/08/20	Jessica Lees	Carmel McGowan		
R2	2	(2) Financial	UKPN cost for electrical upgrade is higher than estimated within report	Further funding will be required to pay for this essential electrical upgrade in supply	Possible	Serious	6	£50,000.00	N	C – Uncomfortable	Early engagement with UKPN	£5,000.00	Unlikely	Serious	£20,000.00	4	£0.00		13/08/20	Jessica Lees	Carmel McGowan		
R3	2	(10) Physical	UKPN take longer to upgrade supply than timeframe identified	This will subsequently delay next milestones and estimated project completion date	Possible	Minor	3	£0.00	N		Early engagement with UKPN	£0.00	Possible	Minor	£0.00	3	£0.00		13/08/20	Jessica Lees	Carmel McGowan		
R4	5	(1) Compliance/Regulatory	Building regulations for fire safety and ventilation are updated after gateway 3/4 but before gateway 5	Changes to design and scope of work will delay start of project	Likely	Serious	8	£100,000.00	N	C – Uncomfortable	Continuous engagement with the Fire officer and bUilding Control	£5,000.00	Possible	Serious	£50,000.00	6	£0.00		13/08/20	Jessica Lees	Carmel McGowan		
R5	4	(5) H&S/Wellbeing	Failure to complete the project	Health & Safety Risks and non Compliences are not addressed	Possible	Major	12	£0.00	N		Submit Gateway3-4 report for approval	£50,000.00	Unlikely	Major	£0.00	8	£0.00		13/08/20	Jessica Lees	Carmel McGowan		
R6	4	(3) Reputation	The car park contractor refuses to operate from the car park due to the poor condition	Lack of income from car park	Unlikely	Serious	4	£0.00	N		Replace the life expired m&E services	£0.00	Rare	Serious	£0.00	2	£0.00		13/08/20	Jessica Lees	Carmel McGowan		
R7	4	(3) Reputation	Legal challenges because of poor air quality	Dame to reputation + possible legal case	Unlikely	Serious	4	£0.00	N		Replace the life expired m&E services	£0.00	Rare	Serious	£0.00	2	£0.00		13/08/20	Jessica Lees	Carmel McGowan		
R8	4	(2) Financial	Extensive changes to scope of works	Risk of cost increase as design is developed	Possible	Serious	6	£200,000.00	N		Appoint design team to undertake extensive surveys and develop design	£50,000.00	Unlikely	Serious	£50,000.00	4	£0.00		13/08/20	Jessica Lees	Carmel McGowan		
R9	4	(1) Compliance/Regulatory	Extensive structural work will be identified by the fire consultant and structural engineers	Furhter funding will be required to ensure relevant structural works are carried out due to highway above	Possible	Serious	6	£250,000.00	N	C – Uncomfortable	Appoint structural and fire consultants at gateway 2	£55,000.00	Unlikely	Serious	£100,000.00	4	£0.00		13/08/20	Jessica Lees	Carmel McGowan		
R10								£0.00				£0.00			£0.00		£0.00						
R11								£0.00				£0.00			£0.00		£0.00						
R12								£0.00				£0.00			£0.00		£0.00						
R13								£0.00				£0.00			£0.00		£0.00						
R14								£0.00				£0.00			£0.00		£0.00						
R15								£0.00				£0.00			£0.00		£0.00						
R16								£0.00				£0.00			£0.00		£0.00						
R17								£0.00				£0.00			£0.00		£0.00						
R18								£0.00				£0.00			£0.00		£0.00						
R19								£0.00				£0.00			£0.00		£0.00						
R20								£0.00				£0.00			£0.00		£0.00						
R21								£0.00				£0.00			£0.00		£0.00						
R22								£0.00				£0.00			£0.00		£0.00						
R23								£0.00				£0.00			£0.00		£0.00						
R24								£0.00				£0.00			£0.00		£0.00						
R25								£0.00				£0.00			£0.00		£0.00						
R26								£0.00				£0.00			£0.00		£0.00						
R27								£0.00				£0.00			£0.00		£0.00						
R28								£0.00				£0.00			£0.00		£0.00						
R29								£0.00				£0.00			£0.00		£0.00						
R30								£0.00				£0.00			£0.00		£0.00						
R31								£0.00				£0.00			£0.00		£0.00						
R32								£0.00				£0.00			£0.00		£0.00						
R33								£0.00				£0.00			£0.00		£0.00						
R34								£0.00				£0.00			£0.00		£0.00						
R35								£0.00				£0.00			£0.00		£0.00						
R36								£0.00				£0.00			£0.00		£0.00						
R37								£0.00				£0.00			£0.00		£0.00						
R38								£0.00				£0.00			£0.00		£0.00						
R39								£0.00				£0.00			£0.00		£0.00						
R40								£0.00				£0.00			£0.00		£0.00						
R41								£0.00				£0.00			£0.00		£0.00						
R42								£0.00				£0.00			£0.00		£0.00						
R43								£0.00				£0.00			£0.00		£0.00						
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R46								£0.00				£0.00			£0.00		£0.00						
R47								£0.00				£0.00			£0.00		£0.00						
R48								£0.00				£0.00			£0.00		£0.00						
R49								£0.00				£0.00			£0.00		£0.00						
R50								£0.00				£0.00			£0.00		£0.00						
R51								£0.00				£0.00			£0.00		£0.00						
R52								£0.00				£0.00			£0.00		£0.00						
R53								£0.00				£0.00			£0.00		£0.00						
R54								£0.00				£0.00			£0.00		£0.00						
R55								£0.00				£0.00			£0.00		£0.00						
R56								£0.00				£0.00			£0.00		£0.00						
R57								£0.00				£0.00			£0.00		£0.00						
R58								£0.00				£0.00			£0.00		£0.00						
R59								£0.00				£0.00			£0.00		£0.00						
R60								£0.00				£0.00			£0.00		£0.00						
R61								£0.00				£0.00			£0.00		£0.00						
R62								£0.00				£0.00			£0.00		£0.00						
R63								£0.00				£0.00			£0.00		£0.00						
R64								£0.00				£0.00			£0.00		£0.00						
R65								£0.00				£0.00			£0.00		£0.00						
R66								£0.00				£0.00			£0.00		£0.00						
R67								£0.00				£0.00			£0.00		£0.00						

| | | |

Committee(s)	Dated:
Planning & Transportation Committee (For Decision) Markets Committee (For Decision)	**6 October 2020** **25 November 2020**
Subject: Car Park & On-Street Parking Bay Tariffs	**Public**
Report of: Director of the Built Environment	**For Decision**
Report Author: Ian Hughes Deputy Director (Transportation & Public Realm)	

Summary

It has been over three years since the last full-scale parking tariff review, and with demand for parking places increasing as the City moves towards recovery from Covid-19, it appears timely to review both our on-street and off-street parking tariffs.

The changes recommended in this report take into account various key considerations, namely:

- The pivotal role parking still plays in delivering key service amenities to enable the Square Mile to function effectively, including recovery from Covid-19;
- How tariffs should remain in line with the direction of both the Transport Strategy & Air Quality Strategy, in particular discouraging unnecessary car usage in general, and supporting the use of zero emission vehicles where other modes of transport are not possible;
- That tariffs should be competitive with our neighbouring authorities & commercial competitors;
- That car parks represent an important income stream for both DBE and the Department of Markets & Consumer Protection;
- That on-street parking bay income contributes to the On-Street Parking Account that funds major highway-related projects and highway maintenance.

In response to these key policy and economic drivers, this report recommends a three-year pricing strategy of annual changes to both the car park and on-street parking tariffs, with the first of those recommended to be implemented in January 2021. Adopting a three-year pricing strategy allows the impact of the respective year-on-year changes to be monitored and then subsequently adjusted as necessary.

Recommendations

Planning & Transportation Committee are asked to approve the three-year pricing strategy for on-street parking bays as set out in paragraph 19 of this report from January 2021

Planning & Transportation Committee (in relation to Baynard House, London Wall, Minories and Tower Hill car parks) and **Markets Committee** (in relation to Smithfield car park) are asked to approve the three-year pricing strategy for parking charges in these public car parks as set out in paragraph 19 of this report from January / February 2021

Main Report

Background

Responsibilities

1. Excluding the Barbican Centre, the City Corporation operates five public car parks in the Square Mile, four of which (Baynard House, London Wall, Minories and Tower Hill) fall under the responsibility of the Planning & Transportation Committee, with the fifth at Smithfield being the responsibility of the Markets Committee.
2. In parallel, DBE and Markets & Consumer Protection are the responsible departments for the two Committees and their respective car parks, albeit DBE employs the contractor who manages all five facilities together for the public.
3. Given to all intents and purposes that both sets of car parks function in the same way and are aligned to the same overall corporate policies, hourly parking tariffs and residential parking rates in all five facilities have been aligned for several years, with the exception of specific tariffs offered at Smithfield for market traders, customers & commercial season tickets.
4. In terms of on-street parking bays, these are the responsibility of the Planning & Transportation Committee alone and authority for setting tariffs for those bays lies solely with that Committee.

Policy

5. The City's car parks and on-street parking bays provide essential facilities for those who need to service the Square Mile, and the City's long-standing policy of actively discouraging commuting by car was reiterated as a core element of its long-term Transport Strategy. That Strategy also reflected the City's Air Quality Strategy by emphasising that where other modes of transport were not possible, zero emission vehicles should be encouraged over high polluting diesel and petrol vehicles.
6. A review of the use of the City's kerbside space is currently being undertaken in accordance with Proposal 14 of the Transport Strategy, and alongside the actions in this report, further measures may be proposed to encourage longer stay parking to take place off-street and to reduce private vehicle traffic levels. A report detailing an action plan to complete the review is expected for the next meeting of the Planning & Transportation Committee to consider.

7. In terms of the relationship between car park and on-street tariffs, the balance remains to encourage longer-term parking off-street, recognising that on-street bays may be located more conveniently for individual users but typically require a higher turnover of vehicles to meet these needs. As a result, hourly tariffs in the City's car parks are lower with unlimited durations of stay, whereas on-street parking bays are higher with a four-hour maximum stay period.

Current Position

On-Street Parking Bays

8. Members may recall that the City introduced one of the very first emissions-based tariffs for on street parking in August 2017 with the aim of encouraging the use of more environmentally friendly vehicles and to help improve air quality in the Square Mile. The tariff set a lower charge for zero emission capable vehicles (£4 per hour), a medium charge for newer petrol and diesel vehicles (£5.20) and a higher charge for more polluting older petrol and diesel vehicles (£6.80).

9. This approach was recognised by an innovation Award from the European Parking Association and recent analysis suggests that the number of higher polluting vehicles parking in the City since the tariff was introduced has fallen by 150 a day. Whilst this success cannot be wholly attributed to the City's emissions-based tariff, it is likely to have contributed to this shift in behaviour.

Car Parks

10. The City's public car park tariffs were last reviewed in November 2016, when Members approved a two-stage pricing strategy that first harmonised and then increased the tariffs in each of the facilities. The second of those two increases was implemented in April 2019, with the hourly rate set at £3.50 per hour at all five car parks.

11. As a result of those tariff changes, total car park income (prior to Covid-19) increased by around £350k pa for DBE's four car parks, helping to move those car parks into operational profit. However, benchmarking against the car parks run by the City's commercial competitors in the Square Mile as well as those across the rest of central London suggest that the City's tariffs remain well below those offered elsewhere (see Appendix 1), making them a relatively attractive parking option somewhat in conflict with the City's wider transport objectives.

12. In terms of the potential for emission-based tariffs in the car parks, the current barrier equipment, CCTV and 'pay on foot' machines are not sufficiently integrated with on-line information regarding vehicle emissions to deliver this proposal just yet. However, as part of the upcoming process to tender for a new car park management contractor by April 2022, the successful bidder will be expected to install new equipment that will have the sophistication to introduce variable charges linked to vehicle emissions.

Occupancy & Usage

13. Prior to the start of the Covid health emergency, the City's car parks operated at around 65% occupancy, predicted to generate an annual operational profit of £430k in total across the four DBE car parks. This reduced the need to draw down on the On-Street Parking Account to cover the overheads of running the facilities and was a considerable improvement on the position prior to the last tariff change. However, a contribution from the OSPA was still expected, meaning that a further tariff increase would be appropriate to continue this trend toward generating a net profit.

14. During the lockdown period for Covid-19, demand for both on and off-street parking fell away considerably, but now both are recovering well as a proportion of the City's working population continue to avoid public transport and prefer to drive in.

15. In the short term, that makes our parking facilities more attractive, with some of the City's car parks now full and parking bays running at over 90% occupancy during peak times.

16. However, as the City moves towards a return to 'normal', there is simply not enough parking spaces for that recovery to be led by car travel, meaning the City's overarching Transport Strategy objective of encouraging travel by public transport (taking appropriate safety precautions) must return to the fore. It also suggests it is now appropriate to reconsider pricing as a means of managing demand.

Options

17. For both on-street bays and car parks, three general options are possible:

    a. Reduce Tariffs – This might seem an attractive option during the Covid-19 recovery period but given that demand for parking is already reaching capacity, such incentives do not appear necessary and would not be aligned to the Transport Strategy. Given the loss in income during the lockdown period, this would also result in further unsustainable losses for the car parks in particular, and as a result, this is not recommended.

    b. Do Nothing (retain the current tariff structures) - This would not help manage the increasing level of demand for our parking facilities, nor would it be aligned to the direction of the Transport Strategy. It would also fail to address the need to cover the net cost of running the City's car parks, and as a result, this is not recommended.

    c. Increase Tariffs – Setting a three-year pricing strategy to gradually raise tariffs will serve to manage demand over the medium term in line with the objectives of the Transport Strategy, as well as move the car park operation further towards a net profit. In terms of the on-street parking bays, increasing the differentiation between clean & polluting vehicle tariffs will also help meet the City's air quality objectives. As a result, this option is recommended.

Proposals

18. The proposal is to adopt a three-year pricing strategy, allowing the impact of the respective year-on-year changes to be monitored and then subsequently adjusted if necessary. The first step could be implemented from January / February 2021, with the intention that by 2023 parking for zero emission vehicles on-street would be half the cost of high polluting vehicles, whilst parking in our car parks would remain the cheaper option throughout.

19. On this basis, the following tariff structure is proposed:

Car Parks rates (£)	**Current**	**Jan 2021**	**Jan 2022**	**Jan 2023**
Hourly rate	3.50	4.00	4.20	4.50
Commercial Season Tickets*	1,865.50	1,980	2,200	2,500
Coach Parking (Tower Hill)	10	11	12	14

*Commercial season tickets are based on the hourly tariff, scaled up to a full year basis.

Parking Bay Hourly rates (£)	**Current**	**Jan 2021**	**Jan 2022**	**Jan 2023**
Zero Emission Capable	4.00	4.40	4.80	5.00
Petrol post-2005	5.20	6.00	6.60	7.20
Diesel post-2015	5.20	6.00	6.60	7.20
Other	6.80	8.00	9.00	10.00
Coaches	6.00	8.00	9,00	10.00

20. Whilst the car park tariffs are not subject to formal Traffic Management Orders, they are required for on-street parking & coach bays. These can be made under the Director of the Built Environment's existing delegated authority subject to a public advertisement & notification exercise. If any major objections or significant concerns emerge, this proposal would then be brought back to the Planning & Transportation Committee for Members to decide whether to continue to make the Order or to amend the proposal.

21. In terms of financial implications, it is difficult to predict income levels because changes in tariffs can lead to charges in demand plus there is obvious uncertainty regarding the long-term demand for parking spaces as the City recovers from Covid-19. Nevertheless, based on previous experience, it is thought that such changes are likely to result in an additional £575k pa contribution towards the On-Street Parking Reserve in the first year and approximately half that amount being recovered in additional income from car parks. This estimate factors in the recovery of parking activity during recent months as well as the potential for a continued shift away from higher polluting vehicles paying the highest on-street tariff band.

22. Otherwise, to make these changes there will be minor costs of approx. £10k incurred to cover advertising, publicity, signage and IT system alterations, but these will be met from the additional income derived from the tariff changes.

Corporate & Strategic Implications

23. The City is authorised to operate and set parking charges under Section 46 of the Road Traffic Regulation Act 1984. In exercising its functions under the Road Traffic Regulations Act 1984 the City, as traffic authority must have regard to amongst other things, the provision of adequate parking facilities and securing the expeditious, convenient and safe movement of vehicles and other traffic (including pedestrians) having regard to the amenity, the national air quality strategy and any other relevant matters. The environmental benefits of the proposals are consistent with these considerations.

24. In accordance with s55 of the Road Traffic Regulation Act 1984, income received from on-street parking charges is held in the On-Street Parking Account, which can only be used by the City for highway improvements and other traffic related or environmental measures. Additional costs associated with the introduction of emissions-based tariff and removal of the convenience fee can be legitimately covered by this surplus.

25. There is a requirement to publish proposals on changes to on-street parking charges prior to changes made to the Traffic Management Orders. This requirement will be met through publication of the proposals in the local press in accordance with the Local Authorities Traffic Order (Procedure) (England & Wales) Regulations 1996 as well as a coordinated communication strategy to include signage, posting on social media, website information and leaflet distribution.

Conclusion

26. The above proposals enable the continued provision of reliable and effectively managed on & off-street parking places in accordance with the City's Transport & Air Quality Strategies to reduce traffic, encourage motorists to opt for low emission vehicles and improve air quality in the City.

Appendices

Appendix 1	Car Park Tariff Benchmarking
Appendix 2	On-Street Parking Tariff Benchmarking

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Appendix 1 – Car Park Tariff Benchmarking (Feb 2020)

Location	Capacity (no.)	2 hours (£)	8 hours (£)
EC1			
Charterhouse Square (Euro Car Park)	14	£4	£11
Farringdon (NCP)	294	£12	£34
Saffron Hill (NCP)	353	£16	£22.50
Aldersgate (NCP)	670	£12	£24
Smithfield (CoL)	**581**	**£7**	**£41.50**
EC2			
Finsbury Square (NCP)	258	£18	£26
Barbican (CoL)	326	£7.50	£24
London Wall (CoL)	**218**	**£7**	**£31.50**
EC3			
Minories (CoL)	**321**	**£7**	**£31.50**
Tower Hill (CoL)	**110**	**£7**	**£31.50**
EC4			
Baynard House (CoL)	**233**	**£7**	**£31.50**
Vintry, Bell Wharf Lane (NCP)	466	£9.60	£28.80
E1			
Whitechapel High Street (NCP)	90	£16	£28
SE1			
London Bridge (NCP)	460	£9.60	£28.80
Gainsford Street (Q Park)	502	£10	£30
SW1			
Spring Gardens (Q Park)	205	£16	£48
WC1			
Judd Street (NCP)	35	£10	£25
WC2			
Covent Garden (NCP)	330	£24	£30

Appendix 2 – On-Street Parking Tariff Benchmarking (Feb 2020)*

City of London

- Electric or hydrogen or hybrid: £4 per hour
- Petrol vehicles registered from 2005: £5.20
- Diesel vehicles registered from 2015: £5.20
- All other vehicles: £6.80

Westminster

- Pre-2015 Diesel vehicles between £3.75 & £7.35 per hour depending on zone
- Other vehicles between £2.50 and £4.90

Camden

- Diesel vehicles between £2.49 and £6.93 per hour depending on zone
- Non-diesel vehicles between £2.05 and £5.70
- Malet St Zone: £7.20 (all vehicles)

Islington

- All vehicles between £2.40 and £6.20 per hour depending on zone

Southwark

- All vehicles (cash payment): £3.20 to £6.50 per hour depending on zone
- All vehicles (phone payment): £2.75 to £6

Tower Hamlets

- Diesel vehicles between £6 and £7.50 per hour depending on zone
- Non-diesel vehicles between £4 and £5

Hackney

- All vehicles between £1.20 and £4.80 per hour depending on zone

Hammersmith & Fulham

- All vehicles between £2.50 and £3.20 per hour depending on zone

*Note the above figures relate to hourly tariffs Monday to Friday. Different tariffs or free parking often applies at weekends but this is excluded from the above benchmarking for simplicity.

Committee: Planning and Transportation Committee	**Date:** 6 October 2020
Subject: Highways Act 1980 licence and consent charges	**Public**
Report of: Director of the Built Environment	**For Decision**

Summary

The City Corporation is able to make charges for certain licences and consents that it grants or gives under the Highways Act 1980 ("the Act"). These charges have not been reviewed for at least 20 years and the original basis on which the current charges were calculated is now unclear. This report therefore recommends a new set of charges for these licences and consents and sets out the rationale for their calculation so that they can be updated more regularly and on a consistent basis in future. The existing and recommended charges are set out in a summary table at Appendix 1 to this report for ease of comparison.

Recommendation

Members are asked to agree the recommended charges set out in the summary table at Appendix 1 to this report for section 176(1) licences (in relation to bridges); section 177(1) licences (in relation to buildings); section 179(1) consents (in relation to vaults, arches, cellars and building foundations); section 180(1) consents (in relation to openings into cellars and vaults); and section 180(2) consents (in relation to pavement lights and ventilators).

Main Report

Background

1. The City Corporation is able to make charges for certain licences and consents that it grants or gives under the Highways Act 1980 ("the Act"), namely section 176(1) licences (in relation to bridges); section 177(1) licences (in relation to buildings); section 179(1) consents (in relation to vaults, arches, cellars and building foundations); section 180(1) consents (in relation to openings into cellars and vaults); and section 180(2) consents (in relation to pavement lights and ventilators), to authorize these works being constructed above and/or in and/or below the highway.

2. These charges have not been reviewed for at least 20 years and the original basis on which the current charges were calculated is now unclear. In some instances the level of charge does not clearly reflect the matters for which the Act and the Local Authorities (Transport Charges) Regulations 1998 allow the City to impose a charge, and in other instances the City does not impose a charge for some consents when it is legally entitled to do so to recover its costs. This report therefore recommends a new set of charges for these

licences and consents and sets out the rationale for their calculation so that they can be updated more regularly and on a consistent basis in future.

Current Position

3. **Section 176(1) licences** are licences from the highway authority to the owner or occupier of any premises adjoining the highway to construct a bridge over the highway on such terms and conditions, and to use it for such period and on such terms and conditions, as the authority think fit.

4. As section 176(1) licences are granted by the highway authority, Transport for London is responsible for granting such licences for the Greater London Authority road network (the red routes).

5. Section 176(2) of the Highways Act 1980 provides that a reasonable sum in respect of legal or other expenses is payable in respect of section 176(1) licences.

6. The City Corporation currently charges £5000 for section 176(1) licences.

7. **Section 177(1) licences** are licences from the highway authority to any person to construct a building over any part of a highway maintainable at the public expense (whether it is intended to span the highway or not), or alter a building so constructed. Licences under section 177 may contain such terms and conditions, including terms and conditions with respect to the construction (including the headway over the highway), maintenance, lighting and use of the building, as the highway authority think fit (cf. section 177(2) of the Highways Act 1980).

8. Section 177(1) licences are not required for privately maintainable highways.

9. As section 177(1) licences are granted by the highway authority, Transport for London is responsible for granting such licences for the Greater London Authority road network (the red routes).

10. Section 177(3) of the Highways Act 1980 provides that a reasonable sum in respect of legal or other expenses incurred in connection with the grant of the licence and an annual charge of a reasonable amount for administering the licence is payable in respect of section 177(1) licences.

11. The City Corporation currently charges £1500 for section 177(1) licences in respect of minor/architectural building over a highway maintainable at the public expense and £5000 for major/habitable building over a highway maintainable at the public expense.

12. **Section 179(1) consents** are consents of the appropriate authority to construct works, being any part of a building and a vault, arch or cellar, whether forming part of a building or not, under any part of a street. The “appropriate authority” in Greater London is the local authority in whose area the street is situated. A street means the whole or any part of any highway, road, lane, footway, alley, passage, square, court or land laid out as a way

whether it is for the time being formed as a way or not, irrespective of whether it is a thoroughfare (cf. section 329(1) of the Highways Act 1980 and section 48(1) of the New Roads and Street Works Act 1991). These consents are therefore required for most ways in the City, not just highways, although not for city walkways, which are not streets (cf. section 5(2) of the City of London (Various Powers) Act 1967).

13. As section 179(1) consents are consents of the appropriate authority Transport for London has no rôle in consenting to works under City streets except, where relevant, as the landowner.

14. Regulation 3(1) of and the Schedule to the Local Authorities (Transport Charges) Regulations 1998 authorise the appropriate authority to impose a charge in respect of considering an application for consent under section 179(1). In determining the amount of the charge the appropriate authority shall have regard to the cost to them of dealing with considering the application.

15. The City Corporation currently makes no charge for section 179(1) consents for building foundations and charges £3000 for section 179(1) consents for vaults and/or cellars.

16. **Section 180(1) consents** are consents of the appropriate authority to make an opening in the footway of a street as an entrance to a cellar or vault thereunder. Where the appropriate authority give consent they must require the person to whom the consent is given to provide a door or covering constructed in such manner and of such materials as they direct. The "appropriate authority" in Greater London is the local authority in whose area the street is situated. A street means the whole or any part of any highway, road, lane, footway, alley, passage, square, court or land laid out as a way whether it is for the time being formed as a way or not, irrespective of whether it is a thoroughfare (cf. section 329(1) of the Highways Act 1980 and section 48(1) of the New Roads and Street Works Act 1991). These consents are therefore required for most ways in the City, not just highways, although not for city walkways, which are not streets (cf. section 5(2) of the City of London (Various Powers) Act 1967).

17. As section 180(1) consents are consents of the appropriate authority Transport for London has no rôle in consenting to openings in the footways of City streets except, where relevant, as the landowner.

18. Regulation 3(1) of and the Schedule to the Local Authorities (Transport Charges) Regulations 1998 authorise the appropriate authority to impose a charge in respect of considering an application for consent under section 180(1). In determining the amount of the charge the appropriate authority shall have regard to the cost to them of dealing with considering the application.

19. The City Corporation currently makes no charge for section 180(1) consents.

20. **Section 180(2) consents** are consents of the local authority to carry out any works in a street to provide means for the admission of air or light to premises situated under, or abutting on, the street. These works are most commonly pavement lights and smoke vents. In giving any consent the local authority may impose any requirement as to the construction of the works. A street means the whole or any part of any highway, road, lane, footway, alley, passage, square, court or land laid out as a way whether it is for the time being formed as a way or not, irrespective of whether it is a thoroughfare (cf. section 329(1) of the Highways Act 1980 and section 48(1) of the New Roads and Street Works Act 1991). These consents are therefore required for most ways in the City, not just highways, although not for city walkways, which are not streets (cf. section 5(2) of the City of London (Various Powers) Act 1967).

21. As section 180(1) consents are consents of the local authority Transport for London has no rôle in consenting to works to provide means for the admission of light or air in City streets except, where relevant, as the landowner.

22. Regulation 3(1) of and the Schedule to the Local Authorities (Transport Charges) Regulations 1998 authorise the local authority to impose a charge in respect of considering an application for consent under section 180(2). In determining the amount of the charge the local authority shall have regard to the cost to them of dealing with considering the application.

23. The City Corporation currently charges £3000 for section 180(2) consents.

Options

24. There are a wide range of options for how the charges for these licences and consents could be rationalized and updated. The recommended charges and the rationale for them are set out *below*. Your Committee is asked to review them and to consider them particularly against the “do nothing” option, i.e., to retain the current charges.

25. The existing and recommended charges are set out in a summary table at Appendix 1 to this report for ease of comparison.

Proposals

26. It is recommended that the charge for **section 176(1) licences** be increased from £5000 to £8214. This is an increase of £3214, an increase of approximately 64%.

27. The recommended charge of £8214 is based on an estimated 111 hours of officer time at £74 per hour. The estimated 111 hours of officer time consists of 21 hours for reviewing the application and its plans and elevations; corresponding with the applicant; checking the application for compliance with the relevant planning permission; checking the application for compliance with the design and check certificates issued as part of the technical approval process; assessing whether the City’s standard terms and conditions and informatives are all appropriate; assessing whether any bespoke terms and conditions and informatives are needed; and preparing,

engrossing and issuing the licence; and 90 hours of inspections of the licenced bridge at an estimated 1 hour of inspection time per bridge over a design life of 90 years.

28. It is recommended that the charge for **section 177(1) licences** be increased from £1500 (for minor/architectural works) and £5000 (for major/habitable works) to £8214 (without distinction). This is an increase of £6714 for minor architectural works, an increase of approximately 448%, and an increase of £3214 for major/habitable works, an increase of approximately 64%.

29. There seems to be no justification for the current substantial difference in the charge between minor/architectural works and major/habitable works, which appears to be based on the value of the licence to the licence holder rather than on the costs to the City Corporation of granting and administering the licence, which do not vary in accordance with this architectural/habitable distinction.

30. The recommended charge of £8214 is based on an estimated 111 hours of officer time at £74 per hour. The estimated 111 hours of officer time consists of 21 hours for reviewing the application and its plans and elevations; corresponding with the applicant; checking the application for compliance with the relevant planning permission; checking the application for compliance with the design and check certificates issued as part of the technical approval process; assessing whether the City's standard terms and conditions and informatives are all appropriate; assessing whether any bespoke terms and conditions and informatives are needed; and preparing, engrossing and issuing the licence; and 90 hours of inspections of the licenced building at an estimated 1 hour of inspection time per building over a design life of 90 years.

31. It is recommended that the charge for **section 179(1) consents** be altered from nothing (for building foundations) and £3000 (for vaults and cellars) to £1458 (without distinction). This is an increase of £1458 for building foundations but a decrease of £1542 for vaults and cellars, a decrease of approximately 51%.

32. There seems to be no justification for the current substantial difference in the charge between building foundations and vaults and cellars, which appears to be based on the value of the consent to the consent holder, rather than on the costs to the City Corporation of considering the application, which do not vary in accordance with this distinction between building foundations and vaults and cellars.

33. The recommended charge of £1458 is based on an estimated 17 hours of officer time at £74 per hour and an estimated £200 of expenses for giving notice of the consent to any public utility operators having any apparatus under the street, as is required by section 179(5) of the Highways Act 1980, and to other interested parties. The estimated 17 hours of officer time consists of time for reviewing the application and its plans and elevations; corresponding with the applicant; checking the application for compliance with the relevant planning permission; checking the application for

compliance with the design and check certificates issued as part of the technical approval process; preparing, engrossing and issuing the consent; and giving notice of the consent to public utility operators and other interested parties . The £200 of expenses for giving notice to public utility operators and other interested parties comprises stationery, printing and postage.

34. It is recommended that the charge for **section 180(1) consents** be increased from nothing to £1532. This is an increase of £1532.

35. It is unclear why the City Corporation is not charging for these consents when the power to do so came into force on 28 April 1998.

36. The recommended charge of £1532 is based on an estimated 18 hours of officer time at £74 per hour and an estimated £200 of expenses for giving notice of the consent to any public utility operators having any apparatus under the street, as is required by section 180(5) of the Highways Act 1980, and to other interested parties. The estimated 18 hours of officer time consists of time for reviewing the application and its plans and elevations; corresponding with the applicant; checking the application for compliance with the relevant planning permission; checking the application for compliance with the design and check certificates issued as part of the technical approval process; preparing the requirements for the provision of a door or covering constructed in an appropriate manner and of appropriate materials; preparing, engrossing and issuing the consent; and giving notice of the consent to public utility operators and other interested parties . The £200 of expenses for giving notice to public utility operators and other interested parties comprises stationery, printing and postage.

37. It is recommended that the charge for **section 180(2) consents** be decreased from £3000 to £1976. This is a decrease of £1024, a decrease of approximately 34%.

38. The recommended charge of £1976 is based on an estimated 24 hours of officer time at £74 per hour and an estimated £200 of expenses for giving notice of the consent to any public utility operators having any apparatus under the street, as is required by section 180(5) of the Highways Act 1980, and to other interested parties. The estimated 24 hours of officer time consists of time for reviewing the application and its plans and elevations; corresponding with the applicant; checking the application for compliance with the relevant planning permission; checking the application for compliance with the design and check certificates issued as part of the technical approval process; preparing any requirements as to the construction of the works; preparing, engrossing and issuing the consent; and giving notice of the consent to public utility operators and other interested parties . The £200 of expenses for giving notice to public utility operators and other interested parties comprises stationery, printing and postage.

Corporate and Strategic Implications

39. A closer relationship between charges made for the relevant licences and consents and the City's costs in considering applications for them and

administering them will ensure that City resources are not inappropriately diverted, meaning that the delivery of the City's Corporate Plan is not compromised.

Implications

40. The recommended changes in charges are estimated to, on average, increase the City's annual income from these charges from approximately £29 000 to approximately £38 000. If your Committee agrees the recommended charges, an appropriate change in the relevant budget will be effected from the 2021/22 financial year. This should serve to better cover the relevant staff costs and other expenses involved with considering applications for and administering these licences and consents.

41. The recommended charges are considered to better reflect the matters for which the Act and the Local Authorities (Transport Charges) Regulations 1998 allow the City to impose a charge and they are considered to better reflect the City's actual costs involved with considering applications for and administering these licences and consents. It is therefore considered that the recommended charges reduce the risk of any successful challenge to the charges being imposed and any related risk to the City's reputation.

Conclusion

42. The City Corporation is able to make charges for certain licences and consents that it grants or gives under the Highways Act 1980 ("the Act"). These charges have not been reviewed for at least 20 years and the original basis on which the current charges were calculated is now unclear. This report therefore recommends a new set of charges for these licences and consents and sets out the rationale for their calculation so that they can be updated more regularly and on a consistent basis in future. The existing and recommended charges are set out in a summary table at Appendix 1 to this report for ease of comparison.

Appendices

Appendix 1: summary table

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Appendix 1: Summary Table

Section	Type	Nature	Authority	Current Charging Distinction	Current Charge	Proposed Charge	Increase/ (Decrease)	Proportion Increase/ (Decrease)
176(1)	licence	bridges	highway	—	£5000	£8214	£3214	64.3%
177(1)	licence	buildings	highway	major/ habitable	£5000	£8214	£3214	64.3%
				minor/ architectural	£1500	£8214	£6714	447.6%
179(1)	consent	vaults, arches, cellars and building foundations	appropriate	vaults or cellars	£3000	£1458	(£1542)	(51.5%)
				building foundations	£0	£1458	£1458	∞
180(1)	consent	openings into cellars and vaults	appropriate	—	£0	£1532	£1532	∞
180(2)	consent	pavement lights and ventilators	local	—	£3000	£1976	(£1024)	(34.1%)

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Committee(s): Planning and Transportation Committee – for decision	Date: 06- 10- 2020
Subject: Local Flood Risk Management Strategy 2021-27	Public
Report of: Carolyn Dwyer – Director of the Built Environment	For Decision
Report author: Holly Smith - Environmental Resilience Team	

Summary

The *Flood and Water Management Act 2010* assigns various responsibilities to Lead Local Flood Authorities including the requirement to develop, maintain, apply and monitor a strategy for local flood risk management in its area - the Local Flood Risk Management Strategy (LFRMS). The City Corporation, as unitary authority for the Square Mile, is the Lead Local Flood Authority for the City.

This strategy identifies the approach the City Corporation is taking to the flood risks that affect the City, the actions that are underway or planned to reduce these risks and the processes by which this strategy will be kept up to date.

The City currently has a LFRMS that runs from 2014-2020. Substantial progress has been made in implementing the LFRMS 2014-2020 but there is still more to do, not least to address the impacts of climate change on flood risk in the City and to improve awareness of the actions that businesses, residents and visitors to the City can take to minimise the risks and consequences of flooding.

The Environmental Resilience Team have reviewed and updated the LFRMS for the period 2021-2027. The LFRMS was approved by the officer lead Flood Risk Steering group in September 2020. The next step is to put the LFRMS out to consultation with risk management authorities in our area and the public as outlined in the Flood and Water Management Act 2010.

Recommendation(s)

Members are asked for:

- **approval for a 6 week public consultation of the City of London's Local Flood Risk Management Strategy 2021-2027,** in line with the requirement in the Flood and Water Management Act Section 9 (6) which states that: "*A lead local flood authority must consult the following about its local flood risk management strategy— (a)risk management authorities that may be affected by the strategy (including risk management authorities in Wales), and (b)the public"*

Main Report

Background

1. The City Corporation, as unitary authority for the Square Mile, is the Lead Local Flood Authority (LLFA) for the City. The *Flood and Water Management Act 2010* assigns various responsibilities to Lead Local Flood Authorities including the requirement to develop, maintain, apply and monitor a strategy for local flood risk management in its area – the Local Flood Risk Management Strategy (LFRMS).

2. The City of London's LFRMS contains information on how the City Corporation plan to work together with communities and businesses to manage and mitigate local flood risk in our area (the Square Mile). This strategy identifies the approach the City Corporation is taking to the flood risks that affect the City, the actions that are underway or planned to reduce these risks and the processes by which this strategy will be kept up to date.

3. In September, this Committee was presented with a report for information, outlining the objectives and measures that have formed the basis of the LFRMS. The City's objectives and measures also form part of the Environment Agency's Flood Risk Management Plan for the Thames River Basin to which all LLFAs in the Thames basin have contributed. The LFRMS presented in this report outlines how the City will fulfil those objectives and measures between the period 2021-2027.

Current Position

4. The City Corporation currently has a LFRMS that runs from 2014-2020. The second cycle of action under the Flood Risk Regulations 2009 and Flood and Water Management Act 2010 is now due. This requires a review of the City of London LFRMS.

5. There has been substantial progress in implementing the LFRMS 2014-2020 but there is still more to do, not least to address the impacts of climate change on flood risk in the City and to improve awareness of the actions that businesses, residents and visitors to the City can take to minimise the risks and consequences of flooding.

6. The Environmental Resilience Team have reviewed and updated the LFRMS for the period 2021-2027, which includes how to implement the objectives and measures that form part of the Environment Agency's Flood Risk Management Plan for the Thames Basin. These objectives and measures were approved under delegated authority by the director of the Built Environment and presented at the September 2020 P&T Committee for information.

7. The draft LFRMS (Appendix 1) was approved by the officer lead Flood Risk Steering group in September 2020. The next step is to put the LFRMS out to

consultation with risk management authorities in our area and the public as outlined in the Flood and Water Management Act 2010.

8. The LFRMS is linked directly to the City of London's Climate Action Strategy, as many of the actions will help to implement climate resilience measures from the City of London's Climate Action Strategy.

Proposals

9. Consultation on the LFRMS is required, in line with the Flood and Water Management Act Section 9 (6) which states that: "*A lead local flood authority must consult the following about its local flood risk management strategy—(a)risk management authorities that may be affected by the strategy (including risk management authorities in Wales), and (b)the public."*

10. The LFRMS document will be emailed directly to risk management authorities of which a list can be found appendix 1.

11. The LFRMS document will be available on the City of London website for the public to view and comment on for a period of 6 weeks.

12. The final LFRMS will be brought back to this Committee for adoption early in 2021.

Corporate & Strategic Implications

13. The LFRMS is a statutory document that all LLFAs must produce under the Flood Risk Regulations 2009 and the Flood and Water Management Act 2010.

14. The LFRMS links to the Corporate Plan outcomes 11 (*We have clean air, land and water and a thriving and sustainable natural environment*) and 12 (*Our spaces are secure, resilient and well-maintained).*

15. The LFRMS links to the DBE business plan aims and objectives. It is also part of *strengthening the resilience of the City to risks from natural and man-made threats.*

16. Through our Responsible Business Strategy, the City Corporation is committed to *Reduce the risk and impact of flooding on the Square Mile by implementing the City of London Local Flood Risk Management Strategy.*

17. Through the Climate Action Strategy, the City Corporation aims to build resilience to flooding.

Implications

18. There are no cost or HR implications associated with this decision.

19. The LFRMS is a statutory document that all LLFAs must produce under the Flood Risk Regulations 2009 and the Flood and Water Management Act 2010. If this statutory duty is not fulfilled the City Corporation could face legal action and reputational damage.

20. The LFRMS has been subject to an Equalities Assessment (test of relevance – Appendix 3). Recommendations from this have been incorporated into the document.

21. The LFRMS has also been subject to a Strategic Environment Assessment (Appendix 2). Recommendations from this have been incorporated into the document.

Conclusion

22. The Environmental Resilience Team have reviewed and updated the LFRMS for the period 2021-2027, incorporating objectives and measures from the Environment Agency's Flood Risk Management Plan as directed under the Flood Risk Regulations 2009 and the Flood and Water Management Act 2010.

23. This report is asking for committee approval to put the LFRMS out to consultation to risk management authorities and to the public for a period of 6 weeks as required in the Flood and Water Management Action 2010.

Appendices

Appendix 1 – Local Flood Risk Management Strategy (LFRMS) 2021-2027.
Appendix 2 - Strategic Environment Assessment Non-technical Summary.
Appendix 3 - Equalities Assessment - test of relevance.

Background Papers

Planning and Transportation Committee 8th September 2020. Agenda item 16.

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City of London Corporation

Local Flood Risk Management Strategy

2021-2027

October 2020

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This draft Local Flood Risk Management Strategy is being issued for consultation. If you have any comments please email them to floodrisk@cityoflondon.gov.uk by <Insert date>.

Forward

1.1 We are now entering the second cycle of action under the Flood Risk Regulations 2009 and Flood and Water Management Act 2010. This requires a review of the City of London Local Flood Risk Management Strategy (LFRMS). We have made substantial progress in implementing the LFRMS 2014-2020 but there is still more to do, not least to address the impacts of climate change on flood risk in the City and to improve awareness of the actions that businesses, residents and visitors to the City can take to minimise the risks and consequences of flooding.

1 Introduction

1.1 The City is at relatively low risk of flooding with specific areas at some risk from river flooding and surface water/sewer flooding (Fig 1). However, the consequences of flooding in these restricted parts of the City could be very high in terms of disruption to business, inconvenience to occupiers and reputational damage.

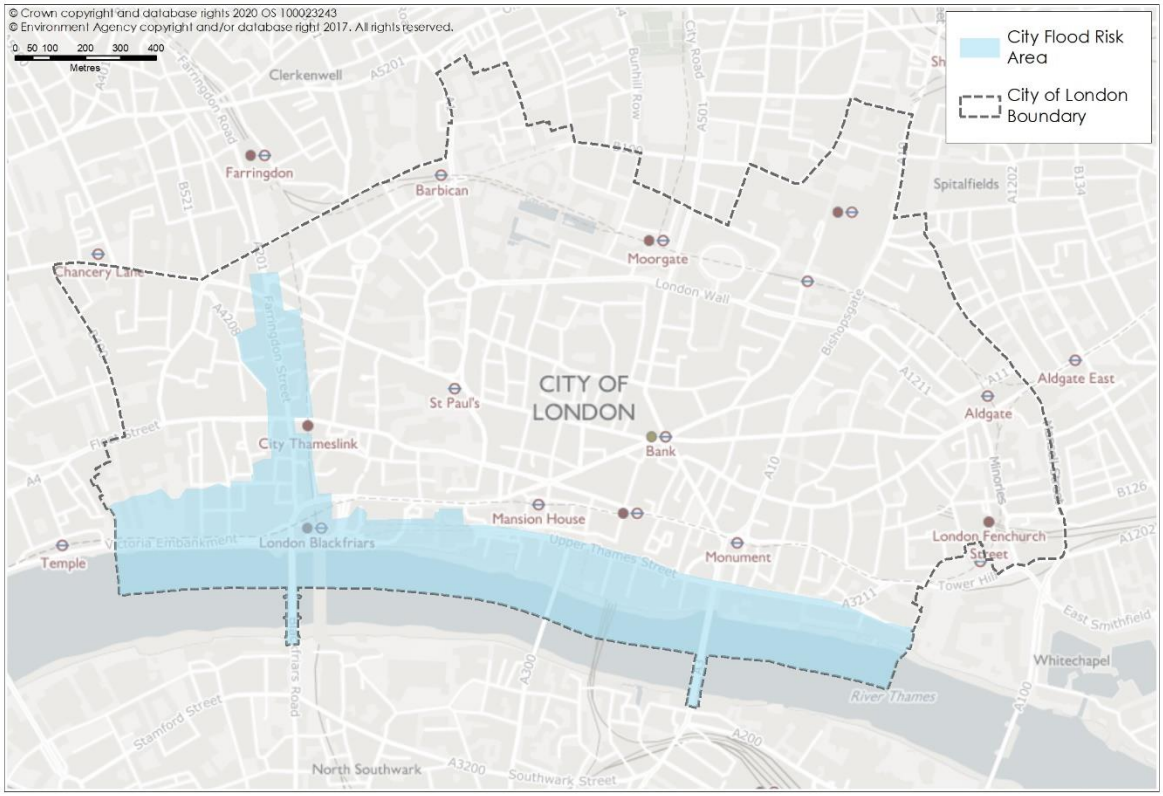

Figure 1: Flood Risk in the City of London

1.2 Our changing climate means that past experience of flooding is not a predictor of future flood risk. Sea level rise will increase the risk of tidal river flooding and more intense rainfall will make surface water flooding and sewer surcharge more likely.

1.3 Tacking flood risk requires local and regional action. The Environment Agency's Thames Estuary 2100 Plan requires flood defence raising in the City alongside replacement of the Thames barrier to provide continued protection. The

implementation of Sustainable Drainage Systems (SuDS)across a wide catchment extending to Hammersmith in the west and Hampstead to the north is needed to reduce flood risk in the City

1.4 Resistance and resilience measures will help with speedy recovery in the event of flooding, preventing water entering properties and enabling rapid recovery, whilst emergency planning provides reassurance that the City can respond effectively.

1.5 This strategy identifies the approach the City Corporation is taking to the flood risks that affect the City, the actions that are underway or planned to reduce these risks and the processes by which this strategy will be kept up to date.

1.6 The Flood and Water Management Act 2010[1] assigns various responsibilities to Lead Local Flood Authorities including the requirement to develop, maintain apply and monitor a strategy for local flood risk management in its area. The City Corporation, as unitary authority for the Square Mile is the Lead Local Flood Authority for the City.

1.7 Although Local Flood Risk only covers flood risk from surface water runoff, groundwater and ordinary watercourses this LFRMS must also include any objectives included in the authority's flood risk management plan prepared in accordance with the Flood Risk Regulations 2009. Actions related to river and tidal flood risk have therefore been included in this strategy

1.8 This strategy covers flood risk affecting the City's geographic area; it does not include flood risks on City owned or managed land beyond the City's boundaries.

[1] See Appendix 1 Legislative context

2 Flood Risk Management Strategy requirements

2.1 The Flood and Water Management Act 2010 specifies the Lead Local Flood Authority's duties regarding Local Flood Risk Management Strategies and outlines the elements that must be included in a Local Flood Risk Management Strategy. Table 1 shows these requirements and where each one is covered in the City of London Local Flood Risk Management Strategy 2020.

Table 1: Flood and Water Management Act 2010 section 9 (4) Strategy Requirements

The Flood and Water Management Act 2010 section 9 (4) requires that the strategy must specify:	Where it is covered in this strategy
(a) the risk management authorities in the authority's area,	Appendix 2
(b) the flood and coastal erosion risk management functions that may be exercised by those authorities in relation to the area,	Appendix 2
(c) the objectives for managing local flood risk (including any objectives included in the authority's flood risk management plan prepared in accordance with the Flood Risk Regulations 2009),	Section 5
(d) the measures proposed to achieve those objectives,	Section 6
(e) how and when the measures are expected to be implemented,	Section 6
(f) the costs and benefits of those measures, and how they are to be paid for,	Section 7
(g) the assessment of local flood risk for the purpose of the strategy,	Section 4
(h) how and when the strategy is to be reviewed, and	Section 8
(i) how the strategy contributes to the achievement of wider environmental objectives.	Section 9

3 Assessment of local flood risks

Signpost to the Flood and Water Management Act 2010 Section 9 (4) requirements

This section deals with:

(4)(g) the assessment of local flood risk for the purpose of the strategy

3.1 **Flood risk modelling**. Historically the City has not experienced significant flooding, but weather patterns are changing due to climate change. To predict future risk of flooding The City's Strategic Flood Risk Assessment 2017 has used modelling to predict future flood risk. This incorporates risks from climate change and urbanisation, to identify those parts of the City that are at highest risk and the likely impact in terms of flood depths and velocities. Neighbouring boroughs' SFRAs and Local Flood Risk Management Strategies provide further evidence of the risks elsewhere in London which may affect the City. The Environment Agency publish various flood maps for coastal and river flooding, flood maps for surface water and reservoir flood maps which give a wider perspective. However, the SFRA modelling carried out for the City reflects the most accurate picture for the Square Mile and has been incorporated into the Environment Agency's Maps.

3.2 **River and tidal flood risk**. The City of London 2017 Strategic Flood Risk Assessment (SFRA) shows that limited areas of the City are at risk from river flooding in the absence of any flood defences. Breach modelling shows that the risk is confined to the riverside south of Upper and Lower Thames Street (A3211) and the Temples area (Fig 2). The Thames Barrier and local flood defences protect the City, but changes will be needed to address risks from sea level rise. The Thames Estuary 2100 Plan identifies the need to raise flood defences in central London by 0.5m by 2065 and by 1 m by 2100, to provide protection up to a 1:10,000-year standard. These dates may need to be brought forward if sea level rise accelerates.

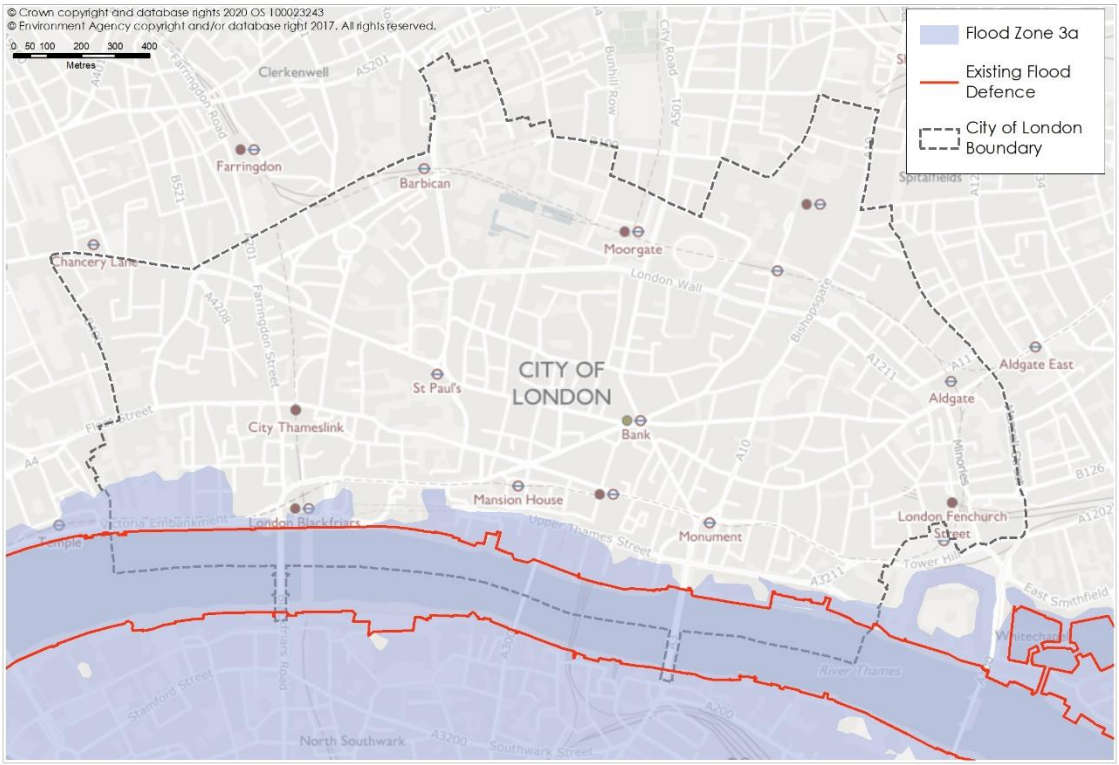

Figure 2 Areas at risk of river flooding

3.3 **Surface water and sewer flood risk**. The risk of flooding from surface water and sewer overflow is also confined to restricted areas of the City including the former Fleet Valley at Farringdon Street and the Thames Riverside (fig 3). This flooding is caused by overloading of the combined drainage and sewer network resulting in overflows from manholes in these areas. The use of Sustainable Drainage Systems in buildings and landscaping helps to reduce the rate at which surface water enters the sewer network thus reducing the risk of sewer surcharges. Local action is not sufficient to prevent this flooding, SuDS measures need to be implemented over a wide catchment area (fig 4 and 5).

Example of local actions to reduce surface water flood risk

The City's Open Spaces Department supports this corporate strategy by making sure paving in the City's gardens drains to natural ground, for example by using soak-aways, rather than to the piped City drainage system. Trees and other planting, the use of green roofs and green walls are also assisting in flood risk reduction, where appropriate.

Given the density of the buildings and development in the City, building rainwater harvesting is encouraged through the planning process. An example is the harvesting of rainwater as part of the redevelopment of 10 Trinity Square to irrigate Seething Lane Garden

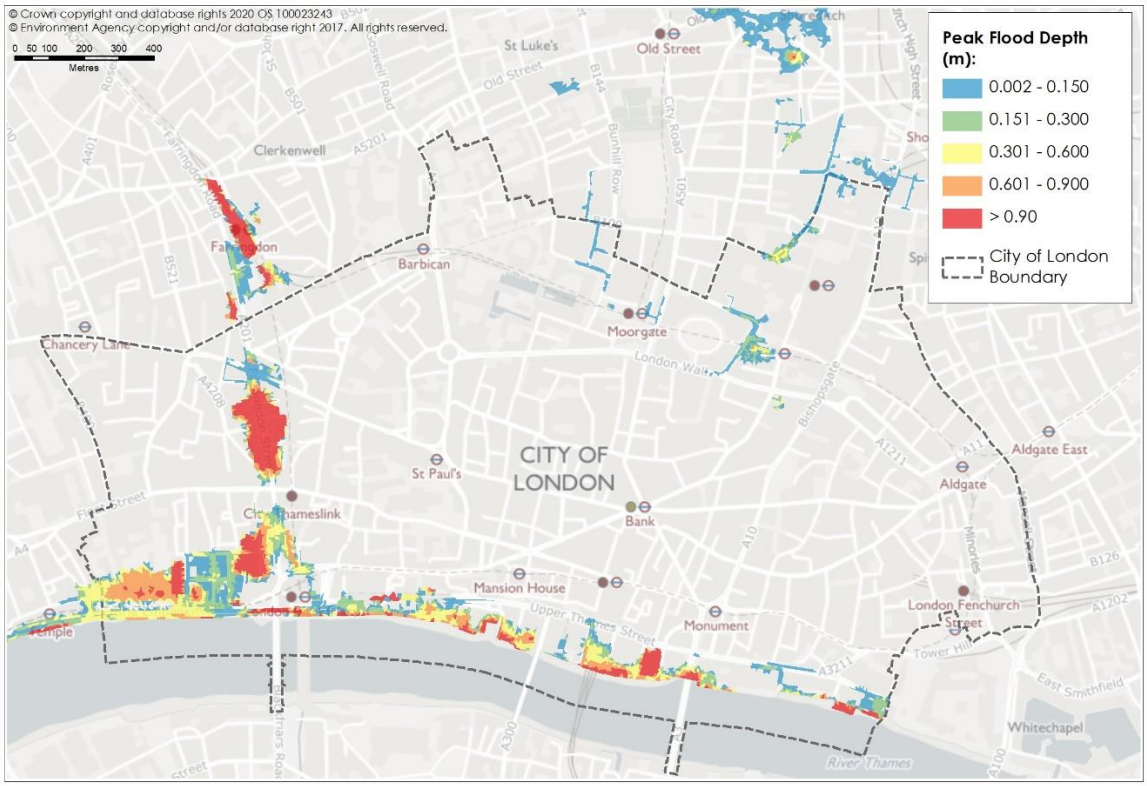

Figure 3: Map showing Surface Water Peak Flood Depth 1 In 100 (Annual Probability) +40% Climate Change

Example of a wider action which reduces flood risk in the City.

The surface water catchment areas for the City's flood risk areas extend to the edge of Hampstead Heath (Figs 4 & 5). The City Corporation has carried out works to ensure that the pond dams on Hampstead Heath do not fail or cause flooding in the local area following a major rainfall event. This provides consequential benefits in reducing the risk of sewer overflows elsewhere in this catchment area, including the flood risk areas in the City.

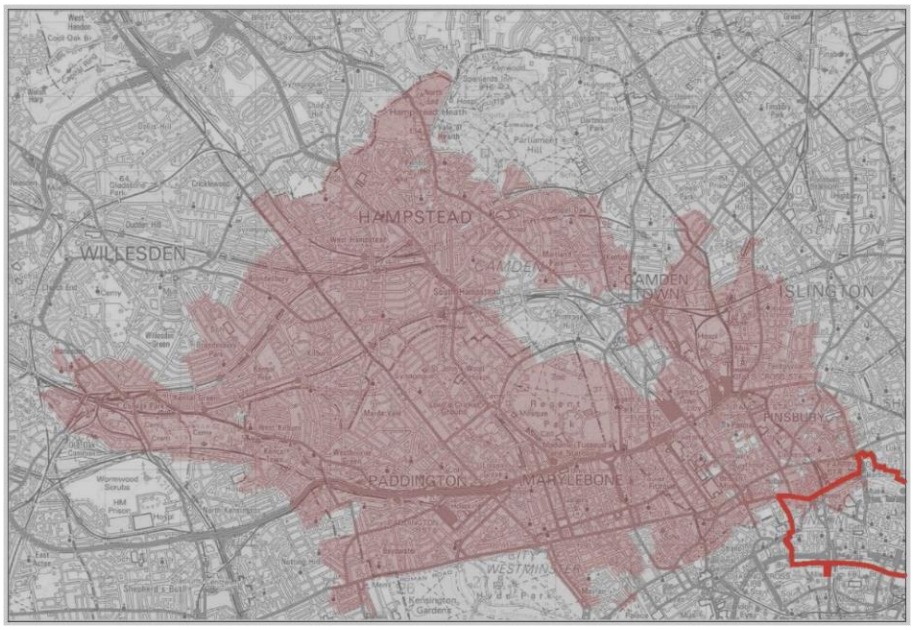

Figure 4: Catchment area for flood risk in Farringdon Street

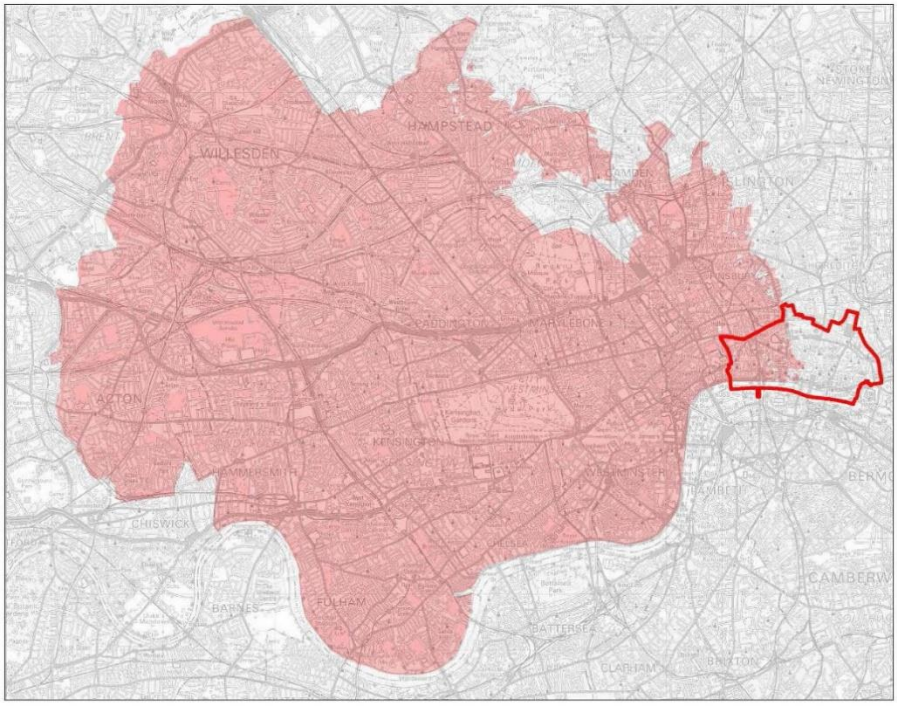

Figure 5: Catchment area for flood risk in the Paul's Walk area

3.4 **Ground water flood risk**. The City is protected from ground water flooding by the GARDIT programme which maintains groundwater levels in the deep chalk aquifer at between -30 and -50 m AOD. The City may also be vulnerable to groundwater flooding from the shallow aquifer which comprises sand and gravel with high porosity and permeability (fig 6). Complex interactions between rainfall infiltration, basement barriers and the predominance of impermeable surfaces in the City, makes this type of flood risk difficult to predict, however flooding from this source is not thought to be likely in the short to medium term. Longer term impacts of climate change on ground water flood risk are less certain.

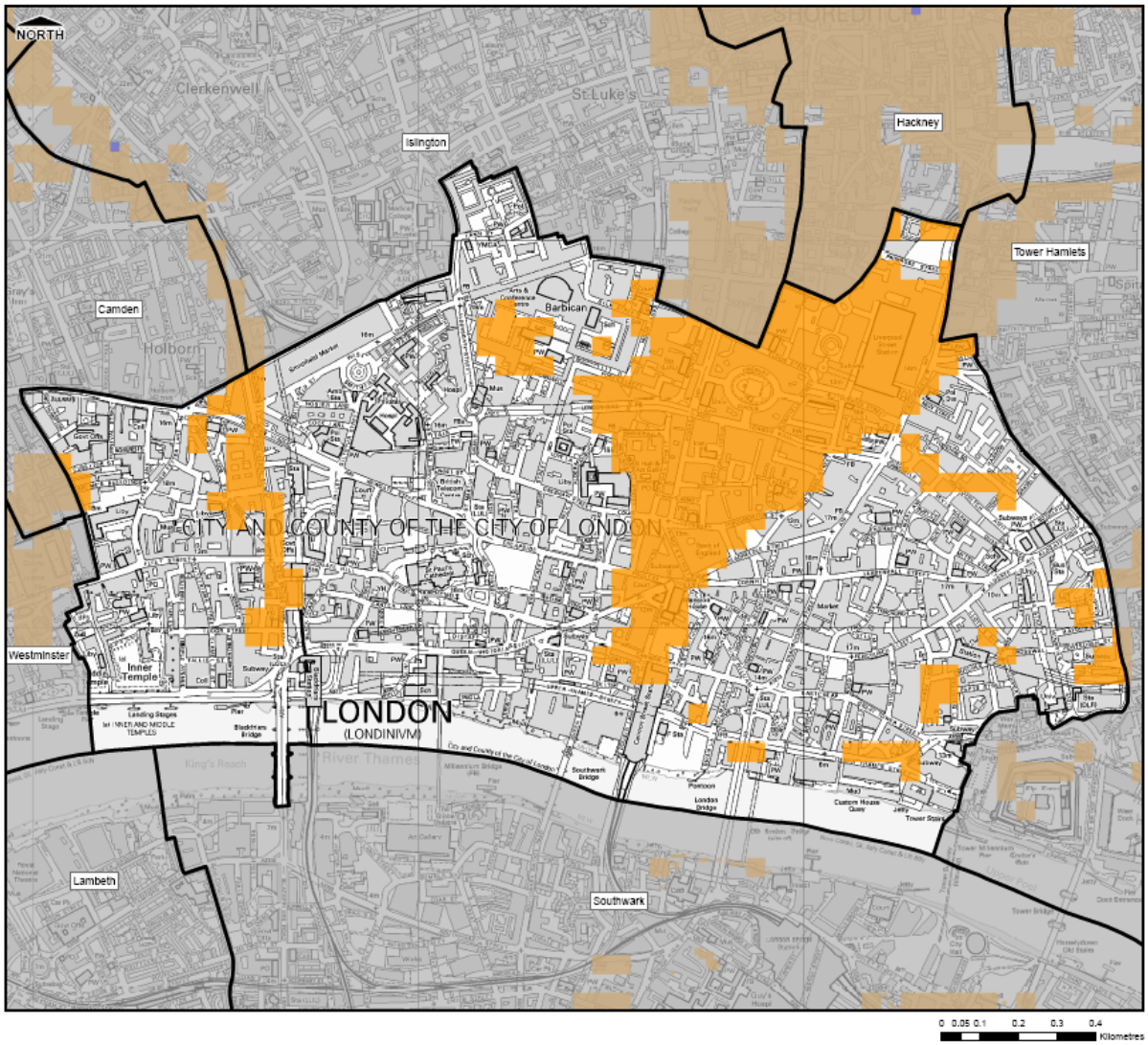

Figure 6: Areas with increased potential for elevated groundwater

3.5 **Climate change and flood risk**. Our climate is changing and is likely to continue to change for many decades to come. With climate change, the frequency, velocity, depth, patterns and severity of flooding are forecast to increase causing flash flooding. Heavier average winter precipitation will put us at greater risk of flooding. The City of London Climate Action Strategy (2020) includes climate resilience measures based on probabilistic data from the UK Climate Projections 2018 (UKCP18). No climate model can give a single definite answer to what the future will look like, however, CP18 predicts that winter rainfall could increase by around 20% by 2080 with greater intensity of rainfall increasing the risk of localised flash flooding and sewer surcharge fig 7.

	Summer rainfall % change	Winter rainfall % change
1990-2025	-5.9	+10.3
2025-2050	-26.5	+8.9
2050-2080	-33.9	+19.7

Figure 7 Change in average precipitation rate (%) compared to 1981-2000 average

3.6 **Sea level rise**. Sea level is predicted to rise with consequential increases in flood risk from the tidal Thames. Although the Thames Barrier and any future replacement barrier will provide protection, local flood defences will also be needed to be enhanced to cope with peak tides and surges as outlined in the Environment Agency's TE2100 plan.

4 Objectives for managing flood risk in the City

Signpost to the Flood and Water Management Act 2010 Section 9 (4) requirements

This section deals with

(c) the objectives for managing local flood risk (including any objectives included in the authority's flood risk management plan prepared in accordance with the Flood Risk Regulations 2009),

The following objectives for managing local flood risk aim to reduce the risk and impact of flooding on the City. These objectives have been developed in conjunction with the Environment Agency who are co-ordinating the Thames River Basin District Flood Risk Management Plan (2nd cycle).

1. **Climate resilient places – reducing the likelihood of flooding**

By 2027 risk management authorities[2] will have worked together to develop and implement adaptive approaches to future flooding to enhance the resilience of the flood risk area.

2. **Minimising the consequences of flooding for human health**

By 2027 risk management authorities will have developed and delivered a programme of flood risk management capital schemes and maintenance to reduce risk of flooding and coastal change and its adverse consequences for human health and wellbeing.

3. **Minimising the consequences of flooding for the environment including cultural heritage**

By 2027 actions by risk management authorities to address current and future risk of flooding and coastal change will have helped achieve the environmental objectives set out in the river basin district's river basin management plan.

4. **Minimising the consequences of flooding for economic activity (infrastructure)**

By 2027 risk management authorities will have provided evidence and advice to infrastructure providers and supported them to take account of future flooding and coastal change in their infrastructure investment.

5. **Minimising the consequences of flooding for economic activity (businesses)**

By 2027 risk management authorities will have worked with communities and businesses to understand and implement a plan for how flood and coastal erosion risk management activities can contribute towards sustainable growth and prosperity in a climate resilient way (and vice versa).

---

[2] See Appendix 2 – Risk Management Authorities include Lead Local Flood Authorities (LLFA), the Environment Agency, water companies, highways authorities, internal Drainage Boards (not relevant to the City), District and borough councils.

6. **A nation of climate champions – reducing the likelihood of flooding**

By 2027, risk management authorities will have worked with communities across the risk area to: raise awareness of the level of flood risk that they face; help them understand the role of emergency responders and ensure they know what to do in an emergency to help themselves.

5 Measures to achieve the objectives

Signpost to the Flood and Water Management Act 2010 Section 9 (4) requirements

This section deals with

(d) the measures proposed to achieve the objectives,

(e) how and when the measures are expected to be implemented,

A series of measures aimed at fulfilling each objective has been drawn up. These measures form the local interpretation/ implementation of what the City Corporation will lead on to fulfil each objective.

5.1 Objective 1: Climate Resilient places – reducing the likelihood of flooding.
By 2027 risk management authorities will have worked together to develop and implement adaptive approaches to future flooding to enhance the resilience of the flood risk area.

5.1.1 As the climate changes, parts of the City will become more vulnerable to flooding. The area between the riverside walk and Thames Street will be at risk from sea level rise and without action could flood to a depth of up to 3 meters.[3] Working with the Environment Agency to implement the Thames Estuary 2100 Plan, the City Corporation will facilitate plans to raise flood defences on the City's riverside to protect the City against higher tides.

5.1.2 Farringdon Street and New Bridge Street (the former valley of the River Fleet) will become more susceptible to sewer overflow flooding, as will the Thames Riverside. This is because London's extensive sewage network, which runs under these streets and walkways, is a combined system which collects rainwater in the same pipes as foul drainage. Heavy rainfall over a wide catchment area collects in these sewers which can surcharge when overloaded. We will need to reduce the speed and quantity of rainwater entering drains, through the implementation of Sustainable Drainage Systems (SuDS) wherever possible, to reduce the risk of sewers surcharging. We also need to encourage the use of building level measures to protect individual developments within the vicinity.

5.1.3 Groundwater flooding is not expected to increase in the short to medium term. However, climate change is likely to increase the existing groundwater flood risk due to higher rainfall and increased leakage from drains and sewers infiltrating into the ground. Increased water levels in the Thames will also increase groundwater levels. We will review groundwater levels and continue to model other flood risks, through our Strategic Flood Risk Assessment review

[3] https://www.cityoflondon.gov.uk/assets/climate-action-climate-reslience-flood-risk-sfra-thames-tidal-breach-modelling-2100-mlwl-flood-depths-2017.pdf

every 5 years, so that we can bring forward flood resilience plans if climate impacts accelerate.

5.1.4 Action now will help to reduce the likelihood of flooding and improve the City's resilience to changed weather patterns whilst protecting and enhancing opportunities for biodiversity and the City's historic assets. All measures implemented to improve flood resilience must be designed to comply with disability requirements.

5.1.5 What we will do:

Measure 1: Incorporating SuDS in the public realm and minor development. By Q4 of 2022 the City of London Corporation will have procedures in place to maximise the use of sustainable drainage systems, using the SuDs hierarchy, in new public realm works and appropriate minor developments to reduce the risk of flooding.

Measure 2: Strategising flood defence raising. By Q2 of 2021 the City of London Corporation will have prepared a Riverside Strategy which will drive forward the requirements of the Thames Estuary 2100 Plan to reduce the risk of flooding, while unlocking sustainable growth opportunities along the Thames in the Square Mile, including protecting heritage assets.

Measure 3: Reviewing the Strategic Flood Risk Assessment. By Q4 of 2022 the City of London Corporation will have reviewed its Strategic Flood Risk Assessment to provide sound information on the flood risk in the City. This will include identifying infrastructure at risk of flooding from all sources including burst watermains, guidance on safe access and egress plans for all from development in at-risk areas and analysis of flooding events.

5.1.6 **Links to the Climate Action Strategy** These actions will help to implement **seven** climate resilience measures from the City of London's Climate Action Strategy[4]:

- Resilience Action 2.1 Continue to fund flood modelling, which includes SuDS and other mitigation strategies, to complement EA flood models
- Resilience action 2.4 Sacrificial land and/ or natural flood risk management areas
- Resilience action 2.5 Sustainable rain and surface water management policies and implementation
- Resilience action 2.7 Increase the quality and provision of green space and coverage in the Square Mile and wider City Corporation spaces
- Resilience Action 3.1 Building retrofit programme
- Resilience Action 3.3 Flood defence assets maintenance and management regimes
- Resilience Action 4.2 Expand use and availability of non-sensitive data

[4] City of London Climate Resilience Adaptive pathways report 2020 prepared by Buro Happold for the City Corporation. Available on request from floodrisk@cityoflondon.gov.uk

5.2 **Objective 2: Minimising the consequences of flooding for human health**. By 2027 risk management authorities will have developed and delivered a programme of flood risk management capital schemes and maintenance to reduce risk of flooding and coastal change and its adverse consequences for human health and wellbeing

5.2.1 It is impossible to completely eliminate the risk of flooding in the City. The measures proposed under this objective aim to minimise the consequences of flooding enabling efficient recovery if flooding does occur. This can be done through property level resistance and resilience measures.

5.2.2 Resistance measures prevent the ingress of flood water and include flood defence walls, flood gates and local emergency measures such as the use of sandbags to divert flood waters. Effective maintenance of such structures, that is sensitive to their historic and biodiversity value, is imperative to ensure that they function when needed.

5.2.3 Resilience measures enable efficient recovery from flooding and include moving flood sensitive equipment onto higher floors, using flood resilient materials such a tiles or solid surfaces, avoiding the use of areas at risk of flooding for storage and providing sumps and soak-aways.

5.2.4 These measures can be implemented as part of new development or routine maintenance in vulnerable areas but must begin now to embed these actions across all properties that are at risk of flooding.

5.2.5 What we will do:

Measure 4: Promoting flood resilience measures. By 2025, the City of London Corporation will have reviewed opportunities to improve the flood resilience in residential properties in the Square Mile and taken action to implement these measures. Funding will be sought from sources including the Flood Defence Grant in Aid, Local RFCC Levy and private funding sources where appropriate.

Measure 5: Enabling effective maintenance of flood risk assets. By 2026, the City of London Corporation will have continued to maintain a register of flood defence assets, including information of their condition where appropriate. Using this data, the City of London Corporation in partnership with asset owners, Team 2100 and other stakeholders will review mechanisms for ensuring that assets remain in good condition, minimising the consequences of flooding.

5.2.6 **Links to Climate Action Strategy** These actions will help to implement **five** climate resilience measures from the City of London Climate Resilience Adaptive Pathways Report:

- Resilience Action 2.8 Introduce climate resistant and adaptive landscaping
- Resilience Action 3.1 Building retrofit programme
- Resilience Action 3.3 Flood defence assets maintenance and management regimes
- Resilience Action 3.4 Protect key assets, critical infrastructure and sensitive equipment in flood zones
- Resilience Action 4.7 Strengthen resilience requirements for planning

5.3 **Objective 3: Minimising the consequences of flooding for the environment including cultural heritage**. By 2027 actions by risk management authorities to address current and future risk of flooding and coastal change will have helped achieve the environmental objectives set out in the river basin district's river basin management plan

5.3.1 The City of London is the historic centre of London and has a rich and varied historic environment that reflects this, including over 600 listed buildings alongside other historic statues, monuments, sculptures and archaeological remains.

5.3.2 Although these assets have survived numerous stresses over the centuries the threat caused by climate change presents new challenges. Flooding could damage sensitive structures or create environments that are unsuitable for their current uses. Historic assets on the City's riverside to the south of Thames Street and Tudor Street and along Farringdon Street are particularly at risk as are the historic Inner and Middle Temple Gardens.

5.3.3 By acting now in conjunction with Historic England we can develop guidance to enable building owners to minimise the consequences of flooding for their historic assets.

5.3.4 What we will do:

Measure 6: Managing flood risk for historic assets: By 2023, the City of London Corporation will have identified all historic assets in the Square Mile at risk of flooding and will work to encourage building owners to develop and adopt resilient design measures, minimising the consequences of flooding for the City's cultural heritage, through guidance for retrofitting flood resistance and resilience measures specifically for historic assets.

5.3.5 These actions will help to implement **one** climate resilience measure from the City of London Climate Resilience Adaptive Pathways Report:

- Resilience Action 3.1 Building retrofit programme

5.4 **Objective 4: Minimising the consequences of flooding for economic activity (infrastructure).** By 2027 risk management authorities will have provided evidence and advice to infrastructure providers and supported them to take account of future flooding and coastal change in their infrastructure investment.

5.4.1 The City relies on a range of utility services and transport infrastructure to function. Flooding of these assets and infrastructure could adversely affect the City's businesses, residents and visitors through temporary interruptions in services. Prolonged service breakdown could also affect the City's reputation as a resilient place to do business.

5.4.2 The responsibility for protection of infrastructure rests with the utility owner e.g. UK Power Networks, Thames Water, Transport for London and National Rail but

businesses in the City can also draw up contingency plans if they know the risks that they may face from flooding of such infrastructure.

5.4.3 Working with utility and transport providers the City Corporation can help to identify vulnerabilities and disseminate information to enable suitable prevention measures to be put in place.

5.4.4 What we will do:

Measure 7: Engaging with Thames Water on mains bursts and sewerage infrastructure. By Q4 of 2022 the City of London Corporation, working in partnership with Thames Water, will have identified sensitive properties at risk of water main burst and sewer surcharging and will have developed guidance with Thames Water and property occupiers on measures to mitigate these risks thus minimising the consequences of this type of flooding.

Measure 8: Liaising with infrastructure providers (electricity, gas, pipe-subways, transport etc) By Q4 of 2024 the City of London Corporation, working in partnership with utility providers and other infrastructure owners will have shared information on assets at risk of flooding and encouraged owners to take steps to mitigate this risk where appropriate thus reducing the consequences of flooding for economic activity.

5.4.5 These actions will help to implement **five** climate resilience measure from the City of London Climate Resilience Adaptive Pathways Report

- Resilience Action 3.2 Diversify energy sources and partner with regional organisations and utility providers to increase back up power for critical services
- Resilience Action 3.4 Protect key assets, critical infrastructure and sensitive equipment in flood zones
- Resilience Action 4.2 Expand use and availability of non- sensitive information
- Resilience Action 5.3 Strengthen community and business networks to build adaptive capacity
- Resilience Action 5.5 Public communications and awareness raising campaigns

5.5 **Objective 5: Minimising the consequences of flooding for economic activity (businesses**) By 2027 risk management authorities will have worked with communities and businesses to understand and implement a plan for how flood and coastal erosion risk management activities can contribute towards sustainable growth and prosperity in a climate resilient way (and vice versa).

5.5.1 As planning authority for the Square Mile, the City Corporation has a responsibility to ensure that new development does not put future occupants at risk from flooding. The City Plan 2036 includes policies which strengthen the previous approach, thus minimising the risks to new development from all sources of flooding, incorporating resilience and addressing flood emergency planning.

5.5.2 For existing commercial buildings, the safety of occupants is the responsibility of the building owner or by agreement the leaseholder. The City Corporation

has a role in ensuring that flood risk information and guidance is available to enable businesses to develop suitable flood resilience programmes.

5.5.3 What we will do:

Measure 9: Implementing City Plan 2036 flood risk policies. By Q4 2021 the City of London Corporation will have adopted new flood risk and urban greening policies through the City Plan 2036 and produced procedures to ensure that the policies relating to flood risk and climate resilience from the City Plan 2036 are being universally implemented and are being effectively monitored thus contributing to sustainable growth.

Measure 10: Managing flood resilience for commercial buildings. By 2023, the City of London Corporation will have collated guidance specific to retrofitting flood resistance and resilience measures to commercial buildings (including those in Farringdon Street, Pauls Walk and Victoria Embankment), minimising the consequences of flooding for economic activity.

5.5.4 **Links to Climate Action Strategy** These actions will help to implement **three** climate resilience measure from the City of London's Climate Resilience Adaptive Pathways Report:

- Resilience Action 3.3 Building retrofit programme
- Resilience Action 4.7 Strengthen resilience requirements for planning
- Resilience Action 2.1 Continue to fund flood modelling, which includes SuDS and other mitigation strategies, to complement EA flood models

5.6 **Objective 6: A nation of climate champions – Reducing the likelihood of flooding**. By 2027, risk management authorities will have worked with communities across the risk area to: raise awareness of the level of flood risk that they face; help them understand the role of emergency responders and ensure they know what to do in an emergency to help themselves.

5.6.1 The City Corporation has Emergency Response plans in place. These plans include the Multi Agency Flood Plan, the Emergency Management Manual and Rest Centre Plans for those evacuated from their homes. In exercising these plans any equality implications will be highlighted.

- The **Multi Agency Flood Plan** (MAFP) An agreed framework between category 1 and 2 responders which sets out a co-ordinated response and recovery phase to severe flooding in the City of London.

- The **Emergency Management Manual** is a plan used by the City Corporation to respond to major incidents within the City.

- The City Corporation also has a **Rest Centre Plan** which details how the Local Authority could care for those evacuated from their homes due to an incident. The City Corporation has plans for Rest Centres in more than one location within the City.

5.6.2 Local Authorities can be contacted 24/7 to initiate a response capability. The contact numbers for the City Corporation (daytime hours) are 020 7332

3417/1969/3584 and 3914. Out of hours the City Corporation can be reached on 020 7606 3030.

5.6.3 During the latter stages of a major flooding incident (the recovery period and return to normality) the City Corporation may be able to provide services and staff to assist with the following resources drawn from day to day operations such as;

- Technical and engineering advice
- Building control
- Highways services
- Public health and environmental issues
- Provision of reception centres
- Rehousing and accommodation needs
- Transport
- Psychosocial support
- Help lines
- Welfare and financial needs

5.6.4 Where multiple properties are affected by a single source of flooding, the City Corporation will investigate the causes and impact of flooding and prepare a report outlining any actions to reduce the risk of reoccurrence.

5.6.5 Unlike other local authority areas, the predominant community in the City is the business community with almost 18,000 businesses and over 500,000 workers based in the City. Alongside this there is a resident community of around 7500 people and up to 21.5 million visitors to the City annually. We must engage in different ways with each of these communities to make sure that they remain safe from flooding. Different working patterns due to the COVID19 pandemic may affect these figures in the future. Nonetheless flood resilience will remain important.

5.6.6 Property insurance claims for flood damage across the UK have increased significantly over recent years and are set to increase further due to the impacts of climate change. The Flood RE reinsurance scheme provides affordable flood insurance for residents but not for commercial premises. Providing appropriate information on flood risk will not only reduce the consequences for human health but may also reduce insurance costs for these businesses.

5.6.7 People who are not familiar with the City such as visitors or students need more immediate information if a flooding incident is imminent but may also be interested in the history, experience and future climate impacts on flooding for the City.

5.6.8 Climate impacts are likely to affect disadvantaged communities disproportionately and may affect some people with protected characteristics such as people with a disability. Awareness raising and support will be particularly important for these communities.

5.6.9 What we will do:

Measure 11: Exercising a reviewed Multi Agency Flood Plan. By Q2 of 2021 the City of London Corporation will have reviewed and updated the Multi Agency Flood Plan. The plan will be tested in regular exercises thus reducing the consequences of flooding for human health.

Measure 12: Communicating flood risk By 2027, the City of London Corporation will explore innovative ways to engage with our workers, residents, visitors and learners to communicate flood risk and resilience and help them understand the risks they may face thus reducing the consequences of flooding for human health.

5.6.10 **Links to Climate Action Strategy** These actions will help to implement **four** climate resilience measures from the City of London Climate Resilience Adaptive Pathways Report:

- Resilience Action 5.3: Strengthen community and business networks to build adaptive capacity
- Resilience Action 4.3: Embed principles of inclusion and equity throughout all climate action strategies
- Resilience Action 5.5 Public communications and awareness raising campaigns
- Resilience Action 4.2 Expand use and availability of non-sensitive information

6 Costs, benefits and funding of measures

Signpost to the Flood and Water Management Act 2010 Section 9 (4) requirements

This section deals with

(f) the costs and benefits of those measures, and how they are to be paid for,

6.1 Costs

	Measure	Who	When	Resources	Funding
1	SuDS in public realm	DBE Developers	Q4 2022	DBE Public realm and resilience teams	Climate Action budget
2	Riverside strategy	DBE, EA riparian owners	Q2 2021	DBE resilience team	DBE climate action budget and TRFCC[5] funding
3	SFRA	DBE	Q4 2022	DBE Planning team	DBE planning budget
4	Flood resilience measures-residential	DBE, DCCS	2025	DBE resilience team	Residential property owners / EA?
5	Flood defence asset maintenance	City Surveyor	2026	City Surveyors	City Surveyors
6	Flood resilience guide historic assets	DBE, Historic England	2023	DBE resilience team	DBE budget
7	Water mains and sewer infrastructure	DBE CPAT	Q4 2022	DBE resilience team CPAT Thames Water	Thames Water
8	Other infrastructure (transport, electricity, gas, etc)	DBE CPAT	Q4 2024	DBE resilience team Transport strategy team	Infrastructure providers
9	City Plan 2036	DBE	Q4 2021	DBE planning	DBE planning

[5] Thames Regional Flood and Coastal Committee

					budget
10	Resilience in commercial buildings	City Surveyors	2023	Commercial property owners, DBE resilience team, CPAT	Commercial property owners
11	Emergency Planning	Town Clerks	Q2 2021	Emergency and contingency planning team	Town Clerk's budget
12	Communications	Town Clerks, DBE	2027	Communications team	Town Clerk's budget

6.2 Implementation of these measures will contribute to ensuring that the Square Mile remains at low risk from flooding and is prepared to resume normal working quickly after any flooding incident. Several of these measures will also have benefits further afield than the Square Mile:

- SuDS in the public realm will help to protect down-stream areas in Tower Hamlets and beyond from surface water/ sewer flooding
- The Riverside Strategy will act as a pilot for other riparian boroughs demonstrating the challenges and opportunities of implementing the TE2100 plan
- Flood defence maintenance will help to protect areas up and downstream of the City
- Working with infrastructure providers will help to develop resilience of their networks across wider parts of London
- Guidance on flood resilience of historic assets will be applicable to many historic assets elsewhere

6.3 Funding & Resources

Funding and resources to implement this strategy will come from a number of different sources.

- As LLFA the **City Corporation** is responsible for co-ordination and co-operation with other risk management authorities to address flood risk in the City and in this role will use existing resources to fulfil many of the actions identified in the action plan. This work will be integrated into the City's Climate Action Strategy work in order to maximise benefits across a range of climate risks.
- In addition to this, **grant funding** may be available from external sources such as the GLA and TfL and the flood and coastal erosion risk management Grant in Aid (FDGiA) which is administered by the Environment Agency on behalf of Defra, TRFCC levy funding and organisations such as infrastructure providers .
- **Thames Water** is responsible for the upgrading of sewerage infrastructure to prevent sewer flooding and to take account of future climate predictions.

- Utility companies and **property owners** are responsible for site specific flood risk alleviation, resistance and resilience of their premises. Where premises will benefit from wider flood alleviation schemes property owners will be encouraged to provide a contribution towards such schemes.
- City **developers** are responsible for ensuring that flood risks are addressed in building design and associated landscaping.

Resourcing considerations will need to include direct project funding, staff resources, expert consultancy requirements and training needs to implement the Local Flood Risk Management Strategy.

7 Strategy review

Signpost to the Flood and Water Management Act 2010 Section 9 (4) requirements

This section deals with:

(h) how and when the strategy is to be reviewed,

And Flood and Water Management Act. Section 9 (6)

A lead local flood authority must consult the following about its local flood risk management strategy—

(a)risk management authorities that may be affected by the strategy (including risk management authorities in Wales), and

(b)the public

7.1 **Public Consultation and adoption.** The draft Local Flood Risk Management Strategy was subject to public consultation in Autumn 2020 in line with the requirements of the Flood and Water Management Act 2010. The Local Flood Risk Management Strategy was adopted by the Planning and Transportation Committee on <insert date>.

7.2 **Governance and monitoring**. Implementation of the LFRMS will be overseen by the officer led Flood Risk Steering Group. The Flood Risk Steering Group is chaired by the City Corporation's District Surveyor and Environmental Resilience Director and includes representatives from Built Environment, City Surveyors, Contingency Planning, and Town Clerks. Authority to exercise the City's functions as Lead Local Flood Authority in relation to the Flood and Water Management Act 2010 have been delegated to the Director of the Built Environment.

7.3 **Review.** The Local Flood Risk Management Strategy will be reviewed by the Planning & Transportation Committee every five years in line with the Environment Agency's Flood Risk Management Plan for the Thames river basin. The next review is due in 2027.

8 Wider sustainability objectives

Signpost to the Flood and Water Management Act 2010 Section 9 (4) requirements

This section deals with

(i)how the strategy contributes to the achievement of wider environmental objectives

8.1 **Strategic Environmental Assessment**. The City of London draft Local Flood Risk Management Strategy has been subject to Strategic Environmental Assessment (SEA) which evaluates the impact that the strategy will have on wider sustainability objectives. Strategic Environmental Assessment (SEA) is the process by which strategic plans and programmes are assessed to ensure that they take account of social, environmental and economic objectives for the area, fulfilling the requirements of the Strategic Environmental Assessment (2001/EC/42) (SEA Directive). SEA was used during the preparation of the strategy to evaluate options for achieving the flood risk objectives against a series of wider sustainability objectives.

8.2 The sustainability objectives relevant to the Local Flood Risk Management Strategy were determined at the SEA scoping stage in 2014 which included consultation with the Environment Agency, English Heritage, Natural England, GLA and flood risk partnership group members and are as follows:

- To protect the health, wellbeing and safety of workers, residents and visitors
- To protect property and essential infrastructure
- To protect the historic environment, archaeological heritage and landscape
- To protect and enhance biodiversity
- To protect water quality and resources
- To adapt to the impacts of climate change
- To minimise adverse impacts on the economy

8.3 The impact of the flood risk strategy options was assessed against these wider sustainability objectives taking account of the positive, negative and neutral impacts, and the geographic scale and timescale of the impact (short, medium or long term). Comments are included to highlight the significant effects of the preferred options in terms of direct or indirect effects, whether effects are permanent or temporary and whether there are likely to be cumulative effects.

8.4 The conclusions of the SEA are reported in the Strategic Environmental Assessment Report and are summarised below:

SEA Objective 1: To protect the health safety and wellbeing of workers, residents and visitors. Assessment concluded that implementation of the LFRMS measures would have positive impacts for the health safety and wellbeing of workers residents and visitors. For some measures this will be a local impact but for others such as those associated with SuDS and flood defences the impact would extend outside the Square Mile.

SEA Objective 2: To enable social and economic inclusion for all. Assessment identified some uncertainty regarding the impact of several measures particularly on

people with disabilities. The design of some physical measures, such as SuDS and flood emergency plans, will be key to preventing accessibility problems. Suitable wording has been included to emphasise the need for accessible design.

SEA Objective 3: To protect and enhance biodiversity. The assessment identified that measures 2 and 5 would benefit from greater emphasis on biodiversity. Changes to the supporting text for these measures is recommended

SEA Objective 4: To protect water quality and resources. The measures proposed will have beneficial impacts on water quality and resources. In particular, Measure 7 focusses on water quality and resources issues in collaboration with Thames Water.

SEA Objective 5: To mitigate and adapt to the impacts of climate change. The measures proposed will assist in adaptation to climate change and are strengthened by supporting guidance elsewhere which emphasises the need for climate change to be considered in SFRAs.

SEA Objective 6: To minimise adverse impacts on the economy. The assessment concluded that the measures proposed will have positive impact on the City's economy, providing protection from flooding in comparison with other global financial centres which are more vulnerable.

SEA Objective 7: To protect property and essential infrastructure Positive impacts on property and essential infrastructure are expected from these measures.

SEA Objective 8: To protect the historic assets, archaeological heritage and landscape. The appraisal identified that measure 5 regarding maintenance of flood risk assets did not sufficiently address protection of heritage assets. Additional supporting text is proposed.

Overall conclusion The appraisal showed that the implementation of these measures will have mainly beneficial impacts against the SEA objectives. Where uncertainties exist clarification within the supporting text is recommended

Appendix 1 Legislative context

Flood risk planning has assumed a high profile due to the increasing frequency of extreme flooding events over the last 2 decades. In 2009/10 the City assumed new duties under the Flood Risk Regulations 2009 and the Flood and Water Management Act 2010, requiring liaison with the Environment Agency to produce a Flood Risk Management Plan for areas at risk of flooding and preparation of a Local Flood Risk Management Strategy for the City's geographic area. We are now entering the second cycle of these plans having successfully implemented the first plans over the last decade.

The Flood Risk Regulations 2009 came into force on 10th Dec 2009. These regulations transpose EC Directive 2007/60/EC assessment and management of flood risks and impose duties on the Environment Agency and local authorities, including the City as a lead local flood authority. The 2nd cycle of flood risk regulations requires. The Floods and Water (Amendment etc.) (EU Exit) Regulations 2019 ensure that floods and water legislation will continue to be operable in the United Kingdom after the UK leaves the EU[6]. The duties include:

- Preparation of a preliminary flood risk assessment, showing the probability of flooding and consequences for human health, the environment, cultural heritage and economic activity
- Preparation of flood risk maps and flood hazard maps
- Preparation of a flood risk management plan for areas which are at significant risk of flooding – this includes most of Greater London.

Flood and Water Management Act 2010 – received Royal Assent on 8th April 2010. It gives local authorities responsibilities as Lead Local Flood Authorities (LLFA):

Part 1 of the act requires all Lead Local Flood Authorities in England to:

- Develop, maintain, apply, and monitor the application of, a strategy for local flood risk from surface run off, groundwater and ordinary watercourses, in their area. The strategy must at least set out who the risk management authorities are in the area and their relevant functions, the authority's objectives for managing flood risk, as well as proposed measures to deliver the objectives, and timescales for implementation of the measures; how those measures are to be paid for as well as their costs and benefits, how and when the strategy will be reviewed, and how the strategy contributes to

[6] Explanatory memorandum to The Floods and Water (Amendment etc) (EU exit)Regulations 2019 https://www.legislation.gov.uk/ukdsi/2019/9780111176283/pdfs/ukdsiem_9780111176283_en.pdf

Floods directive 2007/50/EC will be carried forward – no further amendments will be made after UK Exit day https://www.legislation.gov.uk/eudr/2007/60/chapter/v

the achievement of wider environmental objectives. The Lead Local Flood Authority must consult affected risk management authorities and the public about its strategy and provide guidance on the application of the strategy.

- Investigate flooding incidents in its area and report on its findings.
- Establish and maintain a register of structures or features which may significantly affect flood risk in their area including information regarding ownership and state of repair.
- Contribute to sustainable development in the discharge of its flood risk duties.
- Assume the power to designate features with respect to flood risk and subsequently to act as responsible authority for such features.

Part 2 of the act gives local authorities new duties as "approving bodies" with regard to drainage including:

- Approving rainwater drainage systems before commencement of any construction works which have drainage implications
- Adopting and maintaining approved systems which affect more than one property
- Approval of surface water drainage systems prior to connection to public sewers. (Automatic right of connection to public sewers is removed by this Act).

Part 3 of the act provides legislative powers for:

- Consolidation of legislation relating to flood risk including Water Industry Act 1991, the Water Resources Act 1991, the Land Drainage Act 1991, the Reservoirs Act 1975, the Highways Act 1980 (so far as relevant to water), the Environment Act 1995 (so far as relevant to water), the Public Health Act 1936 (so far as relevant to water) and the Coast Protection Act 1949.
- Provision of funding by Parliament to pay for expenditure under the Act

As Lead Local Flood Authority, the City Corporation is responsible for preparing and implementing a Local Flood Risk Management Strategy for the City. The Requirements of the Flood and Water Management Act with respect to this Local Flood Risk Management Strategy are set out in Figure 9.

(1)A lead local flood authority for an area in England must develop, maintain, apply and monitor a strategy for local flood risk management in its area (a "local flood risk management strategy").

(2)In subsection (1) "local flood risk" means flood risk from—

(a) surface runoff,

(b) groundwater, and

(c) ordinary watercourses.

(3)In subsection (2)(c) the reference to an ordinary watercourse includes a reference to a lake, pond or other area of water which flows into an ordinary watercourse.

(4)The strategy must specify—

(a) the risk management authorities in the authority's area,

(b) the flood and coastal erosion risk management functions that may be exercised by those authorities in relation to the area,

(c) the objectives for managing local flood risk (including any objectives included in the authority's flood risk management plan prepared in accordance with the Flood Risk Regulations 2009),

(d) the measures proposed to achieve those objectives,

(e) how and when the measures are expected to be implemented,

(f) the costs and benefits of those measures, and how they are to be paid for,

(g) the assessment of local flood risk for the purpose of the strategy,

(h) how and when the strategy is to be reviewed, and

(i) how the strategy contributes to the achievement of wider environmental objectives.

(5)The strategy must be consistent with the national flood and coastal erosion risk management strategy for England under section 7.

(6)A lead local flood authority must consult the following about its local flood risk management strategy—

(a) risk management authorities that may be affected by the strategy (including risk management authorities in Wales), and

(b) the public.

(7)A lead local flood authority must publish a summary of its local flood risk management strategy (including guidance about the availability of relevant information).

(8)A lead local flood authority may issue guidance about the application of the local flood risk management strategy in its area.

(9)A lead local flood authority must have regard to any guidance issued by the Secretary of State about—

(a) the local flood risk management strategy, and

(b) guidance under subsection (8).

Fig 9: Requirements of the Flood and Water Management Act 2010 Section 9 Local flood risk management strategies: England

This strategy must be subject to Strategic Environmental Assessment (SEA) as required by the SEA Directive and will be reviewed by other stakeholders during a period of public consultation prior to adoption.

Civil Contingencies Act 2004

Local Authorities have 7 duties under the Civil Contingencies Act 2004

- To operate with other local responders to enhance coordination and efficiency;
- Ensure information is shared with local responders to enhance coordination:
- Carry out risk assessments
- Have emergency plans in place

- Have business continuity management arrangements in place
- Have arrangements in place to warn and inform the public in the event of an Emergency
- Provide advice and assistance to businesses and voluntary organisations regarding business continuity management

Planning Guidance

The National Planning Policy Framework (NPPF) was introduced in 2012 and provides Government guidance on Planning. The Core Planning principles include the following requirements

- support the transition to a low carbon future in a changing climate, taking full account of **flood risk** and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy)
- promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, **flood risk mitigation**, carbon storage, or food production)

Section 10 of the NPPF states that "Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations.

National Planning Policy Framework requirements for development

Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. Local Plans should be supported by Strategic Flood Risk Assessment and develop policies to manage flood risk from all sources, taking account of advice from the Environment Agency and other relevant flood risk management bodies, such as lead local flood authorities and internal drainage boards. Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change, by:

● applying the Sequential Test;

● if necessary, applying the Exception Test;

● safeguarding land from development that is required for current and future flood management;

● using opportunities offered by new development to reduce the causes and impacts of flooding; and

● where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking opportunities to facilitate the relocation of development, including housing, to more sustainable locations.

The NPPF is supported by National Planning Practice Guidance which provides details of how the flood risk elements of the NPPF should be applied.

Other City of London strategies and plans

The City Corporation has adopted a number of plans and strategies which are relevant to this Flood Risk Management Strategy and these have been taken into account in its preparation:

- **Responsible Business Strategy**

The City of London Corporation's Responsible Business Strategy includes under outcome 2 *The Planet is Healthier* and Priority 4 *Climate Change,* a commitment to reduce the risk and impact of flooding on the Square Mile by implementing the City of London Local Flood Risk Management Strategy.

- **Climate Action Strategy**

The City of London's draft Climate Action Strategy includes a range of climate resilience actions related to flood risk. Key short term actions are taken from the City of London Adaptive Pathways Study.

- **Climate change adaptation strategy**

The City of London's Climate Change Adaptation Strategy (2010 update) uses the UK Climate Projections, UKCP09 and builds on the impacts previously identified in the London Climate Change Partnership's publication, 'London's Warming'1.

The climate change risks for the City are summarised below:

- Hotter, drier summers,
- Milder, wetter winters,
- More frequent extreme high temperatures,
- More frequent heavy downpours of rain,
- Significant decreases in soil moisture content in summer,
- Sea level rise and increases in storm surge height,
- Possible higher wind speeds.
- Longer periods when weather systems are locked into the same pattern

The City of London's Climate Change Adaptation Strategy, aims to identify the priority risks associated with climate change and proposes adaptation measures which are designed to ensure that the City's infrastructure and services cope under a changing climate. The City Corporation will continue to review emerging

experience of climate change affecting south east England for its impacts on the City.

- **Local Plan 2015 and emerging City Plan 2036**

The City's Local Plan 2015 sets out the future vision and key polices for planning the City of London. This will be replaced by the City Plan 2036 in 2021/22. The Plan sets out the vision for shaping the Square Mile in the future and contains the policies by which planning decisions will be made.

The Local Plan 2015 and emerging City Plan 2036 set out the City's approach to flood risk associated with new development requiring flood risk assessments for any development sites located in the City Flood Risk Area.

The Local Plan is accompanied by a Policies Map (in two parts) that shows where its policies operate.

- **Multi Agency Flood Plan**

The Multi Agency Flood Plan outlines the various responsibilities of different organisation with regard to emergency and contingency planning for flood risk.

Appendix 2 Flood Risk Powers and Responsibilities

Signpost to the Flood and Water Management Act 2010 Section 9 (4) requirements a) The risk management authorities in the authority's area and b) The flood and coastal erosion risk management functions that may be exercised by those authorities in relation to the area,

Risk Management Authorities and other interested parties

The Flood and Water Management Act 2010 recognises the following authorities as risk management authorities:

- Lead Local Flood Authorities (LLFA)
- The Environment Agency
- Water companies
- Highways authorities
- Internal Drainage Boards (not relevant to the City)
- District and borough councils

These risk management authorities have a duty to co-operate with each other in the exercise of their duties and the power to take on flood risk functions from other authorities by mutual agreement.

The relevant risk management authorities for the City are the City Corporation as LLFA for the square mile, the Environment Agency which exercises a national and regional role in co-ordinating flood risk management, Thames Water as the water company and sewerage undertaker for the City, and Transport for London as the Highways Agency for parts of the City.

A number of other authorities, although not defined as risk management authorities, have a role to play in the management of flood risk in the City. These include the Greater London Authority (GLA) and Transport for London TfL; Network Rail which manages mainline stations feeding the City; the Emergency Services and first responders in tackling flooding incidents; the Marine Management Organisation and the Port of London Authority; and neighbouring boroughs as LLFAs for their areas since they also influence the City's flood risk management.

Risk management functions in the City

Authority	Function	Responsibilities
City Corporation	Lead Local Flood Authority	Strategic role in overseeing the management of local flood risk i.e. flood risk from surface water runoff, groundwater and ordinary watercourses. This includes responsibility for • Preparing a Local Flood Risk Management Strategy • Investigation of flooding incidents and preparation of flood incident reports • Maintaining register of assets that impact

Authority	Function	Responsibilities
		on flood risk and registering appropriate assets • Implementing SuDS Approval Body (SAB)
City Corporation	Planning Authority	Ensuring that development does not increase vulnerability to flood risk for new and existing properties
City Corporation	Category 1 responder under the Civil Contingencies Act	Ensuring that systems and processes are in place to provide emergency response to flooding
City Corporation	Highway Authority	Duty to maintain the highway including responsibility for drain and gully maintenance on non-strategic roads in the City
Environment Agency	Strategic Role	Taking a strategic overview of the management of all sources of flooding and coastal erosion. This includes setting the direction for managing the risks through strategic plans; providing evidence and advice to inform government policy and support others; working collaboratively to support the development of risk management skills and capacity and providing a framework to support local delivery.
Environment Agency	Operational role	Operational responsibility for managing the risk of flooding from main rivers, reservoirs, estuaries and the sea, as well as being coastal erosion risk management authority. Responsible for inspection of flood defences and maintenance of the Thames Barrier. Advisory and statutory consultee role in the assessment of flood risk associated with planning policy and development. Advisory role in assessment of Multi Agency Flood Plans.
Thames Water	Sewerage undertaker	Responsible for provision and maintenance of the sewer network Upgrade of sewer network to facilitate increased drainage capacity requirements Responsible for implementation of Thames Tideway Tunnel to reduce sewer outflows into the Thames

Authority	Function	Responsibilities
Transport for London	Transport infrastructure provider	Responsible for provision and maintenance of strategic road network and London Underground and bus networks ensuring their resilience to flood risk
Network Rail	Transport infrastructure provider	Responsible for provision and maintenance of railway network serving mainline stations in the City and their resilience to flood risk
Greater London Authority	Drain London/LoDEG	Facilitation of co-ordinated working on flood risk across London including provision of guidance and information
Neighbouring boroughs	LLFA s for their areas	Strategic role in overseeing the management of local flood risk in their areas and liaison with other LLFAs affected.
Businesses and Residents	Property owners	Responsible for flood resistance and resilience and emergency and contingency planning associated with properties Riparian owners are responsible for the maintenance of flood defences
Utility companies	Utility providers	Responsible for provision and maintenance of utility infrastructure – electricity, gas telecommunications etc. and ensuring its resilience to flood risk

Appendix 3 Glossary

City Flood Risk Areas – Areas of the City that are at risk of river or surface water flooding as defined in the City of London Local Plan

Flood Zones – Environment Agency defined zones with varying probabilities of river flooding

- Flood Zone 1- Low probability of flooding - less than 1 in 1,000 annual probability of river or sea flooding (<0.1%)
- Flood Zone 2 – Medium probability of flooding - between a 1 in 100 and 1 in 1,000 annual probability of river flooding (1% – 0.1%)
- Flood Zone 3 - High probability of flooding - a 1 in 100 or greater annual probability of river flooding (>1%)

FMfSW – Flood Map for Surface Water – National scale maps published by the Environment Agency showing surface water flood risk.

LLFA - Lead Local Flood Authority – The local authority with the statutory responsibility for flood risk management in its local area. The City Corporation is the LLFA for the City of London geographic area.

LFRMS – Local Flood Risk Management Strategy – Strategy for managing flood risk at a local level as required by the Flood and Water Management Act 2010

MAFP Multi Agency Flood Plan – Emergency Plan for responding to flooding

NPPF – National Planning Policy Framework – The government's statement of planning guidance to local planning authorities, issued by the Department of Communities and Local Government in March 2012. The City Corporation must take account of it in preparing and implementing its planning policies.

Preliminary Flood Risk Assessment – preliminary assessment of the risk of flooding as required by the Flood Risk Regulations 2009

Risk Management Authorities – authorities defined in the Flood and Water Management Act as having flood risk responsibilities

Sequential Test and Exceptions Test – Tests to be applied to proposals for new development in order to avoid allowing vulnerable uses in areas that are prone to flooding. Details of these tests can be found in the National Planning Practice Guidance to the National Planning Policy Framework

SEA – Strategic Environmental Assessment – assessment of the likely environmental, social and economic assessment of the implementation of plans and programmes as required by the EU Strategic Environmental Assessment Directive

SFRA – Strategic Flood Risk Assessment – comprehensive assessment of the risks of flooding from all sources

Surface Water Management Plan – plan for the management of surface water to reduce risk of flooding from this source.

TE2100 – Thames Estuary 2100 Plan – Environment Agency's plan for addressing flood management in the Thames Estuary up to 2100

Contact: Janet Laban Tel: 020 7332 1148
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Strategic Environmental Assessment Report of the City of London Local Flood Risk Management Strategy – Sept 2020

Non-Technical Summary

A Strategic Environmental Assessment (SEA) has been carried out on the draft Local Flood Risk Management Strategy (LFRMS) to assess the impact of implementation of this strategy against social, environmental and economic objectives for the City.

The SEA considered the current flood risk for the City from all sources of flooding, reviewed other plans and programmes which may have impacts on flood risk alongside this strategy and assessed the potential impacts of each of the measures proposed against the following objectives.

1. To protect the health, wellbeing and safety of workers, residents and visitors
2. To enable social and economic inclusion for all
3. To protect and enhance biodiversity
4. To protect water quality and resources
5. To mitigate and adapt to the impacts of climate change
6. To minimise adverse impacts on the economy
7. To protect property and essential infrastructure
8. To protect the historic assets, archaeological heritage and landscape

The SEA concluded that the implementation of this strategy would have positive impacts for health safety and wellbeing of workers residents and visitors, which would extend beyond the City. Some clarification in wording was needed to ensure that the strategy enables social and economic inclusion for all, and that it fully takes account of biodiversity and the historic assets in the City. Positive impacts are expected for water resources and climate change adaptation from measures proposed in the strategy. The economic benefits of a flood resilient City were emphasised particularly compared with other global financial centres which are more vulnerable to flooding. Finally, protection of transport and utility infrastructure through implementation of the strategy will have positive benefits.

Minor changes have been made to the draft LFRMS to clarify the intention of each measure. The proposed LFRMS will have positive impacts on the social environmental and economic objectives for the Square Mile and positive wider impacts in some instances.

The full Strategic Environmental Assessment report for the Local Flood Risk Management Strategy is available on request – please contact Janet.laban@cityoflondon.gov.uk

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TEST OF RELEVANCE: EQUALITY ANALYSIS (EA)

The screening process of using the Test of Relevance template aims to assist in determining whether a full Equality Analysis (EA) is required. The EA template and guidance plus information on the Equality Act and the Public Sector Equality Duty (PSED) can be found on Colnet at: http://colnet/Departments/Pages/News/Equality-and-Diversity.aspx

Introduction

The Public Sector Equality Duty (PSED) is set out in the Equality Act 2010 (s.149). This requires public authorities, in the exercise of their functions, to have 'due regard' to the need to:

- Eliminate discrimination, harassment and victimisation
- Advance equality of opportunity between people who share a protected characteristic and those who do not, and
- Foster good relations between people who share a protected characteristic and those who do not

The characteristics protected by the Equality Act 2010 are:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership.
- Pregnancy and maternity
- Race
- Religion or belief
- Sex (gender)
- Sexual orientation

What is due regard?

- It involves considering the aims of the duty in a way that is proportionate to the issue at hand
- Ensuring that real consideration is given to the aims and the impact of policies with rigour and with an open mind in such a way that it influences the final decision
- Due regard should be given before and during policy formation and when a decision is taken including cross cutting ones as the impact can be cumulative.

The general equality duty does not specify how public authorities should analyse the effect of their business activities on different groups of people. However, case law has established that equality analysis is an important way public authorities can demonstrate that they are meeting the requirements.

Even in cases where it is considered that there are no implications of proposed policy and decision making on the PSED it is good practice to record the reasons why and to include these in reports to committees where decisions are being taken.

It is also good practice to consider the duty in relation to current policies, services and procedures, even if there is no plan to change them.

How to demonstrate compliance

Case law has established the following principles apply to the PSED:

- **Knowledge** – the need to be aware of the requirements of the Equality Duty with a conscious approach and state of mind.
- **Sufficient Information** – must be made available to the decision maker
- **Timeliness** – the Duty must be complied with before and at the time that a particular policy is under consideration or decision is taken not after it has been taken.
- **Real consideration** – consideration must form an integral part of the decision-making process. It is not a matter of box-ticking; it must be exercised in substance, with rigour and with an open mind in such a way that it influences the final decision.
- **Sufficient information** – the decision maker must consider what information he or she has and what further information may be needed in order to give proper consideration to the Equality Duty
- **No delegation** - public bodies are responsible for ensuring that any third parties which exercise functions on their behalf are capable of complying with the Equality Duty, are required to comply with it, and that they do so in practice. It is a duty that cannot be delegated.
- **Review** – the duty is continuing applying when a policy is developed and decided upon, but also when it is implemented and reviewed.

However there is no requirement to:

- Produce equality analysis or an equality impact assessment
- Indiscriminately collect diversity date where equalities issues are not significant

- Publish lengthy documents to show compliance
- Treat everyone the same. Rather, it requires public bodies to think about people's different needs and how these can be met
- Make services homogeneous or to try to remove or ignore differences between people.

The key points about demonstrating compliance with the duty are to:

- Collate sufficient evidence to determine whether changes being considered will have a potential impact on different groups
- Ensure decision makers are aware of the analysis that has been undertaken and what conclusions have been reached on the possible implications
- Keep adequate records of the full decision making process

Test of Relevance screening

The Test of Relevance screening is a short exercise that involves looking at the overall proposal and deciding if it is relevant to the PSED.

Note: If the proposal is of a significant nature and it is apparent from the outset that a full equality analysis will be required, then it is not necessary to complete the Test of Relevance screening template and the full equality analysis and be completed.

The questions in the Test of Relevance Screening Template to help decide if the proposal is equality relevant and whether a detailed equality analysis is required. The key question is whether the proposal is likely to be relevant to any of the protected characteristics.

Quite often, the answer may not be so obvious and service-user or provider information will need to be considered to make a preliminary judgment. For example, in considering licensing arrangements, the location of the premises in question and the demographics of the area could affect whether section 149 considerations come into play.

There is no one size fits all approach but the screening process is designed to help fully consider the circumstances.

What to do

In general, the following questions all feed into whether an equality analysis is required:

- How many people is the proposal likely to affect?
- How significant is its impact?
- Does it relate to an area where there are known inequalities?

At this initial screening stage, the point is to try to assess obvious negative or positive impact.

If a negative/adverse impact has been identified (actual or potential) during completion of the screening tool, a full equality analysis must be undertaken.

If no negative / adverse impacts arising from the proposal it is not necessary to undertake a full equality analysis.

On completion of the Test of Relevance screening, officers should:

- Ensure they have fully completed and the Director has signed off the Test of Relevance Screening Template.
- Store the screening template safely so that it can be retrieved if for example, Members request to see it, or there is a freedom of information request or there is a legal challenge.
- If the outcome of the Test of Relevance Screening identifies no or minimal impact refer to it in the Implications section of the report and include reference to it in Background Papers when reporting to Committee or other decision making process.

1. Proposal / Project Title: Local Flood Risk Management Strategy 2021-2027

2. Brief summary (include main aims, proposed outcomes, recommendations / decisions sought):
We are now entering the second cycle of action under the Flood Risk Regulations 2009 and Flood and Water Management Act 2010. This requires a review of the City of London Local Flood Risk Management Strategy (LFRMS). This strategy identifies the approach the City Corporation is taking to the flood risks that affect the City, the actions that are underway or planned to reduce these risks and the processes by which this strategy will be kept up to date. There are 12 measures in the LFRMS, all of which have been taken into account in the test of relevance.

3. Considering the equality aims (eliminate unlawful discrimination; advance equality of opportunity; foster good relations), indicate for each protected group whether there may be a positive impact, negative (adverse) impact or no impact arising from the proposal:

Protected Characteristic (Equality Group) ☒	**Positive Impact**	**Negative Impact**	**No Impact**	**Briefly explain your answer. Consider evidence, data and any consultation.**
Age	☐	☒	☐	Several of the measure's outcomes are documents and/or communications that will be made available online. Older people may find it more difficult to access these documents. **Documents can be made available as paper copies if requested**.
Disability	☐	☒	☐	- Online documents could be more difficult for visually impaired people or people with learning disabilities. **All online documents will be fully accessible in line with City of London standards.** -Flood resilience or resistant measures in buildings and SuDs may impact disabled users access. **All designs will be inclusive of disabled users as this is taken into account through the planning and project management process.**
Gender Reassignment	☐	☐	☒	
Marriage and Civil Partnership	☐	☐	☒	
Pregnancy and Maternity	☐	☐	☒	
Race	☐	☒	☐	If English is not a person's first language, some of the documents may be harder to understand. **Care will be taken to make sure the language is not unnecessarily technical.**
Religion or Belief	☐	☐	☒	
Sex (i.e gender)	☐	☐	☒	
Sexual Orientation	☐	☐	☒	

4. There are no negative/adverse impact(s)
Please briefly explain and provide evidence to support this decision:

5. Are there positive impacts of the proposal on any equality groups? Please briefly explain how these are in line with the equality aims:			
6. As a result of this screening, is a full EA necessary? (Please check appropriate box using ☐)	**Yes**	**No**	**Briefly explain your answer:** All impacts listed above can be easily incorporated into the wording of the LFRMS. With the changing of the wording of the LFRMS, the LFRMS will not have any negative impacts on people with protected characteristics.
	☐	☒	
7. Name of Lead Officer: Holly Smith	**Job title: Environmental Resilience Officer**		**Date of completion:** 10 September 2020

Signed off by Department Director :	GORDON ROY	**Name:**	Gordon Roy	**Date:**	22/09/2020

Committee:	**Date:**
Planning and Transportation	6th October 2020
Subject: Business and Planning Act 2020	**Public**
Report of: Remembrancer **Report author:** Kiki Hausdorff	**For Information**

Summary

This report advises the Committee of relevant provisions of the Business and Planning Act 2020, which came into effect on 22 July, as it affects the interests of this Committee. The Act introduced a new temporary regime for table and chair licences intended to help food and drink outlets trade and comply with social distancing guidelines. It also automatically extended on-sales alcohol licences to permit off-sales, allowing the sale of alcohol for consumption off-premises during the times that on-sales are permitted.

Recommendation

It is recommended that the Committee receives this Report and notes the requirements of the temporary regime.

Report

Background

1. A pavement licence is a licence to put removable furniture on part of a pavement adjacent to the premises of the licence holder, in order to sell or serve food or drink, or for use by customers consuming food or drink. "Furniture" includes counters and stalls, tables and chairs and articles such as umbrellas, barriers and heaters.

2. During the COVID-19 lockdown, the Corporation suspended all 138 of its existing pavement licences. In advance of the reopening of venues over the summer, a decision was taken at your 2nd June Committee that, while social distancing requirements remain in place, pavement licences should be

reviewed on a case by case basis by officers before being reinstated, subject to five key principles:

i) To put safety first

ii) To recognise the need to nurture a thriving economy in the City

iii) No privatisation of public space

iv) Having regard to space required to queue outside premises

v) Having regard to new or existing public seating nearby

3. Pavement licences were previously granted primarily under Part 7A of the Highways Act 1980. The new regime established by the Business and Planning Act 2020 introduced several changes to the licensing procedure which are set out in the following paragraphs.

4. The 2020 Act does not prevent businesses from applying under the 1980 Act for any permissions which they could also be granted under the 2020 Act. However, the 2020 Act offers applicants a more expediated process for the determination of pavement licences than that provided by the 1980 Act.

5. A local authority may not require businesses to apply for permission under the 1980 Act instead of the 2020 Act. Once a pavement licence has been granted under the 2020 Act, any permission subsequently granted under the 1980 Act to do anything which could be done under the pavement licence has no effect while the pavement licence is in force.

Administrative matters

6. Under the Act, applications to the local authority (the Corporation) for pavement licences must be made in writing in such form as the authority may specify and must be submitted by electronic means in such manner as the authority may specify.

7. Applications must be accompanied by a fee which will be set by the local authority, subject to a cap of £100. Previously, the Corporation had charged application fees of a minimum of £400, based on full cost recovery.

8. The local authority must, in a manner which it considers appropriate, publish the application and any additional information or material it has requested from the applicant, and publicise the timing for the public consultation period relating to that application.

9. The Act has reduced the public consultation period from 28 days to 7 days. The authority must consider any representations made to it during this time,

which is followed by a 7-day determination period. If the local authority does not decide on the application within this time, the licence applied for is deemed to be granted by the authority to the applicant for a year (but not beyond 30 September 2021).

10. The local authority may grant the licence for three months or longer, so long as the licence does not extend beyond 30 September 2021. If the authority does not specify the period of the licence, the licence expires at the end of 30 September 2021.

Factors to be considered by the local authority

11. The local authority may grant a pavement licence only if it considers, amongst other factors, that the licence would not prevent non-vehicular traffic from (a) entering the pavement where they could otherwise enter it, (b) passing along the pavement, or (c) having normal access to premises adjoining the pavement, nor prevent any use of vehicles otherwise permitted or not otherwise prohibited.

12. In considering the above factors, the local authority must have particular regard to the needs of disabled people and the recommended distances required for access by disabled people, as set out in guidance issued by the Secretary of State.

13. The local authority must also have regard to the Public Sector Equality Duty under the Equality Act 2010 when implementing the new licensing regime, which includes the need to have due regard to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act.

14. There are few streets in the City that can accommodate both furniture and social distancing for pedestrians. The Corporation's policy has previously been not to grant pavement licences for the use of heaters and barriers, and only to grant tables and chairs licences where there would be at least 2.2m (7.2ft) of unimpeded footway remaining for pedestrians.

15. With an additional 1 metre distance reserved for social distancing, the minimum width of remaining footway to enable safe passage with tables and chairs in place increases to 3.2m (10.5ft). There are relatively few streets in the City where this is possible; it was estimated that around only 40 existing licences could be reinstated under these provisions of the Act.

Conditions

16. All pavement licences granted under the Act are subject to a no-obstruction condition (i.e. the licence meets the conditions in paragraph 9 above) and a smoke-free seating condition (the licence-holder must make reasonable

provision for seating where smoking is not permitted). In considering whether the licence holder has met the latter condition, the local authority must have regard to guidance issued by the Secretary of State (which may also specify further conditions).

17. The local authority may place any additional conditions on the licence which it considers reasonable. The Corporation will include in its pavement licences a condition to require the business to comply with the Government's COVID-19 Guidance, in order to ensure a safe environment for customers and staff.

18. The local authority may publish conditions subject to which it proposes to grant pavement licences, and any licences deemed to be granted after the end of the determination date will be subject to those conditions.

19. Where the local authority considers that the licence-holder has breached any condition of the licence, it may revoke the licence or require them to take steps to remedy the breach. If the licence-holder fails to do so, the authority may take the steps itself and recover the costs of doing so from the licence-holder.

20. The local authority may also revoke the licence if it considers that the pavement has become unsuitable for the purpose for which the licence was granted, if there is a risk to public health or safety or of anti-social behaviour or public nuisance, or if the pavement is being obstructed.

Off-sales licences

21. The Act automatically extends all existing on-sales licences to allow for off-sales during the times that on-sales are permitted, until 11pm. Of course, further COVID-related Regulations which, for example, impose a 10pm curfew on hospitality venues, institute further restrictions while they are in force.

22. On-sales licences are only so extended if no disqualifying events have occurred within the previous three years. A disqualifying event has occurred if (a) the licensing authority refused to grant a licence authorising off-sales, (b) the licensing authority refused to vary the premises licence so as to authorise off-sales, or (c) the licence was varied so as to exclude off-sales.

Contact:

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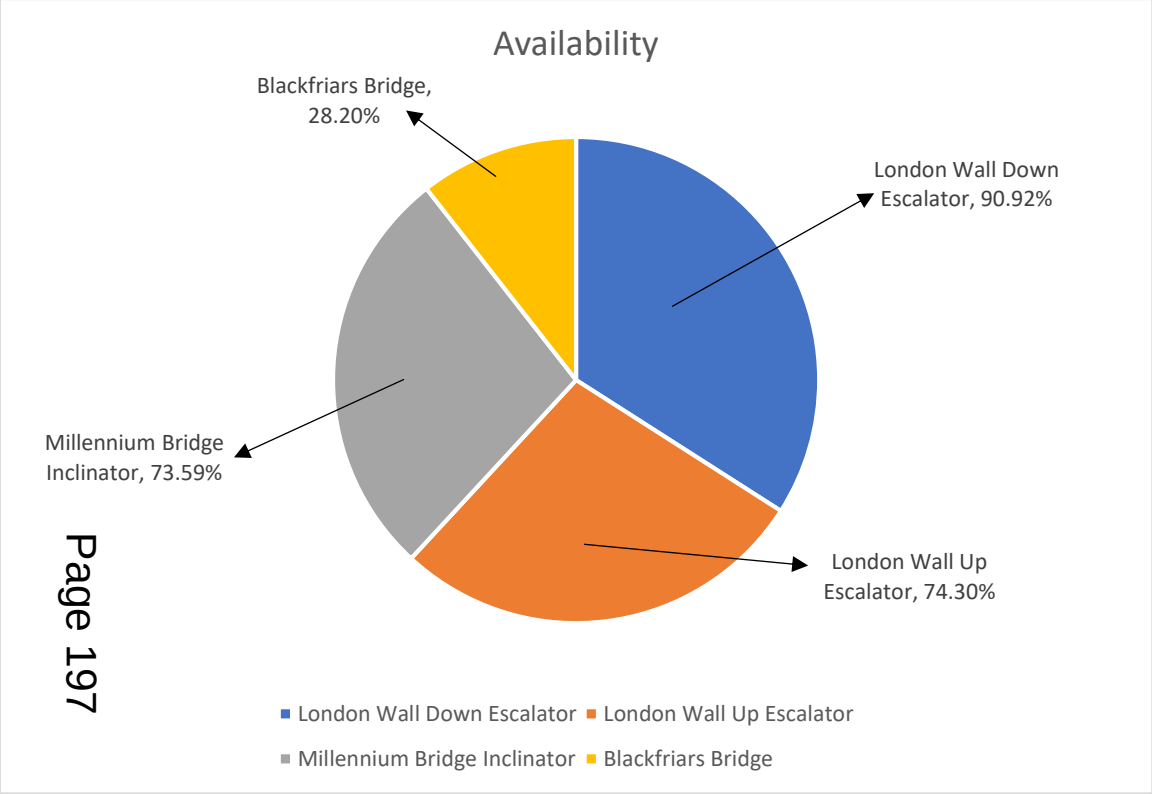
PLANNING AND TRANSPORTATION COMMITTEE REPORT 22/08/2020 – 17/09/2020



Code	Name	Time OOS	Availability
0916	Glass South Tower SC6459244	0 00:00	100%
7345	Speed House Public Lift SC6459146	0 00:00	100%
7921	Little Britain SC6458967	0 00:00	100%
7960	London Wall West SC6458965	0 00:00	100%
7963	London Wall East SC6458964	0 00:00	100%
7997	33 King Williams Street SC6462850	0 00:00	100%
0924	Duchess Walk Public Lift CL24	0 00:00	100%
0976	Pilgrim Street SC6458969	0 00:00	100%
7998	Tower Place Public Lift SC6458962	0 00:00	100%
7999	Tower Place Scenic Lift SC6458963	0 00:00	100%
7740	Moor House SC6458968	0 09:07	98.59%
0978	Atlantic House SC6458966	0 15:54	97.55%
7730	Wood Street Public Lift SC6458970	0 20:16	96.87%
0944	London Wall Down Escalator SC6458958	2 10:52	90.92%
0945	London Wall Up Escalator SC6458959	6 22:32	74.30%
0929	Millennium Bridge Inclinator SC6459245	7 03:07	73.59%
7964	Blackfriars Bridge SC6462771	19 09:16	28.20%

Points to Note:

- There are 17 Public Lifts/Escalators in the City of London estate. The report below contains details of the 4 - public escalator/lifts that were out of service more than 95% of the time.
- The report was created on 21 September 2020 and subsequently since this time the public lifts or escalators may have experienced further breakdowns which will be conveyed in the next report.

PLANNING AND TRANSPORTATION COMMITTEE REPORT 22/08/2020 – 17/09/2020

Location	Status as of 17/09/2020	% of time in service Between 22/08/2020 and 17/09/2020	Number of times reported Between 22/08/2020 and 17/09/2020	Period of time Not in Use Between 22/08/2020 and 17/09/2020	Comments Where the service is less than 95%
Blackfriars Bridge SC6462771	Out of service	28.20%	1	448 hours	The safety UPS unit has failed which means the lift has been taken out of service for health and safety reasons. Specialist UPS engineer to attend site week commencing 21st September 2020. Lift out of service at time report was produced.
Millennium Bridge Inclinator SC6459245	Out of service	73.59%	1	165 hours	The EVAC safety system has failed, work is ongoing to rectify the problem at the time this report was produced the Inclinator remains out of service.
London Wall Down Escalator SC6458958	In service	90.92%	1	57 hours	Fault found with the escalator which required a technical engineer at attend, fault fixed, and escalator left in service.
London Wall Up Escalator SC6458959	In service	74.30%%	1	160 hours	There is an ongoing communications issue with the electronic monitoring unit, this has now been resolved and escalator now back in use.

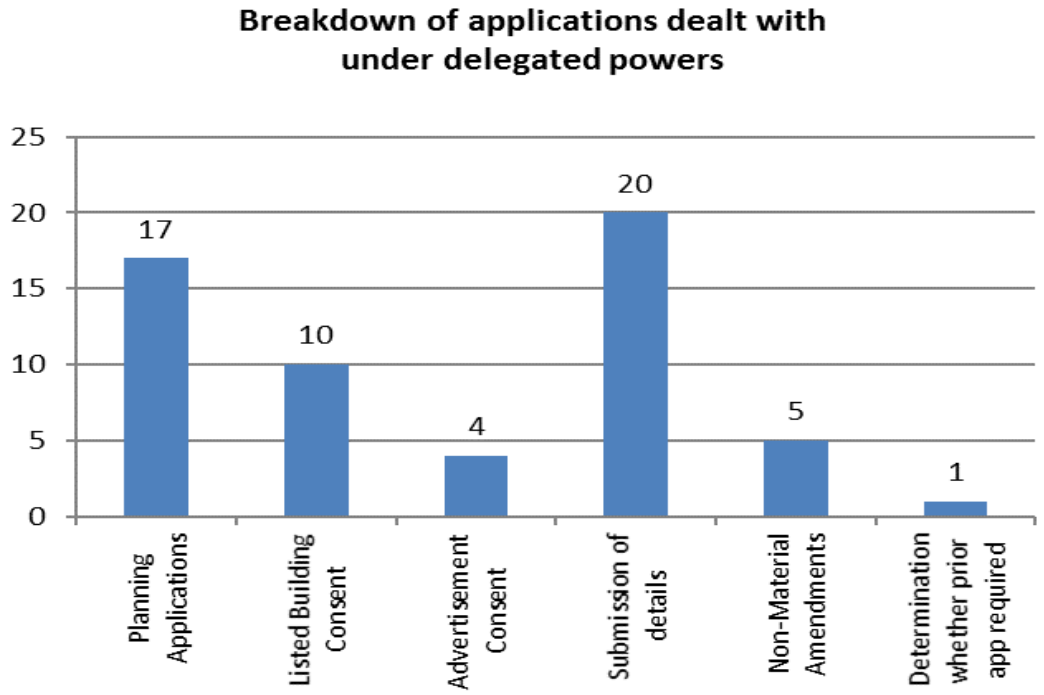
Committee(s)	Dated:
Planning and Transportation	6th October 2020
Subject: Delegated decisions of the Chief Planning Officer and Development Director	**Public**
Report of: Chief Planning Officer and Development Director	**For Information**

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 Planning & Transportation Committee Fifty-Seven (57) matters have been dealt with under delegated powers.

Twenty (20) relate to conditions of previously approved schemes. Five (5) applications for Non-Material Amendments, Ten (10) applications for Listed Building Consent and Four (4) applications for Advertisement Consent. Seventeen (17) full applications which, including Four (4) Change of Use and 67.7sq.m floorspace created.



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	Agent/ Applicant	Decision & Date of Decision
20/00544/LBC Aldgate	6 Lloyd's Avenue London EC3N 3AX	Erection of internal partitions and reconfiguration of existing air conditioning units to the front unit of the second floor.	CLS Lloyds Avenue Limited	Approved 08.09.2020
20/00232/MDC Bassishaw	Guildhall London EC2P 2EJ	Details of the proposed security cameras pursuant to condition 2 of Planning Permission 19/00125/FULLR3 and Listed Building Consent 19/00126/LBC dated 25.07.19.	Mr Richard Chamberlain	Approved 10.09.2020
20/00527/MDC Bishopsgate	100 Liverpool Street & 8-12 Broadgate London EC2M 2RH	Details of the terrace planting pursuant to condition 23 (h) (part) of planning permission 17/00276/FULL dated 5 June 2017.	Bluebutton Properties UK Ltd	Approved 27.08.2020
20/00539/MDC Bishopsgate	1 - 2 Broadgate London EC2M 2QS	Details of measures to prevent the potential for damage to subsurface potable water infrastructure pursuant to condition 8 of planning permission dated 28 March 2019 (18/01065/FULEIA).	Bluebutton Properties UK Ltd	Approved 01.09.2020
20/00433/LBC Broad Street	14 Austin Friars London EC2N 2HE	Internal refurbishment of the ground and lower ground floor levels.	Morgan Lovell	Approved 27.08.2020
20/00531/FULL Broad Street	65 London Wall London EC2M 5TU	Change of use of rooms 46-48 on part of the first floor from office (Class B1) to a flexible use for either office (Class B1) or medical clinic (Class D1) (67.7sq.m)	Dr Kalentzi	Approved 10.09.2020

20/00403/FULL Candlewick	Sherborne House 119 - 121 Cannon Street London EC4N 5AT	(i) Change of use of part basement and part ground floor level from shop (Class A1) to a restaurant (Class A3); (ii) installation of a kitchen extract within the lightwell; (iii) installation of louvres at the rear of the unit in the lightwell; (iv) addition of two cycle spaces at ground floor level and other associated works.	UK Properties Specialist Ltd	Approved 17.09.2020
20/00351/MDC Castle Baynard	66-73 Shoe Lane London EC4A 3BQ	Details of parking space suitable for use by people with disabilities on the premises pursuant to condition 11 of planning permission 18/00873/FULL dated 08.11.19.	Endurance Land (Shoe Lane) Ltd	Approved 27.08.2020
20/00510/NMA Castle Baynard	66-73 Shoe Lane London EC4A 3BQ	Application under S 96a of the Town and Country Planning Act 1990 to make alterations to the proposed flues at ground floor level on the south elevation pursuant to planning permission 18/00873/FULL dated 08.12.18.	ISG	Approved 27.08.2020
20/00662/MDC Castle Baynard	66 - 73 Shoe Lane London EC4A 3BQ	Submission of details in relation to plant equipment proposed within the basement of the building Condition 5 (b) (plant operation) (PART). Condition 6 (Mechanical Plant) (PART). Condition 7 (Air Quality) (PART) of Planning permission 18/00873/FULL dated 08.11.18.	ISG	Approved 27.08.2020
20/00458/FULL Castle Baynard	Hamilton House 1 Temple Avenue London	(i) Infill extension at third, fourth, fifth floor and roof level and infill of western lightwell at lower ground floor level to provide	Dorrington Plc	Approved 15.09.2020

	EC4Y 0HA	additional office (Class B1) floorspace; (ii) creation of terrace area at third floor level; (iii) infill of the rear lightwell and part demolition and reconfiguration of the basement levels storage vaults for ancillary facilities; (iv) reconstruction of the main entrance steps ; (v) installation of a platform lift and associated alterations to the forecourt including soft landscaping; (vi) the reconfiguration of internal layouts of building from lower ground to fifth floor levels, associated external refurbishment works; reconfiguration and installation of plant equipment and provision of cycle parking.		
20/00459/LBC Castle Baynard	Hamilton House 1 Temple Avenue London EC4Y 0HA	(i) Infill extension at third, fourth, fifth floor and roof level and infill of western lightwell at lower ground floor level to provide additional office (Class B1) floorspace; (ii) creation of terrace area at third floor level; (iii) infill of the rear lightwell and part demolition and reconfiguration of the basement levels storage vaults for ancillary facilities; (iv) reconstruction of the main entrance steps ; (v) installation of a platform lift and associated alterations to the forecourt including soft landscaping; (vi) the reconfiguration of internal layouts of building from lower ground to fifth floor levels, associated external refurbishment	Dorrington Plc	Approved 15.09.2020

		works and reconfiguration and installation of plant equipment.		
20/00396/FULL Cheap	14 King Street London EC2V 8EA	Change of use of part ground floor and part basement from shop (Class A1) to a flexible use for either shop (Class A1) or restaurant and cafe (Class A3); replacement of the front and part rear facades; erection of a rear extension at ground to sixth floor levels; installation of a roof terrace at sixth floor level; addition of a new seventh floor including rear roof terrace and plant; installation of a green roof; internal reconfiguration and relocation of service core and associated works for continued office (Class B1) use.	Great Malvern Holdings Limited	Approved 08.09.2020
20/00567/FULL Coleman Street	120 Moorgate London EC2M 6UR	Change of use of part of the upper basement level from shop (Class A1) use to gym (Class D2) use.	Luxembourg Sarl	Approved 27.08.2020
20/00526/LDC Coleman Street	Chartered Accountants Hall Moorgate Place London EC2R 6EA	Submission of details of the acoustic seals around the door leaves pursuant to condition 3 (c) of listed building consent ref 20/00044/LBC dated 10.03.20.	Institute of Chartered Accountants In England And Wales	Approved 01.09.2020
20/00540/MDC Coleman Street	20 Finsbury Circus London EC2M 1UT	Details of a servicing management plan pursuant to condition 21 of planning permission 16/01084/FULL dated 16 December 2016.	UD Europe Limited	Approved 01.09.2020

20/00547/MDC Coleman Street	55 Moorgate London EC2R 6BH	Details of an acoustic report pursuant to condition 5(b) of planning permission 18/01345/FULL dated 26.02.2019.	Trustees of Moorgate Unit	Approved 01.09.2020
20/00577/PODC Coleman Street	55 Moorgate London EC2R 6PA	Submission of the Energy Statement pursuant to Schedule 4 Paragraph 11.2 of the Section 106 Agreement dated 11 October 2017 (Planning Application Reference 16/00405/FULMAJ, as amended by 18/01345/FULL).	Trustees of Moorgate Unit	Approved 10.09.2020
20/00563/MDC Coleman Street	20 Finsbury Circus London EC2M 1UT	Details of an acoustic commissioning note pursuant to conditions 11, 12 and 13 of planning permission 16/01084/FULL dated 16 December 2016.	UD Europe Limited	Approved 10.09.2020
20/00607/MDC Coleman Street	120 Moorgate London EC2M 6UR	Submission of details of the proposed cycle entrance pursuant to 8 (b) (in part) of planning permission dated 31st May 2018 (18/00143/FULL).	120 Moorgate Luxembourg Sarl	Approved 15.09.2020
20/00425/FULL Coleman Street	The Whitbread Brewery 52 Chiswell Street London EC1Y 4SA	Installation of plant enclosure and noise attenuation equipment around existing roof level plant.	The Montcalm Hotel Group	Approved 18.09.2020
20/00426/LBC Coleman Street	The Whitbread Brewery 52 Chiswell Street London EC1Y 4SA	Installation of plant enclosure and noise attenuation equipment around existing roof level plant.	The Montcalm Hotel Group	Approved 18.09.2020

20/00583/MDC Cornhill	19 Old Broad Street London EC2N 1DS	Submission of an Air Quality Assessment pursuant to condition 6 of planning permission dated 08/11/2018 (app. no. 18/00902/FULL).	City of London Club	Approved 03.09.2020
20/00220/LBC Cornhill	Jamaica Buildings St Michael's Alley London EC3V 9DS	Replacement of eight existing timber casement windows at third floor level.	Mr Peter Rose	Approved 10.09.2020
20/00545/FULL Cornhill	Jamaica Buildings St Michael's Alley London EC3V 9DS	Replacement of eight existing timber casement windows at third floor level.	Mr Liam Dewhurst	Approved 10.09.2020
20/00551/ADVT Cordwainer	3 Queen Victoria Street London EC4N 4TQ	Installation and display of fourteen internally illuminated projecting signs measuring 0.3m high by 1.03m wide by 0.1m deep at heights above the ground of: 3.82m, 3.91m, 3.92m, 3.99m, 4.03m, 4.04m (x2), 4.08m, 4.09m, 4.10m (x2), 4.17m, 4.18m and 4.19m.	DP9 Ltd	Approved 08.09.2020
20/00522/MDC Cripplegate	Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ	Submission of details of window treatment (including glazing, sections and reveals) and external joinery on the school buildings pursuant to part (c) of condition 24 of planning permission 17/00770/FULL dated 19th July 2018.	ISg	Approved 27.08.2020
20/00525/MDC Cripplegate	Former Richard Cloudesley School Golden Lane Estate	Submission of details of the mansafe system and the cleaning and maintenance strategy for the school buildings pursuant to part (i) of	ISg	Approved 27.08.2020

	London EC1Y 0TZ	condition 24 of planning permission 17/00770/FULL dated 19th July 2018.		
20/00302/FULL Cripplegate	Barbican Arts And Conference Centre Silk Street London EC2Y 8DS	Removal of three sets of automated sliding doors and replacement with three pairs automated swing doors to existing openings, facing the Lakeside Terrace.	City of London Corporation	Approved 10.09.2020
20/00303/LBC Cripplegate	Barbican Arts And Conference Centre Silk Street London EC2Y 8DS	Removal of three sets of automated sliding doors and replacement with three pairs automated swing doors to existing openings, facing the Lakeside Terrace.	City of London Corporation	Approved 10.09.2020
20/00439/FULL Cripplegate	Barbican Arts And Conference Centre Silk Street London EC2Y 8DS	The installation of a replacement closed circuit television camera (CCTV) network, comprising thirty-one (31) Fully Functional dome cameras and sixteen (16) static dome cameras.	City of London Corporation	Approved 15.09.2020
20/00440/LBC Cripplegate	Barbican Arts And Conference Centre Silk Street London EC2Y 8DS	The installation of a replacement closed circuit television camera (CCTV) network, comprising forty seven (47) fully functional dome cameras (PTZ) and one hundred and nine (109) static dome cameras, the upgrade of a new Security Control Suite including security staff welfare room, the installation of two vehicular swing arm barriers and a highway deflection barrier at vehicular entrances, the installation of five pairs of hooped pedestrian barriers at the foyer entrance at Level -1, and the installation of an automatic access control system	City of London Corporation	Approved 15.09.2020

		comprising magnetic door contacts and associated card readers.		
20/00490/FULL Farringdon Within	10 Old Bailey London EC4M 7NG	Alterations to the building entrance comprising the installation of an entrance surround.	Longmead Capital	Approved 03.09.2020
20/00491/ADVT Farringdon Within	10 Old Bailey London EC4M 7NG	Installation and display of one internally illuminated fascia sign measuring 0.475m high by 4.25m wide at a height above ground of 2.97m.	Longmead Capital	Approved 03.09.2020
19/00266/NMA Farringdon Within	16 Old Bailey London EC4M 7EG	Application for non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission dated 8th October 2018 (18/00137/FULL) to allow internal and external alterations to include; amendments to the cycle parking arrangement; reception staircase location; the loading bay to allow for an internal link between the reception and staircase; office staircase; alterations to terraces; changes to fifth floor level of 16 Old Bailey; eighth floor balustrade alterations; and new roof plant room layout.	Capital Treasure Investments Ltd	Approved 10.09.2020
19/00534/LBC Farringdon Within	16 Old Bailey London EC4M 7EG	Application under Section 19 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to vary condition 4 of listed building consent dated 24th April 2018 (18/00154/LBC) to allow alterations to the exterior materials; new cycle	Capital Treasure Investments Limited	Approved 10.09.2020

		parking; reception staircase location; loading bay; new office staircase; alterations to the terraces and fifth floor level; balustrade at eighth floor level, and new roof plant layout.		
20/00391/LBC Farringdon Within	16 Old Bailey London EC4M 7EG	Application under Section 19 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to vary condition 4 of listed building consent dated 24th April 2018 (18/00154/LBC) to allow alterations to omit of planters to allow maintenance access for the facade; changes to the terrace design and new access doors to the terrace.	Capital Treasure Investments Limited	Approved 10.09.2020
20/00401/NMA Farringdon Within	16 Old Bailey London EC4M 7EG	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission dated 8th October 2018 (18/00137/FULL) to allow alterations to omit of planters to allow maintenance access for the facade; changes to the terrace design and new access doors to the terrace.	Capital Treasures Limited	Approved 10.09.2020
20/00405/MDC Farringdon Within	Central Criminal Court Old Bailey London EC4M 7EH	Submission of the following details pursuant to condition 1 of planning permission 19/00105/FULL and listed building consent reference 19/00106/LBC, both dated 25 July 2019: (a) Details of the final colour finish details for static dome, fully functional	City of London	Approved 10.09.2020

		dome camera and ANPR camera. (b) Final details of containment and cables including routes and colour finish.		
20/00549/ADVT Farringdon Within	25 Farringdon Street London EC4A 4AB	Installation and display of two non-illuminated fascia signs measuring 0.2m high by 1.4m wide located 2.36m above ground floor level and two non-illuminated fascia signs measuring 0.1m high x 0.2 m wide located 1.9m above ground floor level	Brookfield Properties (UK PM) Ltd	Approved 17.09.2020
20/00649/MDC Farringdon Without	16 Took's Court London EC4A 1LB	Submission of particulars and samples of the materials to be used on all faces of the building and details and specification for service runs and details of comfort cooling enclosure pursuant to condition 5 (a) and (e) of planning permission dated 6th June 2019 (19/00110/FULL).	Haji	Approved 10.09.2020
20/00288/FULL Langbourn	20 Gracechurch Street London EC3V 0BG	Alterations at 4th floor level to provide 5 sets of doors in place of glazing and the creation of a terrace with structures on existing flat roof.	Aviva Investors	Approved 03.09.2020
20/00550/ADVT Langbourn	120 Fenchurch Street London EC3M 5AL	Installation and display of one non- illuminated fascia sign measuring 1.5m high by 0.9m wide located 0.6m above ground floor level	The Royal Bank of Scotland Group	Approved 03.09.2020
19/00777/MDC Lime Street	Crosby Square Steps London EC2	Details of materials and appearance of walls, ground level surfaces, landscaping, bollards, handrails and balustrades and the resiting of the 1890s lighting column	22 Bishopsgate General Partner Ltd	Approved 27.08.2020

		pursuant to Condition 2, and details of the stairs and wind mitigation trees pursuant to Condition 3 of planning permission 18/00910/FULL dated 14.02.2019.		
20/00637/MDC Lime Street	22 Bishopsgate London EC2N 4BQ	Details of noise emissions from new plant pursuant to Condition 22(b) of planning permission ref 16/00849/FULEIA dated 11.09.2017	22 Bishopsgate General Partner Ltd	Approved 01.09.2020
20/00642/MDC Lime Street	22 Bishopsgate London EC2N 4BQ	Details of wind mitigation measures pursuant to Condition 16 (d) (in part) of planning permission ref 16/00849/FULEIA dated 11.09.2017	22 Bishopsgate General Partner Ltd	Approved 03.09.2020
20/00408/FULL Lime Street	140 Leadenhall Street London EC3V 4QT	Installation of new external lighting.	Aviva Life & Pensions UK Ltd	Approved 17.09.2020
20/00409/LBC Lime Street	140 Leadenhall Street London EC3V 4QT	Installation of new external lighting and signage, and cleaning of the stone facade. Internal refurbishment works including installation of timber panelling and leather signage panel, installation of new lighting, installation of 27 cycle racks at basement level 1, and the provision of new toilets and showers at basement level 2, and associated works.	Aviva Life & Pensions UK Ltd	Approved 17.09.2020
20/00529/DPAR Tower	150 Minories London EC3N 1LS	Application under Schedule 2, Part 16, Class A of the Town and Country Planning (General Permitted Development)	Cornerstone, Telefonica And Vodafone	Prior Approval Given 27.08.2020

		Order 2015 as to whether prior approval is required for the proposed upgrade of the existing telecommunication base station comprising of the removal of 3no. antennas; the installation of 1no. 4.5m support pole (32.25m AGL) supporting 2no. new antennas; the installation of 4no. new antennas on the existing support poles and ancillary works thereto.		
20/00507/FULL Tower	Grange Hotel 8 - 14 Cooper's Row London EC3	Installation of three awnings.	Queensgate GEM LLH SPV 2 Limited	Approved 08.09.2020

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Committee(s)	Dated:
Planning and Transportation	6th October 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	Agent/Applicant
20/00631/FULMAJ Billingsgate	Custom House, 20 Lower Thames Street & River Wall, Stairs And Crane, Custom House Quay, London, EC3R 6EE	Change of use from office (Use Class E) to hotel (Use Class C1) with flexible ground floor and roof level retail floorspace (Use Classes E & Sui Generis (Drinking Establishment)), leisure facilities (Use Class E) and ancillary riverfront public realm; associated works of demolition, alteration, extension and refurbishment including i.) demolition and re-building behind the retained facade of the East Block ii.) demolition of East Block roof and part demolition and alteration of existing	08/09/2020	Cannon Capital Developments Ltd & Global grange

		West and Centre Block roof to erect 2 x two storey extensions above the East and West Blocks to provide hotel rooms at 4th floor and 2 x restaurant/bar and terraces at 5th floor; iii) demolition of Centre Block external stairs and replacement with new river terraces, stairs and step free ramped access across Centre, and parts of West and East Block; (south elevation); iv) alterations to and raising of the flood defence wall; v.) facade alterations and associated works to create a terrace at first floor level on the Centre Block (south elevation); vi.) removal of railings on Lower Thames Street elevation and alterations to main Centre Block entrance on Lower Thames Street to accommodate access; vii.) associated works to the river wall viii) and other external alterations including elevational alterations; hard and soft landscaping; alterations to service ramp; provision of on-site cycle parking and servicing; creation of a coach and taxi vehicular		

		drop off on Lower Thames Street. The Proposed Development does not accord with the provisions of the Development Plan in force in the area in which the land to which the application relates is situated.		
20/00685/FULL Bishopsgate	133 Middlesex Street, London, E1 7JF	Erection of kitchen extract flue at rear of premises.	07/09/2020	Ms. Min Zhang
20/00671/FULEIA Bridge And Bridge Without	55 Gracechurch Street, London, EC3V 0EE	Demolition of all existing buildings and the erection of a new building comprising basement levels and ground floor plus 29 upper storeys (146mAOD) including office use (Class E), flexible retail use (Class E, drinking establishment (sui generis), hot food takeaway (sui generis)) a public viewing gallery and garden terrace (sui generis), new pedestrian routes, cycle parking, servicing, refuse and plant areas, public realm improvements, and other works associated with the development. The proposal would provide 34,004sq.m gea of Class E offices; 2486sq.m gea flexible retail use (Class E, drinking establishment (sui generis), hot food	01/09/2020	Mighty Oasis International Limited

		takeaway (sui generis); 1573sq.m sui generis public viewing gallery and garden; total floorspace 38,063sq.m gea; overall height 146.05sq.m AOD. This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Electronic copies of the ES can also be issued by Trium Environmental Consulting LLP; for further details contact hello@triumenv.co.uk or Tel: +44 (0) 203 887 7118.		
20/00680/FULL Cheap	34 Foster Lane, London, EC2V 6HD	Installation of new entrance in existing glass façade fronting Cheapside and use of private land for the siting of 8 tables and 24 chairs in association with the adjacent Restaurant and Cafe (Class E) use.	04/09/2020	Haz Bar & Restaurant
20/00673/FULL Coleman Street	Electra House, 84 Moorgate, London, EC2M 6SQ	Refurbishment of existing grade II listed building and associated external alterations including installation of lifts and plant to lightwells, and installation of roof level plant enclosures, all in connection with the existing Education use.	31/08/2020	The Mayor And Commonalty And Citizens of The City

20/00684/FULL Coleman Street	41 Moorgate, London, EC2R 6PP	Alterations to office shopfront and entrance.	07/09/2020	Blackrock
20/00652/FULL Coleman Street	Park House, 16 Finsbury Circus, London, EC2M 7EB	Installation of telecommunications equipment at roof level consisting of four panel antennas together with two 0.3m diameter dish antennas, six equipment cabinets, and ancillary development thereto, all screened behind a GRP shroud with replica brick finish.	08/09/2020	CTIL
20/00647/FULL Cripplegate	Barber-Surgeons' Hall, Monkwell Square, London, EC2Y 5BL	i) Alteration to the side entrance door, glazed screen and the side ramped access into the building; ii) Replacement of the low level ventilation louvres and; iii) the reinstatement of windows.	19/08/2020	The Barbers' Company
20/00656/FULL Farringdon Within	2 Amen Court, London, EC4M 7BU	Change of use of 2 Amen Court from residential use (Class C3) to residential sleeping accommodation (for a school) (Class C2) for a temporary period of 16 weeks (total floorspace 176sq.m GIA).	27/08/2020	Mr Martin Kiddle
20/00686/FULL Farringdon Within	Stationers Hall, Stationers Hall Court, London, EC4M 7DD	Installation of condensing units within louvred acoustic enclosure on flat roof to south of the Great Hall of the Stationers Hall. Units to serve the Great Hall, Court	07/09/2020	The Worshipful Company of Stationers

		Room and Stock Room.		
20/00663/FULL Farringdon Without	Buchanan House, 30 Holborn, London, EC1N 2HS	Change of use at first floor level from office (Class E) to a flexible use for either office (Class E) or education (Class F1) use. (707sq.m)	25/08/2020	Interactive Pro Ltd & GUS Holdings BV
20/00666/FULL Portsoken	Statue House, 53 - 54 Aldgate High Street, London, EC3N 1AL	Replacement of a window on the rear elevation of the rear extension with an extract louvre.	26/08/2020	Mr Nilojan Tharmarajah
20/00667/FULL Tower	10 Trinity Square, London, EC3N 4AJ	Installation of canopies within the residential entrance lobbies at ground floor.	26/08/2020	Bullet Investments Limited

Committee(s) Planning and Transportation Committee	Date(s): 6 October 2020
Subject: Report of Action Taken	**Public**
Report of: Town Clerk	**For Information**
Report author: Gemma Stokley, Town Clerk's Department	

Summary

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

Recommendation:

- That Members note the report.

Main Report

1. Since the last formal meeting of the Committee, approval was given by the Town Clerk, in consultation with the Chair and Deputy Chairman, for the following decisions to be made under Standing Order Nos 41(a) and (b).:

Urgency Authority – ISSUE REPORT - LONDON BRIDGE WATERPROOFING AND BEARING REPLACEMENT [2 September 2020]

2. As waterproofing and bearing replacement works at London Bridge were nearing completion, Transport for London (TfL) requested a new layout when the white lines on the road surface were reinstated. The new layout would be a cycle lane, a bus lane and one lane of general traffic on either side of the bridge. Previously, there was one bus lane and two general traffic lanes on either side.

3. Transport for London also requested that separators (orcas with wands) be installed between the cycle lane and the bus lane. Approval was previously given under delegated authority to increase FM Conway's contract to cover these works. The funds for this increase (£31,498.41) will be met by the project budget and reimbursed by TfL.

4. The Corporation is responsible for the maintenance of London Bridge under the London Bridge Act 1967. Whilst there is an effort to coordinate maintenance of the bridge surfacing between the Corporation and Transport for London, a licence from TfL for the cycle separators to be installed has been requested. This is because the separators will go through the surfacing and there is a risk that damage could occur to the structure beneath the surfacing during future maintenance of the separators. The licence puts the responsibility for future maintenance with Transport for London and requires prior consultation with the City before any works are carried out.

5. The Town Clerk, in consultation with the Chair and Deputy Chairman of the Planning and Transportation Committee and the Chairman and Deputy Chairman of the Projects Sub-Committee, granted approval to enter a licence with Transport for London to cover the installation and future maintenance of cycle separators on London Bridge.

Conclusion

6. Background papers for Members on the matters listed above are available from Gemma Stokley on the email address provided below.

Gemma Stokley
Town Clerk's Department
E: gemma.stokley@cityoflondon.gov.uk

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

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