



Planning and Transportation Committee

Date: TUESDAY, 8 JUNE 2021

Time: 10.30 am

Venue: VIRTUAL PUBLIC MEETING (ACCESSIBLE REMOTELY)

Members:

Deputy Alastair Moss (Chair)	Deputy Jamie Ingham Clark
Oliver Sells QC (Deputy Chairman)	Shravan Joshi
Randall Anderson	Alderman Alastair King
Douglas Barrow	Alderwoman Susan Langley
Peter Bennett	Oliver Lodge
Mark Bostock	Natasha Maria Cabrera Lloyd-Owen
Deputy Keith Bottomley	Alderman Bronek Masojada
Thomas Clementi	Andrew Mayer
Deputy Peter Dunphy	Deputy Brian Mooney (Chief Commoner)
John Edwards	Deputy Barbara Newman
Sophie Anne Fernandes	Graham Packham
John Fletcher	Susan Pearson
Marianne Fredericks	Judith Pleasance
Tracey Graham	Deputy Henry Pollard
Graeme Harrower	James de Sausmarez
Sheriff Christopher Hayward	William Upton QC
Christopher Hill	Alderman Sir David Wootton
Deputy Tom Hoffman	

Enquiries: Gemma Stokley
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Accessing the virtual public meeting

Members of the public can observe this virtual public meeting at the below link:

<https://youtu.be/j0YQmr5RYwI>

This meeting will be a virtual meeting and therefore will not take place in a physical location. Any views reached by the Committee today will have to be considered by the Comptroller and City Solicitor after the meeting in accordance with the Court of Common Council's COVID Approval Procedure who will make a formal decision having considered all relevant matters. This process reflects the current position in respect of the holding of formal Local Authority meetings and the Court of Common Council's decision of 15th April 2021 to continue with virtual meetings and take formal decisions through a delegation to the Town Clerk and other officers nominated by him after the informal meeting has taken place and the will of the Committee is known in open session. Details of all decisions taken under the COVID Approval Procedure will be available online via the City Corporation's webpages.

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 informal meeting held virtually on 12 May 2021.

For Decision
(Pages 7 - 32)
4. **GOVERNANCE REVIEW: PLANNING PANEL ARRANGEMENTS**
Report of the Town Clerk.

For Decision
(Pages 33 - 64)
5. **HIGHWAY REDUCTION AND GAIN THROUGH THE PLANNING PROCESS**
Report of the Chief Planning Officer and Development Director.

For Information
(Pages 65 - 78)
6. **LONDON RENTAL E-SCOOTER TRIAL UPDATE**
Report of the Director of the Built Environment.

For Information
(Pages 79 - 106)
7. **OUTSTANDING ACTIONS**
Report of the Town Clerk.

For Information
(Pages 107 - 112)
8. **PUBLIC LIFT REPORT**
Report of the City Surveyor.

For Information
(Pages 113 - 114)

9. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**
Report of the Chief Planning Officer and Development Director.
For Information
(Pages 115 - 128)
10. **VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT ENVIRONMENT**
Report of the Chief Planning Officer and Development Director.
For Information
(Pages 129 - 134)
11. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
12. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
13. **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

14. **TRANSPORTATION AND PUBLIC REALM CONSULTANCY FRAMEWORK - AWARD REPORT**
Report of the Director of the Built Environment.
For Decision
(Pages 135 - 144)
15. **DEBT ARREARS - BUILT ENVIRONMENT (P&T COMMITTEE)**
Report of the Director of the Built Environment.
For Information
(Pages 145 - 152)
16. **REPORT OF ACTION TAKEN**
Report of the Town Clerk.
For Information
(Pages 153 - 156)
17. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

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

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PLANNING AND TRANSPORTATION COMMITTEE

Wednesday, 12 May 2021

Minutes of the informal meeting of the Planning and Transportation Committee held virtually at 10.30 am

Present

Members:

Deputy Alastair Moss (Chair)
Oliver Sells QC (Deputy Chairman)
Randall Anderson
Douglas Barrow
Peter Bennett
Mark Bostock
Deputy Keith Bottomley
Deputy Peter Dunphy
John Edwards
Sophie Anne Fernandes
John Fletcher
Marianne Fredericks
Tracey Graham
Graeme Harrower
Sheriff Christopher Hayward

Christopher Hill
Deputy Jamie Ingham Clark
Shravan Joshi
Alderwoman Susan Langley
Alderman Bronek Masojada
Andrew Mayer
Deputy Brian Mooney (Chief Commoner)
Deputy Barbara Newman
Graham Packham
Susan Pearson
Judith Pleasance
James de Sausmarez
William Upton QC
Alderman Sir David Wootton

Officers:

Gemma Stokley	- Town Clerk's Department
Antoinette Duhaney	- Town Clerk's Department
Rhiannon Leary	- Town Clerk's Department
Shani Annand-Baron	- Media Officer
James Gibson	- Technology Support Partner
Deborah Cluett	- Comptroller and City Solicitor's Department
Alison Bunn	- City Surveyor's Department
Gwyn Richards	- Chief Planning Officer and Development Director
David Horkan	- Department of the Built Environment
Catherine Evans	- Department of the Built Environment
Neel Devlia	- Department of the Built Environment
Elisabeth Hannah	- Department of the Built Environment
Paul Beckett	- Department of the Built Environment
Bhakti Depala	- Department of the Built Environment
Peter Shadbolt	- Department of the Built Environment
Bruce McVean	- Department of the Built Environment
Lucy Foreman	- Department of the Built Environment
Emmanuel Ojugo	- Department of the Built Environment
Gerald Mehrtens	- Community & Children's Services
Rachel Pye	- Markets and Consumer Protection

Also Present:

- Mike Lewin - Director of Transport Planning Practice, on behalf of the objectors
- Anna Parkinson – Hatfield House resident and objector
- William Pimlott – Common Councillor an objector
- Lisa Scott – Hatfield House resident and objector
- Jon Bradburn - Montagu Evans, Planning Agent, on behalf of the applicant
- Joao Bravo de Costa – resident/parent and supporter
- Tijs Broeke – Common Councillor and Chair of the City of London Academies Trust
- Manu Dwivedi -Stantec, on behalf of the applicant
- Ana Lecic – Golden Lane Estate resident/COLPAI parent and supporter
- Chris Pringle – Transport Planning Practice, on behalf of the applicant
- Mary Robey - Chair of Governors, COLPAI
- Andrew Smith – resident/parent and supporter

Introductions

The Town Clerk opened the meeting by introducing herself.

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 Town Clerk also reminded Members, and any members of the public observing the meeting on-line, that this was an informal meeting and that any views reached by the Committee today would therefore have to be considered by the Director of Markets and Consumer Protection or those deputising for him after the meeting in accordance with the Court of Common Council's COVID Approval Procedure and that they would make a formal decision having considered all relevant matters. The Town Clerk highlighted that this process reflected the current position in respect of the holding of formal Local Authority meetings and the Court of Common Council's decision of 15th April 2021 to continue with virtual meetings and take formal decisions through a delegation to the Town Clerk and other officers nominated by him after the informal meeting has taken place and the will of the Committee was known in open session. Details of all decisions taken under the COVID Approval Procedure would be available online via the City Corporation's webpages.

1. APOLOGIES

Apologies for absence were received from Alderman Alastair King, Natasha Lloyd-Owen, Oliver Lodge and Deputy Henry Pollard.

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

Susan Pearson declared an interest in agenda items 4 and 4a and stated that she would therefore not participate in these.

3. **MINUTES**

The Committee considered the public minutes of the meeting held virtually on 22 April 2021 and approved them as a correct record.

4. **FORMER RICHARD CLOUDESLEY SCHOOL GOLDEN LANE ESTATE LONDON EC1Y 0T - SUBMISSION OF DELIVERY AND SERVICING PLAN FOR THE SCHOOL PURSUANT TO CONDITION 43 AND 46 OF PLANNING PERMISSION 17/00770/FULL DATED 19 JULY 2018**

The Committee considered a report of the Chief Planning Officer and Development Director regarding the Former Richard Cloudesley School Golden Lane Estate London EC1Y 0T - Submission of Delivery and Servicing Plan for the school pursuant to condition 43 and 46 of planning permission 17/00770/FULL dated 19 July 2018.

Officers presented the case by highlighting that this item and Item 4a related to the discharge of conditions to the approved development for the COLPAI school and 66 affordable residential units on Golden Lane. Members were reminded that this development was granted planning permission in July 2018 by both the City and the London Borough of Islington. It was reported that the vast majority of the site was situated in Islington with just a small slither on the southern boundary crossing over into the City. Officers stated that the development was currently under construction with the school buildings now nearing completion. In terms of the proposal, Officers highlighted that the conditions require the approval of Delivery and Servicing Plans for both the school and the residential development together with the details for the managing and collection of refuse. The Committee were reminded that the approved scheme proposed that the delivery, servicing and waste collection for the school be via Baltic Street West and, for the residential element to be from Golden Lane. It was highlighted that the details submitted therefore accorded with the approved scheme.

Members were shown an overall picture of the approved ground floor plan depicting both the school and residential buildings. In terms of representations received, Officers reported that 81 objections had been lodged and 258 letters of support. It was highlighted that the main grounds of objection related to impact on amenity of surrounding residents and also the blocking of access to Hatfield House and Baltic Street West. Officers also referred to a further addendum report which contained 13 further letters of support as well as 2 additional objections. It was noted that none of these raised any new, substantive points.

With regard to the school, Officers reported that the school refuse store location was on the western end of the site and that, on collection days, a maximum of 3 bins would be moved to the front entrance and kept there for no longer than 20

minutes prior to being loaded onto refuse vehicles. Members were shown plans of the refuse store location and also of the refuse collection point where the bins would await collection. It was highlighted that this whole process would be undertaken by the school's Facility Management Team and that refuse vehicles removing the waste would be no larger than a 7.5 ton vehicle with collections taking place once a week for general waste and once every two weeks for recyclables. All deliveries, servicing and waste collection would take place between 10:00-14:00. Officers shared some photographs of the bin collection point from Baltic Street West and it was confirmed that bins awaiting collection would be placed on school premises. Another photograph depicting access to Hatfield House and the boundary between the school site and Hatfield House was shared.

In relation to the residential building, Officers reported that waste would be collected from Golden Lane by the London Borough of Islington refuse collection with general waste collected twice weekly and recyclables thrice weekly. Other deliveries and servicing would also take place from Golden Lane in accordance with the approved scheme.

Officers concluded by stating that it was therefore considered that the proposed Delivery and Servicing Plans were acceptable and accorded with the approved arrangements for the consented development and that, as such, both were recommended for approval.

The Town Clerk introduced four speakers registered in objection to the applications - Anna Parkinson, Hatfield House resident, Mike Lewin, Director of Transport Planning Practice, Lisa Scott, Hatfield House resident and William Pimlott, Common Councillor.

Ms Parkinson began by stating that she had lived in Hatfield House for almost 19 years and had raised three boys there, all of whom had attended the local primary school. Ms Parkinson underlined that she and Ms Scott were speaking on behalf of the residents of Golden Lane Estate who had objected to this application today. She noted that, whilst residents also had issues with the Servicing and Delivery Plan for the new residential block, they would not be pursuing their objections to the application which was the subject of agenda item 4a. With regard to this application, however, which related to the delivery and servicing of the school, Ms Parkinson reported that residents accepted that deliveries to the school (a maximum of five per day) would need to be made from Baltic Street by vehicles no larger than 7.5 tonnes between the hours of 10:00-14:00 only. Their concerns instead arose from the location of the bins awaiting collection and the safety of using Baltic Street West which was the subject of condition 46 in particular.

Ms Parkinson went on to articulate that their rejections to the current proposals were as follows – firstly, the location of the bin collection point and the effect on the amenity and safety of residents of Hatfield House, secondly, residents were of the view that the school bin store was undersized and thirdly, and most importantly, the risk to road safety from an increased number of vehicles reversing across the public footway and cycle route and using the entrance to

their homes as a service yard for the school. It was noted that the applicant proposed locating the bins for collection immediately adjacent to the ramp to the front entrance of Hatfield House. Ms Parkinson reported that one of her sons was a wheelchair user and that this ramped entrance was the only accessible one for disabled and mobility impaired people and parents with pushchairs to use in Hatfield House. It was reported that the ramp was also used to access the north vista Crescent House providing mobility access to some 200 flats in total. It was noted that the applicant had advised that there would be two refuse collections per week as different vehicles were required for general waste, dry recycling and food waste. This meant that, during the Summer, residents could expect to have at least two weeks' worth of food waste from the whole school sat in bins outside of their front entrance. Ms Parkinson stated that the applicant had made no mention of the separate disposal of human/nappy waste from the nursery. The applicant stated that bins would be left by the front entrance for a maximum of 20 minutes, but residents felt that this was clearly unenforceable and was likely to be regularly exceeded. In planning terms, it was felt that this proposal was contrary to the policy on residential amenity and, based on operations at other local primary schools, it was noted that there were no others with so few bins – even Charterhouse with just 200 pupils and no kitchens produced the equivalent of five waste bins full per week. Ms Parkinson felt that this was likely to mean that more waste collections would be necessary with more vehicle movements and more bins left outside the front entrance. Ms Parkinson informed the meeting that the applicant had also advised via email correspondence that domestic and school (i.e. the commercial waste) cannot be collected by the same vehicle which would have at least minimised the number of vehicular trips and lorries needing to use Baltic Street West.

Ms Parkinson went on to state that, as delivery and servicing was to be permitted between 10:00-14:00, with bins needing to be moved across the playground twice for each trip, this would disrupt any play or lessons taking place in the playground habitat trail and would also mean bins being dragged past the accommodation dedicated to special educational needs.

It was reported that the applicant had been unable to confirm the number of vehicular movements that would be necessary to delivery foods to the kitchens, stationery, IT equipment and furniture. In the submitted proposal, food deliveries would, again, need to come through the playground and all vehicles would need to reverse across the public footpath into the entrance to residents' homes. The view of residents was that road safety issues could be resolved by using Baltic Street East for servicing and deliveries.

Mike Lewin, Director of Transport Planning Practice shared an image of Baltic Street West and, specifically, the area where it was proposed that large vehicles were turned at the end of this road. Mr Lewin explained that he had over 30 years' experience in transport planning and traffic engineering and was also a chartered member of the Institution of Civil Engineers and the Institution of Highways and Transportation. He reported that he had been asked by residents to review the proposed servicing arrangements for the academy. He noted that these currently proposed that HGVs and refuse vehicles use Baltic Street West to turn around and service the school. Mr Lewin highlighted that

Baltic Street West was a very narrow cul-de-sac fronted by residential properties and was entirely unsuitable for large vehicles to service the school from. He reported that residents were aware of the issues facing them on a daily basis with large vehicles trying to make very difficult turning manoeuvres in a small space outside the entrances to their homes. It was noted that these vehicles would, unsurprisingly, have to sometimes mount and overhang the public footway and that the proposed turning manoeuvres would be particularly dangerous to pedestrians and cyclists, especially to children who might not be noticed high up from a large vehicle.

Mr Lewin underlined that the work that he had undertaken had identified that there was a much better option for both the school and residents and that the solution would be to continue using Golden Lane for large goods vehicles and refuse vehicles as was the case now and to use Baltic Street East for light goods vehicles. He explained that this alternative had the following benefits - it would be safer for pedestrians and cyclists, enable light goods vehicles to stop closer to the school reception and there would be no need for the school to supervise dangerous turning manoeuvres within the highway and Baltic Street West which would reduce their operating costs. Further, it would mean that deliveries could be consolidated resulting in cost savings and fewer servicing trips, no amendments would be required to the highway, there would be no dangerous reversing of HGVs into Hatfield House carpark and across the pedestrian route and the noise, air quality and odour issues associated with servicing on Baltic Street West next to residents of Hatfield House and Golden Lane Estate would be removed. Finally, the City would not need to store refuse bins on the footway between the school and residential block. Mr Lewin stated that it was therefore clear that the alternative arrangements were a vast improvement over the current proposals and would be of benefit to the school, the City and local residents. He concluded by stating that he would be happy to work with the school and the City Corporation on developing this.

Lisa Scott reported that she had lived in Hatfield House for several years and was one of several parents with small children who resided here. She stated that she felt that it was regrettable that parents of children at the school had been pitted against residents throughout the lifetime of this project. She underlined that residents were keen for construction to complete and keen for the school to open promptly and had quickly engaged with this delivery and servicing proposal each time that it had been raised in consultation and were repeatedly reaching out for a compromise. It was underlined that the Resident's Committee had further compromised today by making just one main ask which was to reasonably propose that the school leave its bins for collection outside of its own front doors and not that of residents. Ms Scott noted that the current approved permission had staff moving bins back and forth through the habitat area of the new playground during school hours and then leaving them within touching distance of the front entrance to Hatfield House. The only request from residents today was that the school staff move their bins approximately 20 meters closer to the road at the side of the school. This would then meet Islington's supplementary planning policy for bins to be within 10 meters of the road. Ms Scott added that, as waste would be collected between 10:00-14:00, this location posed no issues for children and parents arriving and leaving. It

was also felt that deliveries and servicing would be safer for residents, school visitors, pedestrians and cyclists if Baltic Street East were to be specified as it almost exclusively featured commercial properties with far less footfall and was no more narrow than Baltic Street West which had parking on both sides. Delivery on Baltic Street East would be safer as delivery and waste trucks would not be required to dodge traffic, cyclists and people.

Ms Scott went on to state that residents were still of the belief that the best eventual solution for all would be waste collection from Golden Lane. She underlined that they were very much against bins having to travel across the playground during school hours although this was actually happening now under the approved scheme. It was highlighted that residents proposals had always been for an additional small storage area at the Golden Lane entrance where bins could be collected directly from a gate as was currently the practice in other schools such as Moorland which was nearby. Ms Scott reported that residents were confident, based on their research of local schools, that current bin storage proposed for COLPAI was inadequate, creating a need for more collections or an additional store. With the agreed limit of five movements per day, additional waste collections seemed difficult to fit in and it was felt that the Golden Lane proposal would solve lots of issues with no bins travelling across the playground, no bins travelling past Hatfield House, no extra vehicles in the already horribly congested Baltic Street West and no risk of continuing conflict with residents. Ms Scott stated that today residents asked the Committee to refuse this application on the understanding that when the applicant resubmits, they propose the alternative bin storage location suggested by residents – moving the bins just 20 meters closer to the road, to the area outside the school entrance. She concluded by stating that this would then be supported by residents and could be approved by Officers without the need to return to Committee. She also reiterated that this would have no impact on the timetable for the schools opening in September and would be accepted by the Residents Committee with no inconvenience to the school.

William Pimlott spoke to represent Golden Lane residents and, in doing so, emphasised once again that Golden Lane residents wanted the best for the school and parents but stated that this current bin solution was unacceptable. He went on to state that, after a long and very noisy construction period, conducted whilst residents had no other option but to stay in their homes during a pandemic and whilst COLPAI pupils had had to be based to the school, there was now only the location of the bin collection point to be decided. He stressed that a maximum of three of the five bins in the store would be left on the street at any one time and that these bins had to be within 10 meters of the road. Residents had pointed out that this was not what this discharge application proposed and would place the bins not within 10 meters of the road which would locate them outside the window of the Headmistresses office, but further back by the door of Hatfield House. He reported that residents had a very simple request – put the school's rubbish outside the school's front door and not in front of the resident's front door and use the safest vehicle access to ensure the safety of all. It was highlighted that the traffic engineer that GLERA had engaged had been at their own cost and had looked in great detail at the options of using Baltic Street East and West and firmly believed that, for the

safety of all and, given the restrictions of the servicing hours of between 10:00-14:00, Baltic Street East was by far the safer choice. Mr Pimlott underlined that residents had no desire to delay this project and were, in fact, keen to see it finished and the school open so that they could resume normal life. He added that the only way to resolve this was for the Committee to refuse the application today so that the bin collection location could be moved to the front of the school as suggested by the residents. Residents would then also be given the opportunity to discuss their concerns about the use of Baltic Street East with Islington Highways Department. He added that this could happen very quickly with the revised application approved by Officers well before the school opening in September. Mr Pimlott concluded by stating that he hoped that Members would support the residents and refuse this application.

The Chair thanked all of the speakers in objection for their contributions and invited any questions that members of the Committee may have of them.

A Member asked Mr Lewin why the applicant challenged the findings of his report and also asked what feedback the applicant had provided to him on the contents of his submission. Mr Lewin stated that he had only received a brief note from the applicant late yesterday evening and that they justified their own proposals by concentrating on school operations and the distance that they had to trolley the refuse bins. It would therefore appear that, in coming to their solution, they had looked at the operation of the school but not paid any regard to local residents, highway safety or highway operation. He added that, in his experience, things were approached the other way around by looking at the context of the building that they were designing and looking at how a servicing solution could be fit into that building that met the context of its environment as well as the context of the building. Mr Lewin stated that he felt that this had been an oversight in the designing of this building and that the applicant had forgotten to look at the surrounding context (i.e. highway safety, highway operation and resident's amenity). He stressed that there was a much better solution that had been outlined and could be easily adopted and stated that he would be very happy to work alongside them on this.

Another Member asked Mr Lewin a question on the 'swept path analysis' and whether he had done this as part of his work on Baltic Street and, if so, what the result of this had been as it appeared from the presentation and the Officers report that large vehicles using this route this would be required to do a very tight three or four point turn at the end of a cul-de-sac. Mr Lewin confirmed that he had undertaken quite a lot of vehicle manoeuvring analysis which had shown that, to turn round at the end of Baltic Street West, vehicles actually needed to make a five-point turn which was quite difficult. They could make a three-point turn which would involve moving with their wheels on the spot and, as these were very heavy vehicles, this could ruin the threads in their tyres and also dig up the road. This was therefore a very difficult manoeuvre and would almost certainly involve vehicles having to overhang or mount the footway. This would also pose problems in terms of pedestrian and cycle safety as well as noise disturbance in this location.

Another Member noted that the school were proposing refuse and recycling collections twice per week using vehicles of a maximum of 7.5 tonnes and stated that he understood from Officers that Hatfield House, using identical ingress and egress was currently serviced six times per week by an 18 tonne vehicle. He added that he had asked City Officers to contact Islington and that Islington Highways Officers had confirmed that there had been no accidents of reported problems on Baltic Street West as a result of this. He asked Mr Lewin to comment on this and asked why, if an 18-tonne vehicle could access Hatfield House six times per week without any problems, a much smaller vehicle would be a dangerous in his opinion. Mr Lewin stated that whilst he was not familiar with the servicing plans for Hatfield House, he did know that an 18-tonne vehicle certainly would not be able to turn around at the end of Baltic Street West. He added that he had seen larger vehicles come down Baltic Street West and reported that they reversed the entire way down which was, in his view, a pretty dangerous manoeuvre.

A Member noted that the diagram shared during Mr Lewin's presentation depicting the Baltic Street East option had shown a vehicle reversing into the area at the end of the street whereas he understood that Mr Lewin had explained that, should this solution be adopted, there would be no need for vehicles to undertake a three-point turn or other manoeuvre which seemed to be contradictory. He also asked whether Mr Lewin would agree that Baltic Street East is a very narrow area, particularly with cars parked as they were here and on adjacent roads. Mr Lewin responded by stating that he was not suggesting that the ideal solution is for large vehicles to use Baltic Street East although he added that it was actually possible for them to turn here in a similar way to how they could turn in Baltic Street West. He added that the right solution for this scheme would actually be for large vehicles to use Golden Lane.

A Member asked Ms Parkinson to comment on delivery arrangements to Hatfield House as a resident. The Member questioned, however, the relevance of this given that she did not feel that it was safe for any dust cart to be reversing the length of the road. Ms Parkinson confirmed that a large vehicle did service the refuse store at the end of Hatfield House and did so by reversing the full length of the street from the Goswell Road entrance of Baltic Street West before turning and then reversing back into the entrance to the ramp. The vehicle then reversed down the ramp and the curb to the ramp had been adjusted in order for this vehicle to do this. After reversing down the ramp, the vehicle could not turn at the bottom and so it came back up the ramp before turning and exiting left back onto Baltic Street West, effectively using this ramp as its turning point.

The Town Clerk then introduced four speakers registered to speak in support of the applications – Ana Lecic, Golden Lane Estate resident/COLPAI parent, Andrew Smith – resident/parent, Joao Bravo da Costa – resident/parent, Jon Bradburn, Montagu Evans, Planning Agent and Tijs Broeke, Common Councillor.

Ms Lecic introduced herself as a resident of Golden Lane Estate, Basterfield House and reported that she had witnessed waste collection for her building from Basterfield service road on numerous occasions. On this basis, she could not therefore understand why this solution had been rejected by residents given that it was the most pragmatic option involving reversing but not manoeuvring. She went on to state that she also understood that Golden Lane residents were concerned that the current proposal for waste disposal would cause overflow issues but that, as a resident herself, she would be more concerned with the actual occasional overflow of residents' own bins rather than any hypothetical school bin overflow, particularly as the school has a proven record of excellent waste handling and had come up with a well thought out plan. Given that the original proposal was rejected, Ms Lecic stated that she considered the current proposal to be the only feasible alternative. Given the current situation with global warming, Ms Parkinson added that she also believed that everyone, as a community, needed to play their part in making their environment as sustainable as possible. If this meant that a waste truck needed to use less energy to collect rubbish by making shorter and less stops then she highlighted that she would support this. Ms Lecic concluded by stating that she was convinced that a strong community was only as strong as its weakest link and that this issue would be overcome as would any future issues that might occur.

Mr Smith began by underlining that he intended to make a number of factual points which were all based on trust and the way in which he felt that this issue could be resolved. Mr Smith stated that he felt that the school was a real asset for the local community, that parents of pupils here had trusted the school even before it was built and had not been let down. He underlined that there had been a dedication to the children's education and welfare with the school being OFSTED rated as 'Outstanding' within just four terms – an amazing achievement. Mr Smith reported that the impact of the delays on the school's opening so far had been very challenging with the school forced to reduce its intake which had obviously created a reduction in income. That being said, parents had trusted the school in everything it had done to deliver whilst in temporary accommodation and the school had remained oversubscribed with many children failing to get their first-place preference. Coming back to the point in hand, Mr Smith reported that the school had demonstrated an incredible record of listening, adapting and acting on its word and had successfully coexisted with businesses and residents at two local sites and could genuinely be trusted on the commitments it makes to the local community. Mr Smith highlighted that multiple concerns from residents had already been addressed throughout this whole process with the hall height being reduced, new noise reducing materials being incorporated, landscaping elements changed duct and venting elements altered, film fitted to certain windows for residents' privacy and whole usage hours at evenings and weekends reduced. Today, the applicant was offering a viable alternative to Basterfield service road which they genuinely believed was purpose built as a service road and in the initial plans for the development of the school in a well thought out Waste Management Plan.

Mr Smith went on to underline that the school had a proven Waste Management Policy that was first rate and that all COLPAI waste was to be

accommodated within the existing bin capacity. He reported that the school, currently operating at 25% capacity on the new site, was producing limited waste and could be trusted on its commitment to a minimal waste policy. Finally, Mr Smith stated that the school was flexible to any solution that was not detrimental to the children. He added that waste collection across the centre of the playground ran counter to the school's risk assessment as was not, therefore, a workable solution. Removing bins along the western perimeter of the playground as set out in the current plan would be far less disruptive and would be safer. Mr Smith concluded that the school trusted that the right decision would be taken today and questioned how the school's pupils could be told that their longed for school still could not open because a group of adults could not reach a decision on how to collect their bins.

Mr Bravo da Costa reminded Members that he had addressed this Committee three years ago on behalf of local families, hopeful that COLPAI would soon move into a new building. He added that, back then, the residential and educational needs assessment had identified a shortfall of 438 school places in the City and Islington by the academic year 2025/26. He reported that, what had happened since then was that COLPAI had been instrumental in mitigating the shortage of school places and was oversubscribed. Despite this, COLPAI was still without a home due to planning delays, five planning consultations and 67 planning conditions with some delays based on catastrophising and patchy evidence. As a result of all of this, the school had been forced to move twice now into temporary accommodation and forced to enrol fewer children than planned. The school had also experienced lockdown, home learning, anxiety and uncertainty and throughout all of this, it was reported that the school staff had been tireless in their efforts to help their pupils thrive and were succeeding. Mr Bravo da Costa underlined that the staff therefore deserved the well-designed, well-operated new school that this Committee had approved. He underlined that it was in this Committee's hands to allow the school to move in to these premises by September 2021 without further delays or obstacles and stressed that he was of the view that there was no reason for more delays or obstacles given that conditions 43 and 46 had been agreed upon long ago. Since this point, 82 people had voiced concern and 258 people had voice support. A robust technical report had addressed all concerns and the Chief Planning Officer recommended approval. Mr Bravo da Costa stressed that if these conditions were not approved at this stage either the school's daily operation would have to be entirely redesigned around the movement of bins across the site or COLPAI would need to draw up a new Waste Management Strategy and a new Premises Management Strategy which would take time and may therefore delay the occupation of the new site. He underlined that neither of these scenarios was in the best interest of the wider community or sustainable even in the short term. He added that COLPAI had already compromised on building design, school operation and facilities management and that the COLPAI community had always done its best to ensure good relations with all stakeholders and would continue to do so whilst honouring the agreements which have been reached. Mr Bravo da Costa concluded by asking the Committee to act on the Officer's positive recommendation and to listen to the hundreds of local families and help this thriving school to finally have a home.

Jon Bradburn began by stating that he acknowledged that adjacent residents had raised concerns regarding the school's servicing arrangements and assured the Committee that efforts had been made throughout the planning process to accommodate and respond to these so that the situation was as positive as it could be given the urban setting of the scheme. Mr Bradburn confirmed that the work undertaken pursuant to the original permission had seen a number of key changes around servicing that were in direct response to comments made by residents from across the estate. It was reported that the permitted scheme represented a well-considered and detailed solution that provided the basis for the servicing arrangements and that key conditions were attached to minimise the potential impact on neighbours. The detail put forward for consideration today was for how the scheme was to be serviced within the approved operational parameters to ensure that refuse collection and servicing took place outside of peak hours and at times when pupils and children were in school. Mr Bradburn added that the use of private collections and contractors would allow for timed deliveries to avoid too many vehicles arriving at any one time. It was reported that the refuse strategy had been carefully considered with school staff keeping the bins within the school site for as long as possible on collection days to minimise the impact upon residents. The London Borough of Islington's refuse team who would be responsible for collection had confirmed that they were able to operate within the proposed parameters with the strategy also supported by the technical and highway teams of both the City and Islington as well as consultees including TfL. Mr Bradburn went on to state that the servicing strategy proposed was based upon the only feasible option for the school and did not deviate from the conditions attached to the permission which itself was based on a detailed consideration of this issue. He confirmed that the school would form a key part of the local community and would make efforts to ensure that any impact was kept to a minimum. It was reported that the applicant was confident that, through ongoing communication with residents once the school was open, any issues could be managed, and the servicing adapted accordingly. Mr Bradburn underlined that Officers had recommended this for approval and it was therefore hoped that the Committee were able to support this so that the school could move forward and open their permanent home.

Tijs Broeke underlined that he was speaking today as Chair of the City of London's Academies Trust to support this application and was doing so to give a voice to the children, teachers and staff of the City of London Primary Academy, Islington and to future residents of the new housing development. Mr Broeke stated that, in his view, the original proposal for the collection of bins from Basterfield service road was the optimal solution but the proposed Baltic Street West option was a workable compromise, with the applicant here to work with the local community to find these compromises. Mr Broeke said that there was an obvious synergy in the school using the existing City Corporation collection from Hatfield House which would minimise traffic and emissions which was important to all local residents and would also involve no necessity for dangerous manoeuvres which was important for highway safety. The school's waste would remain on the school premises until immediately prior to collection. Mr Broeke stated that the school and the trust were mindful of the

inconvenience and disruption to local residents during the construction of the school and were enormously grateful for their patience. He added that they were keen to be a source of pride in the community. However, having conducted a thorough scrutiny of the issues, he reported that he was firmly of the view that the alternative option of regularly traversing the school with bins was unworkable, unsafe and unreasonable. The route proposed would compromise the three most vulnerable areas of the school – the special needs educational department, early years and nursery and arrangements for disabled visitors and staff. Mr Broeke added that the school needed to accommodate three break times for seven year groups which required space and the alternative proposal would compromise teaching and learning, compromise safe circulation from the main building to the hall and could curtail the physical activity of pupils which was particularly concerning after the confinement of the pandemic. The refuse route would necessitate 20 crossing per week.

Mr Broeke went on to state that, as was evident from the written submissions and from the parents speaking today, there was a huge strength of feeling from all COLPAI stakeholders, including parents who were also City residents. He therefore urged the City to reconsider the original Basterfield service road proposal and, if this were not viable, to approve the discharge of conditions 43 and 46 which offered a sensible and workable alternative. Mr Broeke concluded by stating that the safety of pupils and their education was of paramount importance and that any further delays could risk leaving these children without a building. As already stated, not opening the school in September was simply not an option.

The Chair invited any questions that Members may now have of the applicant and those supporting the application.

A Member noted that Mr Smith had mentioned the Basterfield House solution which had been refused even before the application came to the Planning Committee given that the service road was not actually within the ownership of the school and was private land. She added that, normally, with schemes such as this, they would be designed with bin cupboards that allowed easy access to a main road and not using private land. She questioned whether Mr Smith understood that this option could not therefore come back to this Committee and that the only thing that the Committee could do today was to accept or refuse the conditions. She added that a refusal would allow the applicant to find an alternative, workable solution that would be acceptable to both residents and the school and would probably be in time for the school's scheduled opening in September. She questioned whether Mr Smith would support this and a workable solution that fulfilled the needs of all being identified. Mr Smith clarified that he was not suggesting that the Basterfield service road solution be revisited but had referred to this to frame the fact that the school was open to any solution that seemed viable. He went on to state that he believed that the option that was now on the table was the best alternative, viable and most pragmatic option available as did the school. It would use existing infrastructure in terms of vehicles, encouraged no extra vehicular movements and would lead to minimal disruption. Mr Smith went on to clarify that a very small number of

units were being talked about and he felt that the school would demonstrate, over time, that it was able to produce a very small amount of waste – certainly less than anticipated. The Member came back to underline that the present option involved dust carts reversing along the entire length of a road which she did not consider to be safe. Mr Smith reiterated that he believed that the proposal on the table today should be approved by the Committee regardless of whether it involved vehicles reversing into the road or entering forwards as it was the same vehicle that was currently undertaking this operation and this manoeuvre and it was considered that there would therefore be no additional impact.

Another Member asked Mr Broeke why he thought that it was acceptable for bins to be kept next to the entrance of Hatfield House where they would be passed by the many residents of that block, including their preschool children instead of just around the corner next to the school entrance where, within the stipulated collection times, they would be passed only by the occasional adult visitor to the school. Mr Broeke responded by stating that this alternative option being put forward by residents was not viable. He added that bins would be kept on school premises until immediately prior to collection where a bike and a bin store was already located. These would also be integrated with existing collections and it was believed that this was the most sensible solution. The Member came back with a supplementary question to ask why the alternative put forward by residents would not be viable when the bins to be taken from the bin store would, instead of being left right next to Hatfield House, be taken approximately 15 meters around the corner and left for up to 20 minutes by the school entrance at a time when they would not be passed by school children whereas, by Hatfield House, they would be passed by residents and preschool children. Mr Broeke stressed that he had already spent some time this morning setting out why he felt that this was the case and did not wish to add anything further.

A Member spoke again to note that there was a condition within the condition which stated that the bins would not be left of the highway for more than 20 minutes. She questioned whether the applicant believed that this was enforceable and how they intended to enforce it. Mr Smith responded to state that, whether it was enforceable or not, he had already underlined that the school was a trusted entity and would adhere to this policy if that were what was set out. Gerald Mehrtens referred to the addendum circulated yesterday which included a plan of the site showing the four different bin collection options. He clarified that this demonstrated that, on the one day every two weeks when there would be three bins out, this would involve recyclables such as paper, cardboard and plastic and therefore not cause any odours or attract vermin. He added that these three bins would still fall behind the entrance to Hatfield House and would not be in sight. They would sit on academy land and not public footway. The intention around ensuring that bins were placed here for no longer than 20 minutes was that the school's Facilities Management Team would move them to just inside the gate of the school at an appropriate time during the day and then move the three bins for that one day every fortnight five to ten minutes before the scheduled bin collection. On the other days there would be one bin left out (sometimes containing food waste and

others general waste) directly opposite the existing Hatfield House bin store immediately prior to scheduled collection. Mr Mehrtens clarified that, as such, those bins would not be in the way of residents of Hatfield House and would be kept very close to the school opposite the existing bin store and on the academy's own land. He added that if refuse vehicles did not arrive on time, the school would need to challenge this in the same way that anyone else with domestic waste or commercial waste paying for a service would. For clarity, Mr Mehrtens also added that, at present, Hatfield House was serviced by an 18-ton lorry that reversed the length of Baltic Street West every day. What was proposed here was a 7.5-ton lorry driving in and reversing up the ramp which the school's highways consultants had confirmed was possible.

Seeing no further questions of the applicant or supporters, the Chair asked that Members now move to any questions they might have of Officers as well as to the general debate.

A Member spoke to state that this application was plainly contrary to the City's policy on residential amenity and that it was hard to think of a more extreme contravention of this policy than allowing someone else to place their rubbish for collection directly outside the front entrance of a residential block with that rubbish to then be collected by a truck manoeuvring in what was effectively a cul-de-sac in a way that he felt would endanger other road users. He added that, in his view, there was a very simple alternative that would avoid this contravention of planning policy and that the only reason that this hadn't been adopted was because the applicant had not bothered to seek to resolve the matter in the past three years and it appeared that the City's planning officers had uncritically accepted everything that the applicant had put forward. He added that he was disappointed to not see a more intensive analysis of the alternative being proposed by residents.

Another Member reported that she had attended a recent site visit and had not been aware of any proposals for bins to be placed directly outside of Hatfield House. She did, however, note that, at the time of the site visit, there had been very large red hoarding in place around the boundary of the school site and questioned what would be placed here following construction to ensure that school land was very clearly defined. Officers confirmed that this hoarding would be removed once construction works had finished and that bins would be held here for a temporary period only. The overall proposal was for that land to remain open with no boundary treatment but the exact details for the landscaping arrangements for the site were still to be submitted.

A Member stated that, at the recent site visit, she had enquired as to what classrooms would sit on the other side of the hoarding, past which bins would be wheeled. She added that, whilst this was difficult to decipher from the plans, she believed that these would be SEN rooms and the Headmistresses Office. She went on to question whether the bins would therefore be sat outside of these rooms until collection and whether or not these could be enclosed/covered so as to protect residents from the sight and odour of these. Officers reported that the enclosure option was briefly touched upon at the site visit and had also been raised with the applicant. It was reported that when this

had originally been raised there were concerns around anti-social behaviour adjacent to the entrance of Hatfield House which is why this had not been progressed further. In terms of bin location, Officers stated that, looking at the plans, there were actually no windows in the school building adjacent to where it was proposed that the bins sit prior to collection. Officers added that the Headmistresses room was on this elevation but was towards the entrance rather than immediately adjacent to the bin holding location.

Another Member questioned whether it would be possible to have a written answer setting out how many man hours had been spent on trying to resolve the issue of bin location as he felt dismayed that Officers had failed in their duty to get both sides together to resolve this issue and come up with a practical solution.

Another Member commented that there seemed to be total disagreement as to whether the bins would be temporarily stored outside of the entrance to Hatfield House and he therefore sought absolute clarity on this. Secondly, he noted that condition 43 required that no vehicle larger than 7.5 tonnes should service the school from Baltic Street West and questioned whether this was intended to mean that the servicing was done from Baltic Street West or that if it is done from here, the vehicle had to be limited to 7.5 tonnes. Officers reiterated that, as shown on the plans, there was a yellow area shown which was adjacent to the school building, and partly behind the entrance to Hatfield House. The area was on school land and not part of public highway or the demise of Hatfield House. With regard to Baltic Street West and vehicle size, Officers reported that the condition and details provided were clear that it could only be a vehicle of 7.5 tonnes maximum on this Street which was as already approved within the original planning application – this simply provided further detail around the principle of that approval. The Member came back to ask whether the Committee were therefore limited to considering the Baltic Street West servicing option only and looking in more detail at how this was accomplished. Officers clarified that all other options were set out in the report for context only and did not fall within the scope of this discharge of details for the application. It was added that all other options set out were considered in the pre application stage and that the approved proposal was around the Baltic Street West option which was therefore the only option in front of the Committee today.

A Member commented that he felt that the correct starting point for this Committee's consideration of this application had not yet been mentioned, which was article 8d of the City's own Planning Protocol. The Member reported that, according to this article where, as in this case, the City Corporation was itself the applicant, 'particular care must be taken to ensure that the application is not subject to preferential treatment but is subject to the same rigorous evaluation as other applications'. The Member went on to state that the Committee was guided in its consideration of this application by the Officer's report and that he was of the view that there was no evidence that this report took particular care to ensure that the application was subject to rigorous evaluation. The Member gave some specific examples to support his views – first, the objectors had submitted an expert report by a transport engineer explaining why Baltic Street West was not suitable for servicing the school and,

if the particular care standard had been applied as the protocol required, Officers would have made a rigorous evaluation of the engineer's report and set out in their own report the reasons for any disagreement with specific points the engineer had made. As it stood, the engineers report had not even been mentioned within the Officer report, it was merely appended amongst the background papers. On the issue of road safety, Officers merely state that the highways team of a neighbouring local authority had expressed no concerns with no reasons given for that conclusion. The Member went on to state that late yesterday afternoon, the Committee had received some comments on the engineer's report by a planning consultant hired by the applicant and that the consultant's approach was to acknowledge the problems identified in the engineer's report and to say that they were not too bad. Another example of the absence of rigorous evaluation concerned the alternative method mentioned in the report of collecting refuse from Golden Lane. On this the report merely reproduced the applicant's case without any attempt at critical appraisal. The applicant stated that wheeling the bins across a playground with children present (something which had never actually been suggested by the objectors) would raise child safeguarding concerns. However, the recommended option before the Committee and servicing via Baltic Street West would involve the bins being wheeled across another part of the playground where children may be present and would be placed in a location for up to 20 minutes where they would be passed by pre-school aged children going in and out of their homes at Hatfield House. The Member added that the third and final example of a lack of rigorous evaluation was a statement of the representations in support of this application including 'concern about further delays to the opening of the school should the application today be refused or deferred'. He stated that, what Officers had not reported was that the applicant's time scale was not a material planning consideration and should not, to any extent, be taken into account by the Committee in making its decision. The Member also highlighted that all of the delays to date had been caused by the applicant and not residents as was set out conclusively in the GLERA submission to the Committee circulated yesterday. In conclusion, the Member stated that the absence of rigorous evaluation in the Officer's report and its likely effect on this Committee, put a decision to approve this application regrettably at risk of legal challenge. He added that he was aware of how strongly objectors felt that their views and self-evident planning grounds had been ignored and stated that he could not see this matter being brought to an end by approving this application today given that residents had also engaged the services of a traffic engineer and a law firm at personal cost to them. He felt that an approval would not only be unsound in planning terms, but could also do real harm to the school, to part of the City's electorate and to the City Corporation itself. He felt that, ironically, a vote against this would bring this matter to a timely and satisfactory conclusion whereas a vote in favour would prolong and escalate it.

Another Member spoke to state that he did not feel that it was fair to criticise Officers for the amount of hours that they had had to dedicate to this issue or for bringing it back to this Committee in the way that they had. He reminded Members that it was their decision to not leave this matter as a delegated decision to Officers but to call it in – something which he supported and had spoken strongly in favour of. He added that Officers had a duty to provide,

without fear or favour, their professional advice and opinion to this Committee and to all applicants no matter who they may be. With regard to the discharge of the condition itself, the Member referred to the previous speaker's reference to article 8d of the Planning Protocol and the need to treat all applicants fairly and transparently and to have rigorous evaluation of all applications. The Member stated that he believed that this was always done and that he believed in the integrity of the work of this Committee and its Officers. He acknowledged that it was always difficult for Members when the applicant was the City Corporation but underlined that this happened all over the country where planning committees were faced with making decisions about an application from their own authority. The Member went on to state that he had championed, along with many others, the opening of the COLPAI school as quickly as possible and certainly no later than September 2021. However, he agreed with the previous speaker that the issue of timing could not be taken into account by Members today as it was not a material planning consideration and it was important to recognise this. The Member expressed his regret that the Committee were not being presented with a scheme that pleased both parties. He reported that he had listened very carefully to both sides today and noted that, to some extent, residents were also divided on this matter. He went on to state that it was his understanding that the bins would not be placed directly outside of Hatfield House but would be kept on school land. He noted that larger trucks currently reversed down the road in question to collect waste from Hatfield House but understood that this smaller vehicle to service the school would drive into the road before doing a three point turn on the ramp at the end to exit. He felt that this was less of a threat in terms of road safety but added that he was, however, concerned at the suggestion that bins should await collection in this location for 20 minutes and he felt that this should actually be capped at a maximum of 10 minutes. He added that he would like to understand more about how these time limits would be enforceable before possibly moving amendment to this effect. Officers responded to state that they did believe that time limits on this were enforceable and that this would be a specific requirement of the planning condition. They added that, within the Delivery and Servicing Plan, there was a section setting out the monitoring and management of this with the applicant therefore giving clear undertakings as to how they would regularly monitor and assess the delivery and servicing operation both in terms of the number of deliveries and when the bins were left out. Members were assured that Officers would engage proactively with the school to ensure that this was done. In response to a further question, Officers reported that if Members wished to stipulate that bins were left out for ten minutes prior to collection, then this would be monitored and enforced in the same way and would need to be built into the Delivery and Servicing Plan with the final version of this to be agreed in consultation with the Chair and Deputy Chairman of this Committee.

A Member spoke again and referred to the comments already made on the time of the Committee that had been taken up to resolve a dispute over the location of bins. She stressed that she felt that the problem was that she felt that, quite frequently, applications came before this Committee before they were ready to be decided because there were too many pieces of information which were still unresolved. This led to conditions being placed on certain aspects with Officers

then left to resolve these. She added that she felt that the bin cover issue should have been resolved when this application was first submitted without the need to use private land or leave waste outside of other people's front doors. With regard to the potential amendment seeking to reduce the amount of time that bins were left awaiting collection from 20 to 10 minutes, the Member underlined that she felt that the window of 20 minutes was unenforceable as it were. She added that, if residents were to report that bins had been left awaiting collection for 30 minutes, unless this was witnessed by Officers, there was actually very little they could do about it. Any complaints to the refuse collection service would result in an apology for being late due to being stuck in traffic which was simply unavoidable. She concluded by stating that these unenforceable conditions should not be adopted as they gave people a false sense of hope and simply pushed a problem further down the line. She underlined that she felt that the Baltic Street West option only for all servicing was wrong and that approving these conditions would compound the problem. The Member felt that, should this condition be rejected today, the applicant and objectors would meet further and come up with a solution that ensured the safe servicing of the school within a residential area in time for the scheduled September opening of the site. The Member stated that she had confidence that there was a will on both sides to work together and find a solution that suited all and that she would be voting against this application today to allow this to happen.

Another Member spoke to state that he was also of the view that reducing the amount of time that bins were held in this location to just 10 minutes was unrealistic and would be setting the applicant up for failure, particularly when taking into account traffic and current road closures in the City.

MOTION - Another Member spoke to note that this matter had now been under consideration for over an hour and that the Committee had heard from all of the stakeholders and representatives on all sides. He therefore proposed that the Committee now move to vote on the recommendations. This was seconded and unanimously supported.

AMENDMENT - A Member indicated that they wished to move an amendment that bins be left in the location indicated for a maximum of 10 as opposed to 20 minutes prior to collection before moving to the substantive vote. This amendment was seconded and therefore put to the vote.

Votes on the amendment were cast as follows: IN FAVOUR – 18 Votes
OPPOSED – 7 Votes.
There were no abstentions.

The Committee then proceeded to vote on the recommendations before them within this report. The vote was conducted by rollcall led by the Town Clerk with those Members present and eligible to vote asked to also confirm that they had been present for and able to hear the entirety of this item.

Votes were cast as follows: IN FAVOUR – 19 Votes
OPPOSED – 6 Votes*.

There were two abstentions.

**In accordance with Standing Order No. 38, those Members who had voted against the recommendation asked that their names be recorded in the minutes – they were Mark Bostock, John Fletcher, Marianne Fredericks, Graeme Harrower, Deputy Brian Mooney (Chief Commoner) and Barbara Newman.*

RESOLVED – That the Committee resolves to discharge conditions 43 and 46 of planning permission reference 17/00770/FULL with condition 46 amended to state that refuse ‘....shall not be left outside the site for a period longer than 10 minutes prior to the agreed collection time’.

4A. FORMER RICHARD CLOUDESLEY SCHOOL GOLDEN LANE ESTATE LONDON EC1Y OT - SUBMISSION OF DELIVERY AND SERVICING PLAN FOR THE RESIDENTIAL/COMMERCIAL PARTS OF THE DEVELOPMENT PURSUANT TO CONDITION 44 OF PLANNING PERMISSION 17/00770/FULL DATED 19TH JULY 2018

The Committee received a report of the Chief Planning Officer and Development Director regarding Former Richard Cloudesley School Golden Lane Estate London EC1Y OT - Submission of Delivery and Servicing Plan for the residential/commercial parts of the development pursuant to condition 44 of planning permission 17/00770/FULL dated 19th July 2018.

RESOLVED - That the Committee resolves to discharge condition 44 of planning permission reference 17/00770/FULL.

5. PETITION RE: CITY OF LONDON CORPORATION'S CURRENT PLANNING PROCESS

The Committee formally received the Petition presented by Mark Bostock to the 15 April 2021 meeting of the Court of Common Council regarding the City of London Corporation's current Planning process.

A Member questioned when this petition would be debated by the Committee. The Town Clerk responded to state that it was customary for those Committees directed to receive petitions by the Court of Common Council to do so in the first instance and reported that this particular petition would form part of a wider debate on the potential establishment of a Planning Panel system – a report on which would be submitted to the next meeting of this Committee.

RESOLVED – That the Committee receive the petition.

6. DAYLIGHT & SUNLIGHT GUIDANCE

The Committee considered a report of the Chief Planning Officer and Development Director concerning Daylight and Sunlight Guidance.

A Member spoke to remind the Committee why this report had been brought forward and set out that two years ago he had pointed out that, whenever this Committee considered an application for a development that entailed a loss of light to neighbouring properties, a familiar pattern was followed. First, time and

money would be spent carrying out an analysis using the BRE guidelines. Usually, the proposed developments would fail the BRE tests as regards some of the affected properties, but the Officers report would then typically suggest that this was acceptable due to the City's dense urban environment. He added that Members could not visualise how much light would be lost because the NSL and VSC of the BRE were unintelligible to lay people. Members would then therefore have to make decisions without knowing how much the affected properties would be in the dark. However, an expert consultant hired by the Corporation to deliver training on this subject recommended the use of radiance studies as a way of enabling lay people to visualise the loss of light. This led to the Member questioning in Committee why the City did not use these studies and the Chief Planning Officer at the time had responded to set out the reasons for not doing so – one of which had been that an applicant was under no legal obligation to carry out a radiance study. However, it was noted that an applicant was under no obligation to do anything, including producing a traditional BRE analysis. The Member went on to say that the issue of radiance studies had now been linked to a proposed revision of the BRE guidelines which had still not happened.

The Member highlighted that, earlier this year, he had raised the question of radiance studies again with Officers pushing back to highlight issues with the applicant gaining access to affected properties to gather accurate data. However, the Member was of the view that the applicant could be asked to seek that access especially as those affected should naturally be willing to ascertain the extent of the effect. If the applicant were still unable to gain access after trying, then they could make reasonable assumptions as recommended by the expert consultant. The Member added that he did not see why a report was required for a matter that would do something to improve the current situation whereby Members were presented with BRE analysis that they found difficult to understand and, consequently, made decisions in ignorance. However, the Committee were of the view that a report was needed, and, after some delay, it had now been presented. The Member noted that the report repeated the issue about access to affected properties without mentioning the obvious solution that he had already articulated. On the central question, the report did not deny the benefits of radiance studies and acknowledged that this could 'provide an additional layer of assessment which is helpful in understanding the impact of a development on surrounding premises, particularly if it is represented in a 3D image'. However, the report then went on to conclude that 'it is considered to be premature to require the provision of radiance analysis on all schemes on the basis that there is no existing policy or guidance basis for it'. The Member questioned why this could not be presented alongside a traditional BRE analysis to provide Members with at least some further clarity. The report also stressed that there 'may need to be a reliance on assumptions that can lead to inaccurate or misleading results' or not if the applicant makes reasonable attempts to gain access. It was noted that paragraph 20 of the report did offer some hope, stating 'nevertheless, the value of radiance analysis is recognised and Officers will continue to work with developers to provide it in appropriate circumstances where it can be used to supplement the assessment of impacts where a BRE assessment indicates there would be an adverse impact on daylight and sunlight'. To conclude, the

Member underlined that the report recommended spending £10,000 for a consultant to provide an advice note on this. He added that he opposed this and stressed that what was needed now were images that allowed Members to have some idea of what they were doing when considering applications which involved the loss of light and the provision of tools that were useful to the Committee in assessing the loss – such as radiance studies alongside the traditional BRE studies that he felt were often unintelligible. Should these tools not be provided, it was reasonable for Members to question why not and not give the benefit of the doubt to an applicant.

Another Member questioned whether Officers had contacted the BRE to determine when a new version of the guidelines would be issued. He also questioned what role, if any, radiance analysis would play in the new guidelines. He clarified that he asked this so as to determine whether, if the City Corporation progressed this under its own steam and went ahead with its own guidelines or introduced a new analysis method, it could be open to legal challenge.

Another Member commented that it appeared to be fairly clear that experts in the field felt that radiance was a better way to approach this and would address many of the problems this Committee had had with the BRE guidelines. He noted that BRE guidelines also required an understanding of the interiors of affected properties in the same way that radiance studies would and that he did not therefore foresee this as a particular hurdle. He added that he felt that it was extremely important for this Committee to truly understand the affect that new developments in the City would have on light and that the BRE analysis was not providing this level of understanding. The Member therefore felt that it would be useful for the City to spend money on developing a new policy that actually applied radiance in a way that seemed to be accepted now by the profession. He went on to express some concern around paragraph 20 of the report which appeared to set out that radiance studies would only be presented to the Committee when they were helpful to the developer and not when they might otherwise demonstrate problems with a development.

In response to these points, Officers reported that they had made contact with BRE but that they were yet to respond with a timeline for the introduction of any new guidelines. Officers reported that they had also been discussing this matter with a number of practitioners such as Gordon Ingram and others and were aware that there had been a number of workshops held between the BRE and the various practitioners as to how this would move forward. Officers had been advised that this was work in progress and would be out for consultation by the end of this year. The report therefore recommended that this should be awaited so that the City Corporation had a full understanding of the emerging guidance context.

As pointed out within the report, having an understanding of the internal layout of affected properties was one element of radiance assessments but his was also true of Average Daylight Factor (ADF) assessments as well which were generally used to understand the daylight/sunlight implications of new

residential developments and the light emitting into this rather than the impact of the development on existing properties.

The Chair spoke to state that he felt that some very valid points had been made around the robustness of using radiance studies both in terms of an expectation of applications using it and also where this could be put into policy. He went on to state that his understanding was that radiance studies had been used more in private rights of light. The Chair stressed that it was important for Members to understand what the legal position on this was in terms of the City Corporation progressing this matter unilaterally and how, if the City Corporation were unable to take this forward, how applicants were able to utilise this. In tandem with this work, the Chair asked that work around the new national BRE guidance continue without delay.

It was suggested that Officers also continue to discuss the use of radiance analysis with the BRE and also make them aware that the current situation was unsatisfactory – seeking further clarity on a timescale for the introduction of new national guidance and strongly encouraging them to include the use of radiance studies within this.

RESOLVED – That the Committee maintain the City’s present policy position as set out in the Draft City Plan 2036 for the present time with Officers tasked with reporting back to the Committee with information around what the legal position was on the City Corporation taking the use of radiance studies forward in terms of its own standards and methods of assessment and also on the ability of applicants to use these within their submissions. It was felt that this piece of work should be done in tandem with exploring the use of radiance studies nationally with the BRE and exploring with them precisely when new national guidance on daylight/sunlight analysis would be coming forward.

7. PLANNING OBLIGATIONS SUPPLEMENTARY PLANNING DOCUMENT - ADOPTION AND IMPLEMENTATION

The Committee received a report of the Director of the Built Environment regarding Planning Obligations Supplementary Planning Document – Adoption and Implementation.

RESOLVED – That, Members:

- Approve the Planning Obligations Supplementary Planning Document attached at Appendix 2 to this report
- Resolve to adopt the Planning Obligations SPD today and to implement the SPD from 1 October 2021.

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.

8. **APPROVAL OF A NON-IMMEDIATE ARTICLE 4 DIRECTION TO REMOVE PERMITTED DEVELOPMENT RIGHTS FOR THE CHANGE OF USE OF OFFICES (CLASS E(G)(I)) TO RESIDENTIAL (CLASS C3)**

The Committee considered a report of the Director of the Built Environment regarding approval of a non-immediate Article 4 Direction to remove permitted development rights for the change of use of offices (Class E(g)(i)) to residential (Class C3).

Officers highlighted a typographical error on the title of the order at appendix 1, in that the date on the printed and published version was 2021 when it should read 2015. Officers highlighted that this was a legalistic document and the first stage in a process to replace the City's existing direction.

RESOLVED – That, the Committee approve the making of a non-immediate Article 4 Direction for the whole of the City of London, removing permitted development rights granted by Class MA, Part 3 of Schedule 2 to the Town and Country Planning (General Permitted Development etc.) (England) (Amendment) Order 2021 for the change of use of a building or any land within its curtilage from offices (Use Class E(g)(i)) to residential (Use Class C3), as set out in Appendix 1 to this report

9. **GW 1 & 2 - CLIMATE ACTION STRATEGY - COOL STREETS AND GREENING PROGRAMME**

The Committee received a report of the Director of the Built Environment regarding GW 1 & 2 – Climate Action Strategy – Cool Streets and Greening Programme.

RECEIVED.

10. **OUTSTANDING ACTIONS**

The Committee received a report of the Town Clerk regarding the Outstanding Actions.

RESOLVED – That Members note the report.

11. **PUBLIC LIFT REPORT**

The Committee received a public lift report of the City Surveyor for the period 07/04/2021 – 26/04/2021.

RESOLVED - That Members note the report.

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

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

RESOLVED - That the report be noted.

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

The Committee received a report of the 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.

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

There were no questions.

15. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

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

16. EXCLUSION OF THE PUBLIC

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

Item No(s)

17

18 – 19

Paragraph No(s)

3 & 5

-

17. GLA ROADS - LAND DISPUTE WITH TRANSPORT FOR LONDON

The Committee received a report of the Comptroller and City Solicitor concerning GLA Roads – Land Dispute with Transport for London.

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

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

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

There was no other business.

The meeting closed at 12.33 pm

Chair

Contact Officer: Gemma Stokley
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Agenda Item 4

Committee:	Date:
Planning and Transportation Committee Policy and Resources Committee Court of Common Council	8 June 2021 8 July 2021 22 July 2021
Subject: Governance Review: Planning Panel Arrangements	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	4, 9, 10, 12
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Town Clerk	For Decision

Summary

Engagement sessions were held in respect of Section 7 of Lord Lisvane's Review, in relation to Planning, with the discussions from those sessions set out in a report to the 17 February 2021 meeting of the Resource Allocation Sub-Committee. The determinations of the Resource Allocation Sub-Committee were then presented to the Policy and Resources Committee at their meeting on 11 March 2021 for further consideration. At this point the Policy and Resources Committee agreed a number of principles, one of which was the formation of Planning Panels for the future consideration of Planning applications and requested that Officers reflect the decisions made in a future report. The Committee also requested that detailed proposals on the establishment of such Panels be drafted, outlining things such as quorum requirements, terms of reference and suggested revisions to the Planning Protocol ahead of submission to the Policy and Resources Committee and the Planning and Transportation Committee for approval, and with submission thereafter to the Court of Common Council. This report therefore sets out the consequential considerations that need to be borne in mind now that the principle of Planning Panels has been supported by the Policy and Resources Committee.

Since the in-principle decision of the Policy and Resources Committee was made on the establishment of Planning Panels, a petition against this move was submitted to the Court of Common Council meeting of 15 April 2021. The Court directed that the petition was to be referred to the relevant Committees for consideration (in this case Planning and Transportation and Policy and Resources) and Members are therefore also asked to consider the options set out within this report in context of the appended petition. The petition is attached at **Appendix 1**.

Recommendations

That Members consider the various proposals set out within the report in relation to the establishment of Planning Panels and consider a proposed way forward, for submission to the Court of Common Council.

Main Report

Background

1. The subject of some of the most recent informal Member engagement sessions has been Section 7 of the Governance Review, which looks at the City Corporation's structures and systems. Whilst this section touches on a variety of areas, one area of particular focus concerns the Planning and Transportation Committee, which is broadly addressed in paragraphs 306 to 317 of Lord Lisvane's Report (although it should be noted that there are related comments or proposals elsewhere in the report).
2. Following discussions in relation to the City Corporation's planning arrangements, the Policy and Resources Committee determined that this particular sub-section of the Review should be brought forward for discussion as a discrete item, with specific engagement sessions (rather than part of the sessions on the committee structure more generally, as had been originally intended).
3. Engagement sessions were therefore held in respect of those elements of Section 7 of Lord Lisvane's Review in relation to Planning, with the discussions from those sessions subsequently set out in a report to the 17 February 2021 meeting of the Resource Allocation Sub-Committee.
4. The views of the Resource Allocation Sub-Committee were then presented to the Policy and Resources Committee at their meeting on 11 March 2021 for further consideration. At this point the Policy and Resources Committee agreed a number of principles, one of which was the formation of Planning Panels for the future consideration of Planning applications. For the sake of completeness, the full list of principles agreed is as follows:-
 - a) *That:-*
 - (i) *It be recommended to the Court that Planning Panels (as sub-committees of the Planning and Transportation Committee), comprising the grand committee's Members from the Wards in those areas, dealing with those applications in the 'mirror' area be established; and*
 - (ii) *Noting the points raised in the report at paragraphs 23 iv (a-g), officers be requested to draft detailed proposals on the establishment of Planning Panels, outlining quorum requirements, terms of reference and suggested revisions to the Planning Protocol etc. ahead of submission to the Policy and Resources Committee and the Planning and Transportation Committee in April 2021 for approval, and with submission thereafter to the Court of Common Council.*
 - b) *It be recommended to the Court that the detailed work currently delegated to the Local Plans Sub-Committee and Streets and Walkways Sub-Committee remain with those bodies.*

- c) *It be recommended to the Court that no Member shall sit on a Planning Panel to hear a planning application that affects their Ward (but should be free to make representations to a Panel).*
 - d) *It be recommended to the Court that there shall not be an outright ban on Members sitting on both the Property Investment Board and the Planning and Transportation Committee or the Capital Buildings Committee and the Planning and Transportation Committee.*
 - e) *It be recommended to the Court that there shall not be an outright ban on Members with professional connections or a background or expertise in property serving on the Planning and Transportation Committee as good governance dictates that those Members with the right skills should be encouraged to participate in the governance structures.*
5. With particular reference to the proposals in respect of Panels, the Committee (as noted above) requested that Officers reflect the decisions in a future report alongside detailed proposals on the establishment of such Panels, outlining things such as quorum requirements, terms of reference and suggested revisions to the Planning Protocol ahead of submission to the Policy and Resources Committee and the Planning and Transportation Committee for approval, and with submission thereafter to the Court of Common Council.
6. The principles set by Policy & Resources to inform the report on proposals governing the Panels, for ease of reference, were set out in paragraph 23 (iv) (a)-(g) and are as follows:-
- (a) *Planning applications shall be considered by geographically defined Planning Panels (as sub-committees of the Planning and Transportation Committee), comprising the grand committee's Members from the Wards in those areas, dealing with those applications in the 'mirror' area.*
 - (b) *The geographical formation would ensure that there is clarity in terms of composition, thus removing the potential risk of the composition of ad hoc Planning Panels becoming contentious, and also removing any conflicts from Members hearing applications in their own Wards, but freeing them up to advocate for their constituents, just as happens on licensing panels.*
 - (c) *Suggested format:-*
 - **West Planning Panel** (Aldersgate, Bread Street, Castle Baynard, Farringdon Within, Farringdon Without, Queenhithe) considers applications for the East of the City.
 - **East Planning Panel** (Aldgate, Billingsgate, Langbourn, Lime Street, Portsoken, Tower) considers applications for the West of the City.
 - **North Planning Panel** (Bassishaw, Bishopsgate, Broad Street, Cheap, Coleman Street, Cripplegate) considers applications for the South of the City.
 - **South Planning Panel** (Bridge & Bridge Without, Candlewick, Cordwainer, Cornhill, Dowgate, Vintry, Walbrook) considers applications for the North of the City.
 - (d) *No Member shall sit on a panel to hear a planning application that affects their Ward (i.e the application is for a site within their Ward).*
 - (e) *The size of the panel should comprise of 8-10 Members, each with an appropriate quorum.*
 - (f) *The amount of time allocated to a Ward Member to make oral representations to a Planning Panel on behalf of stakeholders (either for or against) should be up to a maximum of 10 minutes per Ward Member and with no requirement to "share time" with any other individual seeking to make representation.*
 - (g) *The Chairs of the Planning Panels should be elected via the Grand Committee and shall be re-elected each civic year.*

Petition

7. Following the Policy and Resources Committee's request for a report with further detail, a petition was submitted to the Court of Common Council at its meeting on 15 April 2021. This petition, which is appended at **Appendix 1**, was formally received by the relevant Committees at their May 2021 meetings. It is signed by 1248 people and expresses opposition to the introduction of a Panel system in relation to Planning applications.
8. The Court has referred this petition to the Policy and Resources and Planning and Transportation Committees, in order that they might take it into account when coming to a consideration as to the way forward.
9. Members are, therefore, invited to consider the below proposals in the context of this petition and determine a way forward.

Consideration and Proposals

10. Following Member consideration to date, there was widespread agreement that the current decision-making arrangement meant that most of the Planning and Transportation Committee's time is spent on planning applications, leaving insufficient time for the formation and oversight of policy and strategy and the detailed exploration and consideration of other strategic planning, highways and transportation matters. The proposal of the use of a "panel" system to consider applications, excluding any Member whose ward is affected by the proposed application, was therefore supported by Policy & Resources as an alternative, as set out in the preceding paragraphs of this report.
11. The following reasons/anticipated outcomes were considered to support the introduction of Planning Panels to consider planning applications:-
 - (a) to avoid the exploration of minute detail, lengthy debate and complex representations regarding applications at meetings of the grand committee;
 - (b) to enhance the efficiency of decision-making by creating an environment where matters of detail in respect of planning applications can be appropriately explored, debated and finessed both at Panel and leading up to it;
 - (c) to allow better advocacy for Ward Members. For those Members not serving on a panel they would be free to undertake their democratic tasks of representing their wards (unfettered); they would have greater opportunity to shape and refine matters at an early stage; and applicants would be able work closely with Ward Members;
 - (d) the introduction of panels should reduce the amount of work the grand committee, and its membership, is currently expected to manage.

Suggested form/structure of, and arrangements for Planning Panels:

12. Members were generally supportive of future Planning applications being considered by geographically defined Planning Panels (as sub-committees of the Planning and Transportation Committee), comprising the grand committee's Members from the Wards in those areas, dealing with those applications in the 'mirror' area.
13. It was felt that this geographical formation would ensure that there is clarity, consistency and transparency in terms of the composition of each Panel from the outset, thus removing the potential risk of the composition of ad hoc Planning Panels becoming contentious. It was also considered helpful in terms of freeing up allowing for early and enhanced Member engagement and allowing for Members to advocate for their constituents, just as happens on current licensing panel hearings.
14. Members were of the view that the amount of time allocated to a Ward Member to make oral representations to a Planning Panel on behalf of stakeholders (either for or against an application) should be up to a maximum of 10 minutes per Ward Member and with no requirement to "share time" with any other individual seeking to make representation. (It should be noted, however, that if all Ward Members were to exercise their right to speak this could take anything from 20 to 100 minutes depending on the size of the Ward affected).
15. The Policy and Resources Committee were of the view that the formation of the Panels should be as follows:-
 - a **West Planning Panel** (i.e. the Wards of Aldersgate, Bread Street, Castle Baynard, Farringdon Within, Farringdon Without, and Queenhithe), to consider applications for the East of the City.
 - an **East Planning Panel**, (i.e. the Wards of Aldgate, Billingsgate, Langbourn, Lime Street, Portsoken, and Tower) to consider applications for the West of the City.
 - a **North Planning Panel**, (i.e. the Wards of Bassishaw, Bishopsgate, Broad Street, Cheap, Coleman Street, and Cripplegate) to consider applications for the South of the City.
 - a **South Planning Panel**, (i.e. the Wards of Bridge & Bridge Without, Candlewick, Cordwainer, Cornhill, Dowgate, Vintry, Walbrook) to consider applications for the North of the City.
16. It should be noted that similar arrangements are in place at other local authorities; however, a number of those also expressly reserve the right to refer any 'major' applications to the grand Committee for consideration. Different local authorities operate a range of different trigger points around this and Members may, therefore, also wish to consider whether this is something that they would also like to clarify/establish at this stage, although it is noted that a large percent of applications are dealt with as delegated decisions of Officers and arguably therefore most applications coming to Committee are 'major' in nature.

17. It should also be noted that, owing to the current geographical make-up of the Planning and Transportation Committee, where some Wards have the ability to appoint more Members than others, the composition of each Panel would differ in size, in a manner that is not entirely consistent with Policy & Resources' proposed sizing of 8-10 Members for each Panel.
18. Assuming that all Members of the grand Committee are always Panel members, then the West Planning Panel, as proposed through the arrangements put forward by RA Sub, would consist of ten Members, the East Panel of six Members, the South Panel of seven Members and the North of eight Members.
19. It should also be noted that, should some Wards choose not to appoint to the Grand Committee in any given year and the vacancy is thereby opened up to the full Court, this could further skew Panel numbers.
20. If Members are happy to proceed with a geographic approach to Panels notwithstanding this minor size differentiation, the quorum for each Panel would also differ as a consequence. The pragmatic and logical approach would be to set the quorum in each instance as an appropriate percentage of the size of each Panel.
21. It should also be noted that the numbers used in the above arrangements exclude the Aldermanic appointments to the Committee. Four Aldermen are appointed to the committee each year and thus there is the potential for a significant degree of variability in respect of which Ward / Geographic Panel Area they would represent, depending on which Aldermen are nominated by that Court.
22. Members may, therefore, wish to:
 - Confirm whether Aldermen should be included within the geographic panels, noting the additional variation to numbers this might cause.
 - Consider requiring the Court of Aldermen to appoint from its number in such a way as to assist with consistency of Panel size (for instance, one from each geographic area).
 - Consider whether Aldermen should be eligible for appointment to any of the three Panels outside their own geographic area, to help balance numbers, with the Town Clerk given delegated authority to appoint in accordance with this arrangement.
 - Whether an alternative arrangement should be considered.
23. Alternatively, Members could conclude that they are content with slightly smaller sized Panels, say, of six, being formed each time and that, for those Panels where there was a larger pool of Members to draw from (South, West and North), six Members would be appointed on rotation each time with any Member not appointed on a specific occasion being held in reserve to ensure that a quorum was always achievable.
24. Another option would be to reconsider which Wards fall under the remit of a specific Panel, given the close proximity of boundaries. A relatively simple

realignment, such as moving Bread Street, for example, (which could reasonably move from West to East Panel, sitting as it does on the boundary of the two areas), would bring the “West” Panel down to 9 Members and the “East” Panel up to 7 Members, which may be considered desirable in obtaining closer parity in numbers.

25. If Members would desire as close to parity as possible in respect of geographic splits, then (with 31 Commoners) this would equate to pools of 8, 8, 8, and 7. An example of such a breakdown is as follows:-

- **West Panel:** Farringdon Without (2), Farringdon Within (2), Castle Baynard (2), Aldersgate (2) = Pool of 8
- **South Panel:** Queenhithe (1), Vintry (1), Dowgate (1), Cordwainer (1), Bread Street (1), Candlewick (1), Bridge (1), Walbrook (1) = Panel of 8
- **East Panel:** Billingsgate (1), Tower (1), Portsoken (1), Aldgate (1), Langbourn (1), Lime Street (1), Bishopsgate (2) = Panel of 8
- **North Panel:** Cripplegate (2), Bassishaw (1), Coleman Street (1), Broad Street (1), Cheap (1), Cornhill (1) = Panel of 7

NB – the number in brackets indicates the number of appointments to the Grand Committee the Ward is entitled to make.

26. Adding in the Aldermanic appointments will further increase the size of each Panel. Options such as mandating the Court of Aldermen to appoint from each specific geographic area would allow for maintaining consistency in numbers (giving three Panels of 9 and one of 8).

Panel Quorum Requirements

27. As set out above in paragraph 21, an appropriate quorum would depend upon the size of the Panel. If Members wish to proceed as originally set out, this would be anywhere between six and ten Members.
28. It is considered advisable for the quorum for Planning Panels to be set at a higher threshold than might be the case for a general committee or sub-committee, so as to ensure as robust a decision as possible each time.
29. Working to the assumption that general parity amongst geographic areas is preferable (resulting in Panels of 8 or 9), then a minimum quorum of 6 for the Panel of 8 or 7 for the Panels of 9 might be considered. This would allow for a modest degree of flexibility meaning that business was not unduly delayed in the event of, say, unavoidable illness to one Member, whilst also ensuring that at least 75% of the Panel's Membership was always present and making determinations.
30. Alternatively, if Members were to decide that each Panel should always consist of six Members, Officers would suggest that the quorum should always be set as six in order to ensure as robust a decision as possible each time. It should be noted that, in the case of the proposed smaller East Planning Panel, this would

require that Members of all six Wards concerned (or six of the seven, should Bread Street be realigned) were always present to consider an application and also that they could remain for the entirety of the meeting in order for a quorum to be achieved and maintained throughout.

31. An additional option to further enhance robustness could be to allow for substitute Members to be appointed to Panels (other than Panels considering applications in their own Wards). In the event of apologies being received provision could be made, for example, for the Town Clerk to appoint substitute Members from the pool of Grand Committee Members as necessary to ensure a quorum, the appointments being made randomly. Alternatively, or additionally, provision could be made for applications to be referred to another Panel (other than a Panel consisting of Ward Members for the application site) in the event of the usual Panel being inquorate. The intention will be for Panels to be aware of the applications before them ideally several months in advance, not only allowing greater engagement but also less likelihood of apologies other than in the case of emergency.

Chairmanship of Planning Panels

32. There are several options in terms of appointing Chairmen of Planning Panels, which are set out below for further consideration:-
 - i) The suggestion put to the Policy and Resources Committee previously was that a set number of Chairs of the Planning Panels should be elected via the Grand Committee annually at their first meeting of each new municipal year and that the Chairs shall be rotated in a fair and appropriate manner thereafter for the ensuing year. The Committee/Court would need to determine a set number of Chairs for this purpose with Members putting themselves forward for election each year via the Grand Committee.
 - ii) All Members of the Grand Committee are eligible to Chair the Panels (subject to having undertaken the necessary, mandatory training) and Chairs are drawn on a rota.
 - iii) Each Panel elects its own Chair from amongst their number as the first item of business on the agenda each time they meet – a practice previously undertaken by the Assessment and Hearing Sub-Committees of the Standards Committee.
 - iv) The Chair of the Grand Committee selects a Chairman of the Panel each time a meeting is required.
33. Members may wish to consider whether those appointed as Chair and Deputy Chair of the Grand Committee should also automatically be appointed as two of the possible Chairs of Planning Panels for the ensuing year in the same way that they both automatically gain places on the two existing Sub-Committees of the Planning and Transportation Committee (Streets and Walkways and Local Plans) at present.

Terms of Reference

34. As Sub-Committees of the Planning and Transportation Committee, the Planning Panels terms of reference would need to be considered and reviewed by the

grand Committee on an annual basis alongside those of the Streets and Walkways and Local Plans Sub-Committees.

35. Members are asked to consider the proposed Terms of Reference for the Planning Panels as set out below:

“The Planning Panels are responsible for:

All functions of the City as local planning authority [relating to the determination of planning applications and applications for Listed Building Consent (to the extent that such functions are not delegated under the Scheme of Delegations to Officers), including all related functions required to give effect to such determinations including in respect of Section 106 Agreements and the provision of reasoned conclusions. **Training**

36. It is recommended, in line with Lord Lisvane’s view, that training on planning matters should be made mandatory, and without which no Member should be eligible to be appointed to the Planning Committee. Consideration should also be given as to whether Members wish to stipulate that those appointed to Chair Planning Panels should be required to undertake further, planning application specific and/or Chairing skills training. The current Planning Protocol currently sets out that training is recommended for all Members of the grand Committee and this could be amended in line with any decision taken by Members to set out whether there ought to be further training requirements/recommendations attached to those chairing Panels.

Changes to the Planning Protocol

37. The adoption of Planning Panels would necessitate further changes to the existing Planning Protocol. The changes that would be necessary to implement an area-based Panel system in the form proposed to be recommended by Policy and Resources Committee (see paragraph 4 above) are suggested within the attached, tracked changes version of the document at **Appendix 2** which is also for Members approval subject to the outcome of your Committee’s considerations.

Review Period

38. If approved, it is envisaged that the new Planning Panel system of considering applications would commence in Autumn 2021, following the Summer recess. Members may wish to consider reviewing and, if necessary, further refining these arrangements after a period of 18 months in April 2023 which would also coincide with a new municipal year.

Conclusion

39. Various proposals have been made by Lord Lisvane in relation to the Planning and Transportation Committee and the decision-making process in respect of planning matters, in Section 7 of his Review.
40. Members of the Resource Allocation Sub-Committee, and subsequently the Policy and Resources Committee, have considered his proposals and the attendant implications of any decisions, paying mind to the views of all Members, made through the informal engagement process. One change that was generally

supported was the establishment of Planning Panels for the consideration of planning applications.

41. It is therefore recommended that Members now consider the detailed proposals on the establishment of such Panels as set out within this report and determine an appropriate way forward.
42. It is intended that any recommendations are now put to the Court of Common Council, to facilitate the finalisation and implementation of any new arrangements for Planning Panels.
43. In particular, the Committee is asked to give consideration to the various questions or options set out above, as follows:-
 - Do Members wish to proceed with Panel arrangements for the consideration of planning applications?
 - If so, are Members content to proceed on the basis of geographic Panels?
 - If using geographic Panels:
 - are Members content with the Panel sizes as proposed by Resource Allocation Sub-Committee (i.e. 10 for West, 6 for East, 8 for North and 7 for South)? (*paragraph 18*)
 - would Members prefer to use smaller Panels drawn from the wider membership eligible for a Panel area (e.g. a Panel size of six), notwithstanding the previously expressed desire for larger Panels? (*paragraph 23*)
 - or would Members prefer to make tweaks to the geographic areas previously suggested by Resource Allocation Sub-Committee, so as to rebalance the Panels to being of a more uniform size? (*paragraphs 24 – 25*)
 - How should the Aldermanic appointments to the Grand Committee be factored into the Panels? (*paragraphs 22 & 26*)
 - Should a “trigger” level for referral of applications to the Grand Committee be considered? (*paragraph 16*)
 - What should the quorum arrangements be? (*paragraphs 27-31*)
 - Do Members wish to make additional provision for substitute Members and/or alternative Panels to minimise risks of quorum issues? If so which arrangements are preferred? (*paragraph 31*).
 - Which of the options in respect of Panel Chairmanship would Members wish to pursue? (*paragraph 32-33*)
 - Are Members content with the proposed Terms of Reference? (*paragraph 34-35*)
 - Do Members wish to stipulate that training is mandatory for anyone wishing to sit on the Planning Committee/Panels and, further, do they wish to introduce further planning specific/Chairmanship training for those who will Chair Panels? (*paragraph 36*)

- Are Members content to approve the changes that would be required to the Planning Protocol? (*paragraph 37*)
- Would Members like to set a period of review/refinement for the new Panel arrangements? (*paragraph 38*)

Appendices:

- **Appendix 1 – Petition presented by Mark Bostock re: the City of London Corporation’s current planning process**
- **Appendix 2 – Planning Protocol – suggested amendments (tracked changes)**

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Petition –
Presented by Mark Bostock

To be presented on Thursday, 15th April 2021

*To the Right Honourable The Lord Mayor, Aldermen and Commons
of the City of London in Common Council assembled.*

Petition:-

“We, the undersigned, declare that we have no confidence in the City of London Corporation’s current planning process and petition the Court of Common Council to:

1. reject a proposal that planning applications be decided by panels of the Planning and Transportation Committee instead of by the whole Committee to avoid eroding democratic accountability;
2. prevent those councillors who are members of committees responsible for the Corporation’s extensive property interests from also being members of the Planning and Transportation Committee, to avoid conflicts of interest; and
3. prevent those councillors who have professional associations within the property development industry from also being members of the Planning and Transportation Committee, to avoid a perception of bias.

Background

Democratic accountability is already weak within the Corporation because a majority of councillors are (uniquely) elected by small numbers of voters appointed by businesses, only a quarter of which register to vote. As a consequence of this business vote, the Planning and Transportation Committee generally ignores reasonable objections made on planning grounds, especially by residents and heritage bodies, and approves ever taller buildings which blight neighbouring properties and degrade heritage assets. Allocating decisions to panels will exacerbate this existing problem.

Recent examples of bad planning decisions include:

- 150 Aldersgate Street (opposite the Grade II listed Barbican Estate): Plans were approved to refurbish the existing office building making it taller, thereby reducing the daylight to the surrounding homes and businesses, and overshadowing the Smithfield Conservation Area. The Corporation had an undisclosed interest in this application as the freeholder of the property. It benefited financially from the approval, which would not have been granted but for the votes of five councillors on the Planning and Transportation Committee who also sat on a committee which manages the Corporation’s property interests, including this property. The debate was prematurely terminated on a motion by one of these councillors.

- The Denizen: The Corporation sold a building formerly used for police accommodation on this site to a developer, which demolished it and built this large block of luxury flats. The block has caused a severe loss of light to a number of homes in Grade II listed Golden Lane Estate.
- 55 Gracechurch Street: Approval was recently granted for this 29 storey office block outside the approved “eastern cluster”, which will harm views of Tower Bridge and the Monument, both Grade I.
- 70 Gracechurch Street: Approval was recently granted for this 33 storey office block, which will literally overshadow the roof of Grade II* listed Leadenhall Market.

Transparency International published recommendations in February 2021 for improvements in the Corporation’s planning process, which the Corporation is refusing even to consider.

Future developments could include Bastion House on London Wall and the Museum of London site, both abutting the Barbican Estate in the West of the City, and two developments in the East of the City which will both affect the Grade I listed Bevis Marks synagogue.”

[Signatures appended to the Petition at the time of receipt by the Town Clerk’s Office: 1,222]

[Signatures appended to the Petition at the time of publication of the Court agenda: 1,248]

Member presenting the Petition, pursuant to Standing Order No. 20:-

Mark Bostock

(Ward of Cripplegate)

Recommendation:-

That the Petition, having been presented to the City of London Corporation, be referred to the Policy & Resources and Planning & Transportation Committees for consideration.

Planning Panels Protocol

Draft Update May 2021

(IF APPROVED THIS PROTOCOL WOULD SUPERSEDE THE PLANNING PROTOCOL ADOPTED FOR PLANNING AND TRANSPORTATION COMMITTEE AND THIS WOULD BE STATED IN THE FINAL DOCUMENT)

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Part 1 – Introduction

1. Introduction

- a. This Protocol relates to the way in which the Planning Panels exercise their functions on behalf of the City of London Corporation as Planning Authority for the City. The Protocol has been prepared to guide Members and Officers and to inform the public generally of the high standards of ethical conduct adopted by the City Corporation in the discharge of its statutory planning functions of determining planning applications, applications for listed building consent, and related matters to give effect to such determinations.
- b. The Protocol aims to ensure that the Panels act reasonably and openly in dealing with planning matters; to protect the Court of Common Council and individual Members from allegations of unfairness, findings of maladministration and legal challenge; and to preserve public trust in the integrity and fairness of the planning system.

- c. The Code of Conduct for Members sets out the general provisions which must be complied with in all decision making and must be applied in relation to planning decisions.

Members Code of Conduct

The Code of Conduct is supplemented by Guidance to Members on the Code of Conduct

Guidance to Members

This Protocol is intended to supplement the Code of Conduct and DCLG Guidance on Openness and Transparency on Personal Interests specifically in the context of planning decisions and must be read in conjunction with Standing Orders.

Guidance on Openness and Transparency on Personal Interests

- d. In this Protocol the word ‘must’ is used to mean it is a specific legal or regulatory requirement which must be complied with. The word ‘should’ is used for advice or recommendations which are regarded as good practice.**

Part 2 – Planning Panels

2. The Panels

- a. The Panels are area-based sub-committees of the Planning & Transportation Committee comprising Common Councilmen for each Ward of the City within the Panel’s area together with one or more Aldermen. Each Panel will determine applications relating to sites in its “mirror” area (not within the areas for which those on the Panel are Members)
- b. The Committee on Standards in Public Life recommended that Members of Planning Committees should receive appropriate training. Appointment to the Panel creates a requirement for Members to undertake such training, both on appointment and periodically thereafter. The form of the training is to be agreed by the Committee and Members should not accept nomination for appointment on the Panel unless they are prepared to accept this responsibility. Members should familiarise themselves with this Protocol and the Code of Conduct.

3. General principle

Members of the Panels must consider all planning applications objectively on the basis of evidence of relevant planning issues presented to them, the first consideration being compliance with planning policy. Non-planning considerations such as property values are not relevant and must be disregarded.

Part 3 – Pre-Committee Consideration

4. Contact with applications and/or objectors

- a. Approaches from applicants, potential applicants or objectors is a normal and proper aspect of the political process. However, unless the parties concerned exercise care and common sense, this can lead to the impartiality and integrity of Members being called into question. A Panel decision may be susceptible to judicial review where there is a real danger of bias. The Members for the wards where the application sites are

situated are free to engage with applicants and objectors as they consider appropriate (and subject to the Code of Conduct) and to represent their interests at Panel meetings.

- b. To avoid problems of bias or predetermination, discussions should take place within the following guidelines: -
- Members of the Panels in particular, must take care not to indicate they have made up their mind on an issue which will come before them for determination before they have heard and/or read all the evidence, and should make clear that any views expressed are personal and provisional.
 - Members should make it clear that they will not be in a position to make a decision until they have heard and/or read all the relevant evidence and arguments at the Panel meeting. The Committee report may contain issues previously unknown to Members and other aspects, not previously evident, may arise during the Panel's deliberations.
 - Where a meeting is arranged between a Member and an applicant or objector the Member should ask for an Officer to attend and make a record of the meeting. (Meeting records are disclosable under Freedom of Information Act/Environmental Information Regulations requirements unless statutory exemptions apply). If there is a contentious telephone discussion, it is recommended that the Member should make a note afterwards of what was said.
 - Officers may give an indication of the recommendation that is likely to be made to the Panel, particularly in the light of the provisions of the relevant planning policy, but it must be made clear that this will not bind the Panel to make a particular decision.
- c. Pre-determination - A distinction can be drawn between pre-disposition and pre-determination. A Member can quite properly be pre-disposed towards or against an application for a variety of good planning reasons. This is perfectly acceptable as long as the Member remains open to persuasion based on the evidence and arguments presented at the meeting. The Localism Act 2011 makes it clear that a decision maker is not to be taken to have had a closed mind merely because he did or said something which indicated the view he took, or might take, on the issue. It is recognised that decision makers may have views on certain matters. If, however, the Member approaches the meeting with a closed mind and has already reached a fixed view, then he could be deemed to have pre-determined the matter and should not vote.
- d. Notwithstanding the above, it should be possible for a Panel Member to assist members of the public in dealing with the planning process and explaining how they are able to make their views known.
- e. *Gifts and Hospitality* - Members should be very cautious about accepting gifts and hospitality from planning applicants, or objectors or other interested parties and must notify any acceptance in accordance with the Members' Code of Conduct and Guidance issued by the Standards Committee. Unless there are special reasons, the presumption should be that hospitality (other than routine refreshments offered in the ordinary course of business) and gifts are refused.

5. Members who do not sit on the Panel

The City Corporation's Standing Orders permit Members who are not on the Panel deciding the application to attend the Panel meeting. This Protocol makes additional provision for Members for the Ward within which the application site is located to make oral representations to the Panel deciding the application for up to 10 minutes in accordance with Appendix 2. However, any Member who has a disclosable pecuniary interest in the matter being considered is prohibited from participating in discussion at the meeting and must not speak unless they have first been granted a dispensation by the Standards Committee.

6. Site visits and questions

- a. The presumption is that Members have a general knowledge of the City that can be supplemented, as necessary, by the site descriptions set out in the reports submitted to the Committee. Therefore, site visits are not generally considered necessary.
- b. Site visits will be undertaken if Members of the Panel deciding the application or the City Planning Officer consider there are reasons for doing so. The decision to hold a Members' site visit will be recorded in the minutes of the Panel.
- c. Occasionally, Members may wish to hold site visits before the planning application is submitted to them for consideration. A decision to hold such a visit may be agreed in advance of the Panel meeting by the Chairman. Non-attendance would not preclude a Member voting on the matter.
- d. Site visits will consist of an inspection by Members of the Panel in company with the appropriate officers. Other than for reasons of access, visits should normally not be accompanied by applicants or objectors. If, however, the applicant, objector or agent is present, Members should avoid making any statements that could prejudice consideration of the application.
- e. A site visit is not a formally convened meeting of the Panel and, therefore, decisions cannot be taken. The following meeting of the Panel should be advised that the site visit has occurred.
- f. Where possible Members should give advance notice to officers of any additional information they intend to request or of any other concerns so that officers can seek to provide the information or clarification sought and minimise the risk of deferral and delay.

7. Briefings

Occasionally, briefings on major applications are arranged by applicants for all Members of the Panel and/or the Planning and Transportation Committee and/or Common Council to facilitate general 'information gathering'. Officers should be in attendance and record of the meeting made. Attendance at such a briefing would not compromise the ability of a Member of the Planning & Transportation Committee to participate in the determination of the application.

Part 4 – Panel Meetings

8. Interests

- a. Private interests should never be allowed to influence a Member's decisions on matters the Member is asked to decide. Where a Member has an interest, they should never seek to use their position to advance that interest; and should avoid both impropriety and the appearance of impropriety.
- b. In considering planning matters, in common with all City Corporation business, Members should apply the Seven Principles of Public Life

(Selflessness; Integrity; Objectivity; Accountability; Openness; Honesty; Leadership) (See

[Code of Conduct](#)

Members should ensure that they leave the room during discussion and voting on matters if they consider their continued presence would be incompatible with the Seven Principles of Public Life

- c. A Member of the Panel deciding an application who is, at the same time, a Member of a City Corporation Committee responsible for a site or building that is the subject of an application does not, by that fact, have an interest that is disclosable under the Code of Conduct. However, where the other City Committee is responsible for promoting a proposal paragraph e. applies
- d. Particular care must be taken in determining planning applications for the development of land or buildings owned by the City Corporation so as to ensure that such an application is not subject to preferential treatment but is subject to the same rigorous evaluation as other applications
- e. In addition, regulation 64(2) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 requires that where a local authority is bringing forward a proposal, it must make appropriate administrative arrangements to ensure that there is functional separation between the persons within the authority responsible for bringing forward the proposal and the persons responsible for determining that proposal. Recent case law ¹has set out that the appropriate arrangements should include a published and binding Handling Note setting out handling arrangements which give effect to the following requirements:
 - (1) the planning authority functions should be undertaken by an identified internal entity within the authority including officers assisting in those functions with necessary resources and acting impartially and objectively;
 - (2) persons acting or assisting in the planning authority functions (both officers and Members) must be prohibited from being involved in promoting or assisting in the promotion of the application for planning permission

¹ London Historic Parks and Gardens Trust v Secretary of State for Housing Communities and Local Government [2020] EWHC 2580 (Admin)

- (3) persons undertaking the planning authority function must not discuss the project with persons promoting the project (other than through formal channels appropriate to the planning application process)
- (4) persons involved in promoting the proposal must not give instructions or put pressure whether direct or indirect on persons discharging the planning authority function.

Appendix C sets out a template Regulation 64(2) Handling Note. This Note applies to applications which are not for EIA development. A bespoke Handling Note will be prepared and published by the City Corporation as local planning authority in connection with all City Corporation planning applications whether or not they are for EIA development.

9. Members' presence throughout the consideration of an item

- a. Panel Members should be present for the full discussion of an item in order to be able to vote on it, as their decision should be based on all the evidence presented to them, including the City Planning Officer's introduction and any questions and discussion.
- b. A Member who arrives after an Agenda Item has commenced should seek and follow the advice of the Chairman as to whether he has arrived in sufficient time to be aware of the evidence presented.

10. Reports to the Planning & Transportation Committee

- a. All applications considered by the Panels should be the subject of reports by the City Planning Officer.
- b. Such reports will include:
 - the substance of the objections and views expressed by respondents to the consultations
 - relevant Government advice, Development Plan policies and supplementary planning guidance, site or related history and any other considerations including technical aspects that are material planning considerations on which other City Corporation departments may have commented
 - a technical assessment which justifies the recommendation(s)
 - a recommendation (unless, in rare circumstances, the reason for making no recommendation to approve or reject is explained in the report)
 - reasons in the case of a recommendation for refusal and any necessary conditions (and reasons therefor) in the case of a recommendation for approval.

11. Decisions contrary to officer advice

Where a decision on a planning application is made contrary to the recommendation(s) of the City Planning Officer sufficient information will be

required by the City Planning Officer to prepare the formal Decision Notice in accordance with the statutory requirements. The decision must be made on reasonable planning grounds which can be substantiated by relevant evidence, otherwise, in the event of an appeal, costs may be awarded against the authority. A statement as to how the planning authority has worked with the Applicant in a positive and pro-active manner must be provided in the Decision Notice. In the case of approval, any necessary planning conditions must be framed in the Decision Notice. How these requirements can be most appropriately met will depend on the circumstances. Guidelines for dealing with such cases are set out in Appendix A to this Protocol.

12. Public participation

- a. Applicants, agents and objectors have the right to address the Panel in accordance with the approved Procedure for Public Speaking set out at Appendix B.
- b. Ward Members for the ward where the application site is located also have the right to address the Panel for up to 10 minutes in accordance with Appendix B
- c. The operation of the Procedure will be reviewed regularly to ensure that it continues to operate in an effective way.
- d. The Committee will take account of the material planning matters expressed (whether in writing or orally) when reaching a decision.

Appendix A - Guidelines

Planning Application/Appeals

Determinations contrary to recommendations of the City Planning Officer

These guidelines apply when a majority of Members do not consider that a planning application should be determined in accordance with the City Planning Officer's recommendation. The appropriate way of proceeding will depend on the circumstances but in most cases the following options and suggested actions will apply:

1. Deferral

- a. If further information is required or the Panel considers that minor change may make a scheme acceptable, the application may be deferred for decision at a later meeting. (This may need to follow further public consultation in respect of the change, depending on its impact).
- b. However, the requirement to determine planning applications within a fixed period and the implications of delay must be borne in mind in considering whether to defer.
- c. It may be necessary to defer a decision in the circumstances set out at 2.b.

2. Refusing a planning application contrary to a recommendation to approve

- a. The Panel should indicate reasons for refusal with sufficient clarity to enable clear and precise reasons (with reference to relevant policies) to be provided in the Decision Notice. The reasons indicated should be confirmed by the Chairman and minuted in full. However, it may well be that although the Panel has indicated clear reasons, the precise wording (including relevant policies) cannot appropriately be framed in the forum of the Panel meeting. In this case, the drafting of precise reasons may be delegated to the Town Clerk (after consultation with the City Planning Officer and the Chairman and Deputy Chairman), rather than reported back to the Panel for final approval.
- b. In exceptional circumstances, if the Panel is unable to indicate reasons for refusal with sufficient clarity to frame the Decision Notice (for example, due to their complexity or to the wide range of concerns expressed) it may be necessary to defer an application for a further report to enable detailed reasons to be framed and considered. In those circumstances it may be necessary for the Panel to reconvene at a special meeting as soon as possible to avoid undue delay in issuing the Decision Notice. Only those Members who attended the Panel meeting which initially considered the application will be eligible to vote at the reconvened meeting, and those Members should therefore make every effort to attend.

3. Approving a planning application contrary to a recommendation to refuse

Where the Panel wishes to grant planning permission contrary to a recommendation to refuse, the reasons should be clearly stated and minuted,

and the Panel should consider whether there are any planning conditions it would wish to see imposed. The drafting of appropriate conditions, including those specified by Panel, will normally be delegated to the City Planning Officer (unless Committee resolve otherwise), and reported to the Panel at its next meeting.

Appendix B - Rules governing public speaking at meetings of a Planning Panel

1. In order to speak, members of the public must have submitted written representations on the relevant planning application at least 14 days before the Panel meeting.
2. There will be a maximum of 20 minutes public speaking time allotted to each planning application. This time is divided between the following categories:
 - a. Objectors – 10 minutes in total
 - b. Applicants, agents or supporters – 10 minutes in total
3. No person may speak for more than five minutes each. If there are more than two persons wishing to speak from category (a) or (b) they will need to organise themselves by appointing up to two spokespersons or agreeing to share the allotted 10 minutes in shorter slots between more people to enable more speakers to participate from that category within the allotted 10 minutes. In rare circumstances where there is considered to be an exceptionally wide range of different issues, the Chairman may, in his discretion, allow limited additional time.
4. **In addition to the speaking arrangements provided for at 1 to 3 above, any Member for the Ward in which the planning application site is located may (subject to their participation being in accordance with Code of Conduct for Members) speak for up to 10 minutes whether or not they have submitted written representations 14 days before the committee meeting.**
5. Anyone wishing to speak at the Panel meeting must register a request to do so with the City Planning Officer at least five working days before the meeting. This is to allow time for the City Planning Officer to alert those wishing to speak if it is necessary to organise themselves as set out in paragraph three, and to allow time for organisation.
6. All parties on registering a request to address the Panel must submit a written statement of their case no later than 3 working days before the Panel meeting in order that any factual or new points can be investigated prior to the meeting and to facilitate the organisation of speakers in accordance with paragraph 4 above. This should include any material to which they wish to refer in order to ensure that it can be appropriately displayed.
7. Persons will address the Panel after the City Planning Officer has presented the application to the Panel and Members have obtained any necessary information in respect of that presentation and the relevant report.
8. Any Member for the Ward in which the planning application is located wishing to make representations to the Panel will address the Panel after representations by any members of the public (unless they have requested and the Chair has agreed to their representation being made earlier)
9. Persons addressing the Panel will not be given the opportunity to question Members or officers of the Panel.
10. Persons addressing the Panel are expected to be available to answer questions in

order to clarify points which they have made to the Panel.

11. Panel cases will be taken in the order in which they are set out in the agenda unless it is felt expedient by the Chairman to do otherwise (e.g. if there were a high level of public interest in a particular case).
12. The Panel will not accept additional written representations in lieu of a person addressing the Panel unless they convey new points that had not previously been made.

Appendix C – Template Handling Note

[DESCRIPTION OF PROPOSAL] (“the Proposal”

CITY OF LONDON CORPORATION

TEMPLATE FOR REGULATION 64(2) HANDLING NOT

1. Background

- 1.1** Regulation 64(2) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (“the EIA Regulations”) requires that where a proposal for EIA development is brought forward by the City of London Corporation and the City of London Corporation will be responsible for determining that application for planning permission, they must make appropriate administrative arrangements to ensure that there is a functional separation, when performing any duty under the EIA Regulations, between the persons bringing forward the proposal for development and the persons responsible for determining that proposal.
- 1.2** This note sets out the arrangements which must be adopted to ensure compliance with the EIA Regulations
- 1.3** This note applies to applications for planning permission for development which is not EIA development made by the City of London Corporation as applicant to the City of London Corporation as local planning authority

2. Overarching Principles to be observed in handling the Proposal

- 2.1** The Local Planning Authority must assess the Proposal in the same way as if it was submitted by any other applicant. It will be assessed and determined solely on the material planning considerations, disregarding any financial or other benefits to the City Corporation as applicant. If more information is required it will be sought from the applicant notwithstanding potential delay or cost consequences for the applicant.
- 2.2** The Local Planning Authority function will be undertaken wholly independently of the applicant/promoter functions, acting impartially and objectively
- 2.3** There will be no discussion or communication about the Proposal between the officers and Members carrying out the Local Planning Authority function in respect of the Proposal and the officers and Members carrying out the Applicant/Promoter functions in respect of the Proposal, other than formal communications appropriate to the application process such as would occur with any other Applicant.
- 2.4** No officer or member carrying out the Applicant/Promoter function in relation to the Proposal may give any instructions to or put any pressure whether direct or indirect upon any person acting or assisting in the discharge of the Local Planning Authority function.

3. Arrangements for handling the Proposal

3.1 Local Planning Authority functions

Gwyn Richards (Interim Development Director and Chief Planning Officer) is the lead officer responsible for undertaking the local planning authority functions [under the EIA Regulations] arising in respect of the determination of the planning application including pre-application advice

He is (or has been) assisted by the following officer team:

- Planning
- Transportation
- Highways
- Legal
- Communications

The Local Planning Authority officer team will report to the Planning & Transportation Committee [or any Sub-committee appointed by it for the purpose], which will be responsible for making the decision on the planning application. No Member of a Committee with responsibility for promoting the Proposal should sit on Planning & Transportation Committee [nor be a Member of any sub-committee] when it is considering the planning application for the Proposal. The Members of the Planning & Transportation Committee who are to sit on that Committee or any sub-committee when determining the planning application shall be identified as soon as is practicable following receipt of the planning application.

3.2 Applicant/Promoter (non-Local Planning Authority) functions

The officers, consultants and Committees who are (or have been) involved in the promotion of the Proposal are as follows:

[Specify team]

The following officer/s is/are identified as the agent for the planning application:

3.3 Implementation of Arrangements

3.3.1 The persons identified at 3.1 and 3.2 will be reviewed regularly and updated to reflect any changes in responsibilities or roles, and any such changes shall be noted on an updated Handling Note

3.3.2 The officers identified at paragraph 3.1 and any Members of the Panel identified as those who will sit on the Panel to determine the planning application shall not engage in any discussion or communication in relation to the planning application with other officers or Members save that the officers identified in paragraph 3.1 shall be entitled to communicate with the officer/s identified in paragraph 3.2 as the agent for the planning application and only in the same way as those officers identified in paragraph 3.1 would communicate with any person acting as an agent in relation to planning applications in general and save when officers identified in paragraph 3.1 are conducting formal consultation on the planning application.

3.3.3 Persons identified at 3.2 must not engage in any discussion or communication in relation to the planning application with the persons identified in paragraph 3.1, save that person/s identified as the agent in paragraph 3.2 may communicate with the

officers identified in paragraph 3.1 in the same way and on the same basis as the agent in relation to planning applications in general.

3.3.4 The Handling Arrangements will be published and will be included within the publicly available planning application documents both in hard copy and electronically

3.3.5 The Handling Arrangements will be circulated to all persons identified at 3.1 and 3.2, and recirculated to them following any amendments

3.3.6 Any communications, documents or other information generated by those exercising the Local Planning Authority function which would not normally be shared with an Applicant should be marked 'CONFIDENTIAL: LOCAL PLANNING AUTHORITY ONLY', and should not be stored on file space accessible to any person other than those exercising the Local Planning Authority function (unless this is authorised by the Planning and Development Director and he has satisfied himself that, where applicable, such disclosure would be compliant with the EIA Regulations)

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Committee(s)	Dated:
Planning and Transportation	8 June 2021
Subject: Highway reduction and gain through the planning process	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	11
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Chief Planning and Development Officer	For Information
Report author: Lucy Foreman	

Summary

At Planning and Transportation committee on 5th January 2021 members requested information on the number of stopping up orders and changes to the public highway that have been approved through planning applications. This report sets out information on the number of stopping up orders made each year for the last 5 years – overall there has been a loss of public highway of 421.5sqm. The report also identifies the number of planning applications that have been approved in the last 5 years, which require stopping up or dedication of public highway. Overall, the planning permissions that have been approved in the last 5 years, but which stopping up orders have not yet been made, will result in a gain of 415.4sqm of public highway. This gain in public highway is a reflection of our strengthened policy position in the draft City Plan 2036 Policy AT1 – 5 and thus better negotiations.

Recommendation(s)

Members are asked to note the contents of this report.

Main Report

Background

1. Planning applications occasionally involve changes to the public highway boundary. Members of the Planning and Transportation Committee have requested details of the number of stopping up orders and highway dedications that have occurred in the last 5 years.

Key Data

2. Table 1 shows there have been 14 stopping up orders over the last 5 years, 7 highway dedications and 1 land swap. Overall, this has resulted in the reduction of 951.6sqm of public highway and the dedication of 530.1sqm of public highway (Appendix 1). Therefore, overall there has been a net loss of public highway of 421.5sqm.

Table 1: this shows the number of stopping up orders and the number of highway dedications that have been made in the last 5 years (2016-2020)

	2016	2017	2018	2019	2020
Number of stopping up orders	2	2	3	3	4
Number of highway dedications	1	2	2	1	1
Number of land swap (Section 256)	0	1	0	0	0

3. The overall loss was mainly attributable to four historical schemes with mitigating circumstances. The rationale for each is set out below:
 - a) 30-32 Lombard Street resulted in a 71.6sqm reduction of the highway. The planning permission for this development was granted in 2006 and when the development reached completion it was considered an old scheme, which was aligned with our plans and policies from around 2006. The stopping up was required to bring the building line back to the historical building line to marry with the rest of the conservation area – it was considered a design benefit of the scheme. Prior to the planning permission, it was the only development on Lombard Street that was set back, and therefore at the time the loss of highway was not considered to unacceptably impede pedestrian movement.
 - b) 60 London Wall resulted in a 294.2sqm reduction of the highway which was attributed to the stopping up of the existing colonnade. The colonnade was deemed to be of poor quality due to lighting and a poor route experience. Therefore, it was proposed for the colonnade to be removed and façade brought forward to create a more prominent and active frontage, which was considered a benefit of the scheme. The S278 agreement also involved the stopping up of the colonnade, and repaving of footways, realignment of cycle parking stands, in keeping with the City Public Realm Technical Manual.
 - c) Goldman Sachs, Fleet Building, 40 Shoe Ln and 70 Farringdon St resulted in a 155.6sqm reduction of the highway. The loss off highway was offset by enhancements to the highway surrounding the development which was secured in the S106 agreement. The works included, reconfiguration of the public realm, supplementary tree planting, pedestrian priority measures and footway widening.
 - d) Bloomberg, 3 Queen Victoria Street resulted in a 112.0sqm reduction of the highway which was offset by the new public routes and squares around the development (over 1,000sqm), which are secured by legal agreement.
4. It should be noted that due to minor design amendments there have been 3 stopping up orders associated with 22 Bishopsgate, so there have been stopping up orders associated with 12 developments between 2016-2020 inclusive, which is on average 3 stopping up orders made per year.
5. Applications for stopping up orders can be made at various stages of a scheme, from an early stage after the resolution to grant planning permission, to a much later stage once implementation is reasonably well advanced¹. In addition, the City's template stopping up orders provisions specify that they do not come into force until after the planning permission to which it relates has been implemented. This means that stopping up orders can be made and can then come into force during a wide time-line relative to the consideration of a planning application by your Committee (and some stopping up orders never come into force at all if there

¹ However, stopping up orders may not be made retrospectively after all the permitted development on the line of the highway has been completed: *Ashby v SoSE* [1980] 1 WLR 673

is no implementation of the planning permission). As a result, the stopping up data in Table 1 is from planning applications that were approved from as far back as 2010.

6. In the last 5 years, we have been more focused on enhancing public highway, providing new highway and protecting the highway and public realm. Table 2 shows the number of changes to public highway, which have been approved in principle in planning permissions since 2016.

Table 2: this shows the number of planning permissions that have been granted that will include highway reduction

	2016	2017	2018	2019	2020
Number of applications granted in each year where stopping up is required	1	4	3	2	0
Number or applications granted in each year where new highway dedication was agreed	1	2	1	2	0

7. Table 2 shows we have approved 10 planning applications in the last 5 years where stopping up is required to facilitate the development. 6 of these stopping up orders also include dedication of public highway.
8. Most of the stopping up orders referred to in Table 2 have already been made. However, there are 3 stopping up orders still to be made, which have been approved in principle through planning applications between 2016 and 2020. These 3 stopping up orders will result in a net increase of public highway of 415.4sqm (see Table 3 and Appendix 2).

Table 3: this shows the approximate area of highway reduction or increase where orders are still to be made, that were approved through planning applications 2016-2020

	Total areas associated with applications in Table 2
Area of stopping up required	659.4sqm
Area of new highway dedication	1074.9sqm
Total proposed public highway	+415.4sqm

9. Notwithstanding the above there are a number of applications that have resolutions to grant planning permission, but have not yet issued. These include (but are not limited to) 50 Fenchurch, 2-3 Finsbury Avenue, 55 Gracechurch Street, 70 Gracechurch Street and Salisbury Square. All of the schemes include gains in public space and routes through the site and whilst these spaces and routes will not become highway they are considered to improve the permeability, relieve congestion on footways, create enhanced open spaces, contribute to urban greening and create pleasant spaces for the public to use and dwell.
10. In the last few years we have been more focused on securing good quality public highway and public realm, and this shows in the applications that have been approved or for which there has been a resolution to grant permission. It is noted however, that there have been schemes approved that have proposed a loss of public highway; these cases are exceptional and the merits of the schemes are clearly set out in the committee reports. Table 4 shows examples of new public space secured as part of redevelopment planning applications.

Table 4: this shows a number of case studies for notable major redevelopment schemes considered by committee from 1st June 2020 to 1st June 2021, which include changes in public realm we have negotiated through the planning process

Site address	Increase in public realm (sqm)
2-3 Finsbury Avenue	163
50 Fenchurch Street	1,435
55 Gracechurch Street	470
70 Gracechurch Street	1,175
Salisbury Square	84
Total increase in public realm	+3,327

Corporate & Strategic Implications

Strategic implications

11. The Corporate Plan requires everything we do to meet three aims, to contribute to a flourishing society, to support a thriving economy and to shape outstanding environments. Where stopping up is supported it is because the harm is offset by an equal or greater public benefit. It is these public benefits, that we negotiate through the planning process that meet the corporate plan aim to shape outstanding environments.
12. The Local Plan 2015 requires developers to show the impact of their development. For example Policy DM16.1: Transport Impacts of Development, requires a transport assessment for new development which addresses the impacts of development on the highway and requires mitigation of any impacts. Policy DM16.2 Pedestrian Movement, seeks to maintain pedestrian routes, including upper level routes and the Barbican and London Wall, and resists the loss of pedestrian routes, setting out criteria to control the loss of routes.
13. The Local Plan 2015 has a number of policies to enhance the quality and quantity of public space. The vision is for the number of open spaces to be increased by encouraging owners of private amenity space to make it available for public access, the use of highways no longer needed for traffic and the provision of green roofs and roof gardens. For example 'Core Strategic Policy CS7: Eastern Cluster' aims to enhance streets, spaces, and the public realm for pedestrians, and provide new open and public spaces. 'Policy DM19.1 Additional open space' requires major commercial and residential developments to provide new and enhanced open space².
14. The draft City Plan 2036 strengthens our stance on public space. Policy VT1: Impacts of Development on Transport, specifically requires the mitigation of any adverse impacts of development on the highway network through site/building design and management of operational activities. Policy AT1: Pedestrian Movement, resists the loss of pedestrian routes at ground at high level routes in the Barbican and London Wall. Where loss is proposed, there is a requirement for an alternative route of at least equivalent standard to be provided. More broadly, Policy AT1 – 5 states "The replacement of a route over which pedestrians have rights with one to which the public have access only with permission will not be acceptable." This specifically relates to protecting public highway and we have strengthened our policy position compared to the adopted City Plan.

² Local Plan 2015 (<https://www.cityoflondon.gov.uk/assets/Services-Environment/planning-local-plan-adopted-2015.pdf>)

15. In the draft City Plan 2036 there are various policies to protect and encourage new public space. For example 'Policy OS1: Protection and provision of open spaces', aims to create further public space from underused highways and other land, requires public access to be secured in existing and proposed private spaces, and new pedestrian routes in major commercial and residential developments wherever practical. 'Policy S10: Active Travel and Healthy Streets' states Healthy Streets Plans will help to enhance the public realm and create new public space. 'Policy S12: Tall Buildings' requires new development to incorporate areas of publicly accessible open space at no charge.
16. The City of London Transport Strategy aims to shape outstanding environments by reducing motor traffic levels to enable space to be reallocated to walking, cycling, greenery and public spaces. The strategy recognises that 'attractive and safe public spaces, with seating and things to see and do, are a vital ingredient of a modern city' and states we should 'improve the experience of using the City's streets and open spaces and support efforts to increase the amount of public space'³.
17. Transport for London (TfL) have 'adopted the Healthy Streets Approach to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business'⁴. For planning applications which TfL are consulted on, the Healthy Streets Approach has been incorporated into planning and developers must submit a Healthy Streets Transport Assessment as part of the planning application. Part of this assessment should include the how the planning application will make improvements against the ten Healthy Streets indicators. Providing new or enhanced public space will provide improvements for a number of the ten Healthy Streets indicators, including 'Places to stop and rest' and 'Shade and shelter'.

Legal implications

18. Under Section 130 (Protection of Public Rights) of the Highways Act 1980, the City of London has a duty to 'protect the rights of the public to the use and enjoyment of any highway for which they are the highway authority'⁵. There are occasions where stopping up of the highway has been on balance acceptable to the City, and the justification of stopping up is usually offset by dedication of public highway, or public access secured to other land via legal agreement.
19. A Stopping Up Order may be made under Section 247 Town and Country Planning Act 1990 where the City is satisfied that it is necessary in order to enable development to be carried out in accordance with a planning permission which has been granted. In considering whether to make a stopping up order under section 247 pursuant to an application both the "necessity" test (ie is it necessary to enable the permitted development to be carried out) and the "merits" test must be satisfied. The merits test involves consideration of the overall public interest in the removal of highway status and interference with rights of access, but does not allow for the merits of the decision to grant planning permission to be re-opened⁶.

³ City of London Transport Strategy (<https://www.cityoflondon.gov.uk/assets/Services-Environment/city-of-london-transport-strategy.pdf>)

⁴ Transport for London (<https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>)

⁵ Highways Act 1980, source: <https://www.legislation.gov.uk/ukpga/1980/66/section/130>

⁶ Vasilou v SoS for Transport [1991] 2 All E R 77

20. Stopping Up orders may also be made by order of the Magistrate's Court under S.116 Highways Act 1980 where the highway is not necessary. This occurs only very rarely in the City (once each 5-10 years on average).

Equalities implications

21. During the planning application stage, we have inhouse accessibility experts who comment on planning applications to ensure they are accessible to all. We also have the COLAG group to which major planning applications are presented to, to ensure they are accessible to all. In exercising its functions the City is subject to the public sector equality duty under S.149 Equality Act 2010

Climate implications

22. As the Climate Strategy states, 'the City Corporation has long used our planning role to implement a range of resilience measures in the Square Mile. These include green roofs, urban greening, landscaping, flood resilience and climate resilient new buildings'⁷. We will continue to embed the aims of the Climate Action Strategy into the planning process and where relevant into new public realm, which can be done through enhancing greening and biodiversity, and using heat resistant materials to adapt to higher temperatures.

Security implications

23. Where new public realm or public open space is created through developments, the City of London Police (CoLP) and the Counter Terrorism Security Advisers (CTSA) are consulted to ensure crime can be designed out as much as possible in the development design process.

Conclusion

24. This report has provided the number of stopping up orders over the last 5 years requested by committee on 5th January 2021. The report has also set out the number of applications approved in the last 5 years that will affect public highway. The City is committed to providing greater and improved public realm and this is shown by the public realm negotiations that have lead to high quality public realm being secured in the last 5 years. The losses in previous years have changed to a gain in the most recent years, and the net gain in public highway that has occurred over the last few years will continue.
25. Stopping up, highway reduction and gain, is one part of a more complex story of public realm improvements in the City. If members require more information then a further paper can be prepared on public realm secured as part of the planning process.

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⁷ City of London Climate Action Strategy (<https://www.cityoflondon.gov.uk/assets/Services-Environment/climate-action-strategy-2020-2027-20-10-20.pdf>)

Enc.

Appendix 1: Stopping up completed 2016-2020

Appendix 2: Proposed highway changes in planning applications approved 2016-2020
(SUO to be made)

Appendix 3: Total proposed highway changes in planning applications approved 2016-
2020

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Stopping up orders made between 2016 and 2020

Stopping up order number		Address	Planning application reference	Date of planning permission	reduction (sqm)	dedication (sqm)	net change (sqm)
PC 597	Order No 1 2020	6-8 Bishopsgate	17/00447/FULEIA	13/09/2018	3.5	0.0	-3.5
PC611	Order made by magistrates court (20/10/20)	Liverpool Street (Elizabeth Line)	11/00310/XRAIL	28/06/2011	2.4	0.0	-2.4
PC 612	Order No 2 2020	22-24 Bishopsgate (Third order)	16/00849/FULEIA	11/09/2017	20.4	11.0	-9.4
PC 613	Order made by magistrates court (10/08/20)	30-32 Lombard Street	14/01103/FULL	21/05/2015	71.6	0.0	-71.6
PC 610	Order No 1 2019	Vine Street 35 - 37	18/00193/FULMAJ	26/07/2018	8.2	189.2	181.0
PC 601	Order No 2 2019	60-70 St Mary Axe	08/00739/FULEIA	09/12/2008	15.4	0.0	-15.4
PC 609	Order No 3 2019	Cannon Street 111	15/01368/FULL	24/11/2016	3.2	0.0	-3.2
PC 605	Order No 1 2018	60 London Wall	16/00776/FULMAJ	27/04/2017	294.2	0.0	-294.2
PC 604	Order No 2 2018	22-24 Bishopsgate (Second Order)	16/00849/FULEIA	11/09/2017	29.8	31.2	1.4
PC 607	Order No 3 2018	The Denizen Bernard Morgan House	16/00590/FULL	30/08/2017	8.8	74.6	65.7
PC 600	Order No 1 2017	22-24 Bishopsgate	15/00764/FULEIA	16/06/2016	78.8	85.3	6.4
PC 602	Order No 2 2017	Goldman Sachs, Fleet Building, 40 Shoe Ln and 70 Farringdon St	12/01225/FULEIA	22/03/2013	155.6	0.0	-155.6
S256 Land Swap	16th May 2017	Bloomberg, 3 Queen Victoria Street	11/00935/FULEIA	20/03/2012	165.0	53.0	-112.0
PC 595	Order No 1 2016	The Minories	13/01055/FULMAJ	10/06/2014	11.1	0.0	-11.1
PC 598	Order No 2 2016	Keats Place	11/00773/FULEIA	20/03/2012	83.6	86.0	2.4

Totals	
Total sqm reduction in highway	951.6
Total sqm dedication of highway	530.1
Net change in highway	-421.5

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Stopping up orders (to be made) that have been approved in principle through planning applications (approved between 2016 and 2020)

Stopping up order number	Address	Planning application reference	Date of planning permission	reduction (sqm)	dedication (sqm)	net change (sqm)
to be made	1 Undershaft	16/00075/FULEIA	08/11/2019	644.2	799.9	155.7
to be made	Leadenhall Court, 1 Leadenhall	18/00740/FULEIA	28/03/2019	9.1	275.0	266.0
to be made	21 Moorfields	17/01095/FULEIA	04/05/2018	6.2	0.0	-6.2

Totals (permissions agreed 2016-2020)	
Total sqm reduction in highway	659.4
Total sqm dedication of highway	1074.9
Net change in highway	415.4

n.b. there have been 6 stopping up orders approved between 2016 and 2020 that have already been made - these are shown in Appendix 3

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Stopping up proposed through planning applications that have been approved between 2016 and 2020

Stopping up order number		Address	Planning application reference	Date of planning permission	reduction (sqm)	dedication (sqm)	net change (sqm)
		1 Undershaft	16/00075/FULEIA	08/11/2019	644.2	799.9	155.7
		Leadenhall Court, 1 Leadenhall	18/00740/FULEIA	28/03/2019	9.1	275.0	266.0
PC 597	already completed	6-8 Bishopsgate	17/00447/FULEIA	13/09/2018	3.5	0.0	-3.5
PC 610	already completed	Vine Street 35-39	18/00193/FULMAJ	26/07/2018	8.2	189.2	181.0
		21 Moorfields	17/01095/FULEIA	04/05/2018	6.2	0.0	-6.2
PC 612	already completed	22-24 Bishopsgate	16/00849/FULEIA	11/09/2017	20.4	11.0	-9.4
PC 607	already completed	The Denizen Bernard Morgan House	16/00590/FULL	30/08/2017	8.8	74.6	65.8
PC 605	already completed	60 London Wall	16/00776/FULMAJ	27/04/2017	294.2	0.0	-294.2
	superseded	22-24 Bishopsgate	16/01150/FULEIA	13/04/2017	0.0	0.0	0.0
PC 600	already completed	22-24 Bishopsgate	15/00764/FULEIA	16/06/2016	78.8	85.3	6.5

Totals (permissions agreed 2016-2020)	
Total sqm reduction in highway	1073.3
Total sqm dedication of highway	1435.0
Net change in highway	361.6

n.b. those with strikethrough are already completed stopping up orders and the data is included Appendix 1

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Committee: Planning & Transportation	Dated: 08/06/2020
Subject: London rental e-scooter trial update	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	9
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£
What is the source of Funding?	n/a
Has this Funding Source been agreed with the Chamberlain's Department?	Y/N
Report of: Director of the Built Environment	For Information
Report author: Giacomo Vecia, Senior Strategic Transportation Officer	

Summary

In July 2020 Planning and Transportation Committee agreed to participate in the pan-London rental e-scooter trial, subject to the terms of that trial meeting the City Corporation's requirements.

Transport for London have completed a procurement process to identify the rental e-scooter operators that will be granted legal permission to launch schemes in participating boroughs and the City. Those operators – Dott, Lime and Tier – are required to meet a set of operational and contractual terms throughout the duration of the trial.

The previous Committee report delegated the final decision to participate in the London rental e-scooter trial to the Director of the Built Environment in consultation with the Chair and Deputy Chairman of the Planning & Transportation Committee and the Chairman and Deputy Chairman of the Streets & Walkways Sub-Committee. The substantial terms of the trial have remained as agreed in July 2020 and the subsequent delegated authority report is attached as Appendix 1, setting out the detail of those terms.

TfL have announced that the trial will launch on 7 June in four boroughs and Canary Wharf, with additional boroughs seeking participation at a later date. The City intends to join the trial as early as 14 June and no later than 5 July dependent on contract amendments and other factors.

TfL and London Councils, in consultation with the London Boroughs and the City, have agreed additional mandatory data collection requirements for operators in addition to DfT requirements, which will make up the majority of the monitoring of the trial. Trial data analysis will be reported back to this committee 6 months after the

commencement date. Should there be any exceptional issues arising we will report back sooner.

Recommendation(s)

Members are asked to note the report.

Main Report

Background

1. As part of their e-scooter review and in response to reduced public transport capacity as a result of the COVID-19 pandemic the Government has fast-tracked legal processes to allow trials of rental e-scooter schemes.
2. In July 2020 the Planning & Transportation Committee agreed to participate in the pan-London rental e-scooter trial, subject to the terms of that trial meeting the City Corporation's requirements.
3. Members agreed to delegate the final approval to participate in the trial to the Director of the Built Environment in consultation with the Chair and Deputy Chairman of the Planning & Transportation Committee and the Chairman and Deputy Chairman of the Streets & Walkways Sub-Committee.
4. Due to legal complications associated with cycle track legal designations in London the finalisation of trial operational and contractual terms and the procurement of trial operators were delayed into Spring 2021 to allow TfL and the DfT to resolve the issue. All other trial preparations continued in the meantime, including designating dedicated parking bays for rental e-scooter parking across the City.
5. TfL has now completed the procurement process to identify the rental e-scooter operators that will be granted legal permission to launch schemes in participating boroughs and the City. Those operators – Dott, Lime and Tier – are required to meet a set of operational and contractual terms throughout the duration of the trial, which is set to last 12 months with the potential for a 6-month extension.
6. The substantial terms of the trial have remained as agreed in July 2020 and the subsequent delegated authority report is attached as Appendix 1, setting out the detail of those terms.

Trial launch

7. At the time of writing the e-scooter trial is launching on June 7th in Ealing, Hammersmith and Fulham, The Royal Borough of Kensington and Chelsea, Richmond upon Thames and Canary Wharf, with some boroughs seeking participation at a later date. Following trial launch, operators will deploy their e-scooters across the trial area and the public will be able to rent and use these scooters in approved areas.

8. The City intends to join the trial as early as 14 June and no later than 5 July dependent on contract amendments and implementation of traffic orders.
9. Parking for e-scooters has been provided for the trial through utilising our temporary dockless cycle parking spaces for both cycles and e-scooters, which was installed as a response to Covid-19 requirements. Works are ongoing to audit and prepare these locations for trial launch.
10. A detailed Equalities Impact Assessment has been undertaken to support the trial and inform trial development. A map of areas where rental e-scooters will be limited to lower speeds or restricted from entering entirely is also being prepared alongside this EQIA in consultation with the City of London Police and other internal stakeholders. These works will minimise potential negative impacts of the trial on other City street users. Both documents are available as working drafts but are not yet ready for publication. The map of locations where access is restricted provides the information for the geo fencing enforcement of the e-scooter activity as agreed between the operators and TfL.
11. The process is in order to put in place the necessary traffic regulation orders to allow e-scooters to operate in cycle lanes and to utilise parking spaces. This will be completed in time for the trial start using Experimental Traffic Orders.

Trial parking bays

12. As part of the City Corporation's Phase 3 Covid-19 interventions implemented in Autumn 2020 several vehicle parking bays were temporarily converted to accommodate personal and dockless cycle parking. Additional cycle parking bays were also identified on carriageway in locations where it was believed that there was space to support cycle parking without significantly impacting the network. Locating these personal and dockless parking bays on carriageway and in vehicle parking bays is intended to minimise impacts on people using pavements.
13. Designated parking locations or "bays" for dockless cycle hire operations were a key factor in the success of the City's original dockless cycle hire trial, which made use of these designated bays to mitigate and minimise inappropriate parking behaviours. Given this, it was decided that designated parking locations were also to be used for the upcoming e-scooter trial. In total 17 mixed-use bays have been implemented across the City and will be used in the trial (Appendix 4), with additional potential bays identified for later implementation should the City decide to increase parking capacity.
14. As there is spare dockless cycle parking capacity some of the available space will be allocated to also facilitate e-scooter parking. It is intended that all existing temporary on-carriageway dockless cycle parking locations will become multimodal dockless cycle and e-scooter parking locations. There will be no e-scooter parking on pavements or footways, given the vehicle

designation of e-scooters. E-scooter parking locations may be suspended or removed at any time during the trial.

15. It is the intention that as the trial progresses more parking spaces will be made available for operators and users. A report will be brought to Streets & Walkways Committee or be approved under delegated authority as appropriate regarding any increase in e-scooter parking places or spaces for the purposes of the trial.

Trial restricted areas

16. As part of the trial the City Corporation will designate areas of the City as “go-slow” and “no-go” areas. These represent areas where scooters will be restricted to slower travel speeds (below the max speed of 12.5mph) or restricted to enter respectively. These areas are being identified in consultation with the City of London Police.
17. E-scooters will not be permitted on any other paths other than approved carriageway and shared spaces, as per the operational requirements laid out by the DfT. Go-slow and no-go restrictions may be amended at any time during the trial. At the time of commencing the trial the enforcement of these areas relies on the geo-fencing agreement between TfL and individual e-scooter operators.
18. It is proposed that no-go areas will include: City Gardens, Church yards, pedestrian alleyways that are classified as carriageway, highwalks such as the Barbican and riverside walks.

Communications and engagement for the trial

19. TfL are co-ordinating an extensive communications plan for the upcoming rental e-scooter trial which incorporates, marketing, engagement and communications plans. The City has also begun developing a communications plan to support TfL’s activities and will focus on core safety messages for e-scooter use as part of the trial.
20. CoL and borough officers have a weekly meeting with TfL for dockless and e-scooters, and this will be the focus of agreeing joint communications.
21. We note the importance around engagement and enforcement and are working with the City of London Police on ensuring messaging supports safe and legal use of rental e-scooters. This will include engagement and enforcement around the use of private e-scooters that are not legally permitted to use public highway.
22. Our communications plan will form part of the mitigations under the City Corporation rental e-scooter trial Equalities Impact Assessment. It is the intention that the communications plan will be updated alongside our live EQIA where necessary.

23. A summary plan is attached at appendix 2. As well as communication via media channels and website we will utilise events where we usually do cycle safety training and messaging, to include e-scooter where appropriate.

Trial monitoring and data collection

Data sourced from TfL or operators

24. TfL and the Participating Boroughs research, data gathering, monitoring and evaluation interests for this research and development trial are in line with trial objectives as well as DfT requirements.
25. Operators must comply with DfT data sharing requirements and monitoring and evaluation processes as set out here:
<https://www.gov.uk/government/publications/e-scooter-trials-guidance-for-local-areas-and-rental-operators/e-scooter-trials-guidance-for-local-areas-and-rental-operators>
26. The DfT requires operators to share data on user age band, high level postcode, gender, disability, race & ethnicity, mode shift and actual and perceived safety of trips.
27. TfL hopes to be able to collect this data for London from the DfT. Any additional demographic survey data will have to be discussed with the DfT to see if they can form part of the national survey. However, TfL and Participating Boroughs are likely to have extra research requirements for London and may wish to run additional surveys.
28. TfL and London Councils in consultation with the London Boroughs and the City have agreed additional mandatory data requirements in addition to DfT requirements. Those additional requirements are detailed in Appendix 4
29. TfL is also working with operators on collecting and sharing a variety of non-mandatory data, such as data on fines levied by operators on users, registration figures, vandalism, theft, disposal of batteries, and other data types.
30. Operators are required to submit monitoring and evaluation reports ahead of Trial commencement detailing how the data requirements and requests set out in the Operator Specification will be met throughout the duration of the trial.
31. Although a data-sharing schedule with boroughs has not yet been finalised, TfL intends to undertake mid and final trial evaluations. Members will be updated on trial-related insights and findings when they are available.

Data sourced internally or from the City of London Police

32. We will work with the City of London Police to collect and request enforcement and incident-related data, including on unlawful use of private-e-scooters. We will request this data quarterly and include in our periodic e-scooter trial updates.
33. We will also work with our Street Environment and Cleansing Teams to gather indicative data on rates of inappropriate parking and vandalism, including the moving of e-scooters outside designated bays by non-users and the accuracy of scooter GPS parking geofencing in areas of less accurate reception such as the City Cluster.
34. We have included e-scooter riders in our most recent biannual traffic count survey and will continue to do so on all subsequent traffic surveys commissioned throughout the trial.
35. While it will not be possible to distinguish private and rental e-scooters through the manual classified count method traditionally used for our biannual counts, this data will still help us better understand e-scooter usage patterns across the city and have the potential to generate insights on private e-scooter volumes if traffic survey data can be compared against operator data.
36. Although not currently planned other targeted surveys and studies may take place during the trial as needed, such as research on pavement riding rates, e-scooter/vehicle interactions, riding behaviours and other topics of interest.

Corporate & Strategic Implications

37. The trial supports the delivery of Corporate Plan Outcome 9: We are digitally and physically well-connected.
38. The City of London Transport Strategy (Proposal 28) sets out our approach to improving cycle hire in the Square Mile. While rental e-scooters schemes technically fall outside the remit of this proposal their benefits and challenges will be similar. The need for designated parking areas is also included in Proposal 17: Keep pavements free of obstructions.
39. The trial will provide the data to understand how e-scooters might impact the City of London Transport Strategy and Mayor's Transport Strategy (MTS), as well as helping to inform the DfT's consideration of whether to provide a statutory basis for e-scooters to be used in England, Scotland and Wales, following the trials
40. The trial will form part of the Future City Streets Programme (Proposal 42).
41. The trial also supports our Climate Action Strategy through providing a potentially green and sustainable alternative to private car and capacity restrained public transport.
42. The trial will contribute to activities to deliver the Recovery Taskforce recommendation to to pilot and scale innovative solutions.
43. There is a possible reputational risk to the City Corporation if innovative approaches to supporting Covid-19 recovery and increasing sustainable and

healthy transport modes are not carefully considered. There are also possible reputational risks if potential adverse impacts of rental e-scooter scheme operations are not carefully managed.

Legal implications

- 44. The City Corporation has no jurisdiction over the legality of e-scooters. Any trial conducted by the City will be fully compliant with any laws and regulations as set out by the DfT.
- 45. The trial could also help inform Corporation policy and possible representations on and consultations to future legislation to legalise scooters for general use.

Financial implications

- 46. A permitting scheme has been agreed with operators that will generate revenue for boroughs and TfL during the trial, offsetting some of the costs associated with preparing for and participating in the trial.
- 47. Costs of deploying additional parking bays for e-scooters will likely be met by existing budgets supporting temporary Covid-19 related interventions.
- 48. Additional costs will be incurred if the City Corporation has to remove e-scooters deemed to be causing a danger from the streets in default of the operator removing them. Removal and storage costs would be incurred in these circumstances and will be recovered through charging operators for removal.

Health Implications

- 49. Well managed rental e-scooter schemes have the potential to reduce the number car journeys within central London, and potentially shift journeys from short taxi, private hire and public transport trips, with associated benefits to air quality and public health.
- 50. E-scooter use can also help people observe social distancing requirements while travelling.
- 51. Concerns exist around the safety of travelling by e-scooter, with some evidence suggesting users of e-scooters may be at higher risk of injury or casualty than other road users on comparable vehicles such as e-bikes and mopeds in areas with higher speed limits. DfT has deemed this risk to be manageable and mitigatable given its decision to legalise rental e-scooters in the UK.

Equality Implications

- 52. A detailed Equalities Impact Assessment has been undertaken in consultation with internal and external stakeholders, including the City of London Police and protected characteristic groups.
- 53. E-scooter activity in the City will be closely monitored throughout the trial to understand impacts on vulnerable road users (e.g. visually impaired, wheelchair users). This is consistent with the public sector equality duty.
- 54. The EQIA identifies a number of issues, particularly around safety of e-scooter users and other road users, especially people walking.

- Increased risk of Covid-19 transmission to riders.
- Speeding and irresponsible riding behaviours.
- Irresponsible parking leading to e-scooters being abandoned and becoming street litter that could causing obstructions or injury.
- Increased fears for people's safety and wellbeing on the City's Streets.
- Increased risk of collisions for those riding e-scooters.
- Increased risk to people walking on our streets, due to e-scooters not being seen or heard, e-scooters speeding in shared use areas, and/or illegal or poor rider behaviour.

55. Mitigating the safety impacts of the trial is of utmost importance. For this reason, TfL in collaboration with London Borough Councils and the City Corporation are taking a co-ordinated approach to the trial. In this way the safety standards, accessibility standards and environmental standards can be collectively determined and agreed upon. This process will assist in mitigating and reducing the severity of many of the negative impacts identified.
56. In addition to the mitigation measures put in place by TfL the City of London will address measures by restricting where scooters can travel and park.
57. Engagement and enforcement on the legal and safe use of scooters will be undertaken in partnership with City of London Police.
58. Full details on the issues of concern to all protected characteristic groups and associated mitigation measures are available in the TfL EQIA here ([link](#)) and the CoL EQIA (to be available online ahead of the trial).
59. In summary we have concluded that the application of mitigation measures and the benefits from safe use of an e-scooter trial outweigh the negative impacts, or potential impacts of those in protected characteristics groups.

Conclusion

60. Given the Planning & Transportation Committee's previous conditional approval and the limited number of amendments to the final Operational Specification it has been agreed that the City Corporation will participate in the e-scooter trial.
61. Managing and mitigating the safety impacts of the trial and potential future use of e-scooters is of utmost importance. For this reason, TfL in collaboration with London Borough Councils and the City Corporation are taking a co-ordinated approach to the trial. In this way the safety standards, accessibility standards and environmental standards can be collectively determined and agreed upon.
62. It is considered that the benefits from safe use of an e-scooters through a trial outweigh the negative impacts and allow the City to comment on the possible future for e-scooter use. The outcomes of the trial will support City Corporation and TfL's longer-term position on this new vehicle type and inform national legislation via the Department for Transport.
63. TfL and London Councils, in consultation with the London Boroughs and the City, have agreed additional mandatory data collection requirements for

operators in addition to DfT requirements, which will make up the majority of the monitoring of the trial. Trial data analysis will be reported back to this committee 6 months after the commencement date. Should there be any exceptional issues arising we will report back sooner.

Background Papers

- Rental e-scooter trial report July 2020

Appendices

- Appendix 1: Rental e-scooter trial delegated authority report April 2021
- Appendix 2: Summary Communications Action Plan
- Appendix 3: Additional trial data requirements
- Appendix 4: E-scooter/dockless cycle parking locations

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Appendix 1: Rental e-scooter trial delegated authority report April 2021

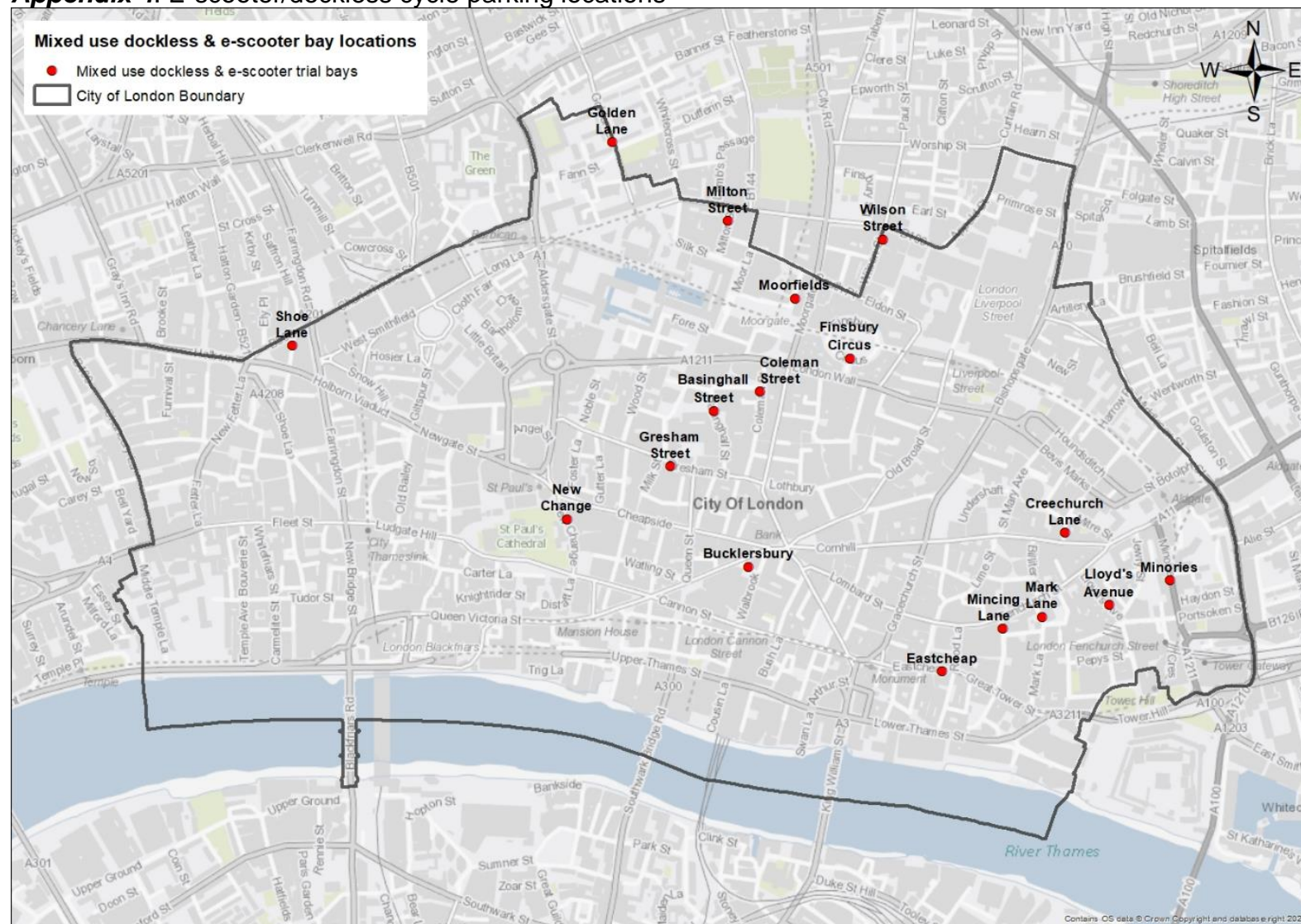
Appendix 2: Summary Communications Action Plan

Appendix 3: Additional trial data requirements

:

- a. Trip data
 - i. Routing of each trip
 - ii. Trip start data
 - iii. Trip end data
 - iv. Distance travelled
 - v. Trip time
 - vi. Maximum speed
 - vii. Location of all e-scooters
 - viii. E-scooter status (available for hire/on-hire/out of service)
 - ix. Aggregated trip numbers
 - x. Aggregated trip origin/destination information
 - xi. Fleet utilisation
- b. User data
 - i. Customer feedback
 - ii. Contacts made to customer service including for complaints and compliments from users and non-users
 - iii. Pricing option used for trip
- c. Safety and incident reporting (including cleaning and maintenance)
 - i. Type of incident
 - ii. Outcome of incident
 - iii. Location of incident
 - iv. Non-personally identifiable user information
 - v. Time of incident and conditions (e.g. weather, light)
 - vi. Cleaning
 - vii. Maintenance
- d. Environmental and sustainability metrics
 - i. Scooters removed from circulation
 - ii. Recycling of e-scooters
 - iii. Efficiency rating
 - iv. Vehicles used for redistribution
- e. Education, marketing, and outreach activities
 - i. Type of courses offered
 - ii. Number of each course type completed
 - iii. Details of outreach and marketing activity

Appendix 4: E-scooter/dockless cycle parking locations



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Chief Officer: Director of the Built Environment	Dated: 20/04/2021
Subject: City of London Corporation participation in e-scooter trials	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	9
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£
What is the source of Funding?	
Has this Funding Source been agreed with the Chamberlain's Department?	Y/N
Report of: Director of the Built Environment	For Decision
Report author: Giacomo Vecia, Strategic Transportation Officer	

Summary

In July 2020 Planning and Transportation Committee agreed to participate in the pan-London rental e-scooter trial, subject to the terms of that trial meeting the City Corporation's requirements.

Transport for London have completed a procurement process to identify the rental e-scooter operators that will be granted legal permission to launch schemes in participating boroughs and the City. Those operators – Dott, Lime and Tier – are required to meet a set of operational and contractual terms throughout the duration of the trial.

TfL has informed participating local authorities that a series of minor amendments are planned to the operational and contractual terms. Officers note that none of the amendments impact core elements of the terms and do not have a material impact on the terms of the trial more generally.

The previous Committee report delegated the final decision to participate in the London rental e-scooter trial to the Chief Officer in consultation with the Chair and Deputy Chairman of the Planning & Transportation Committee and the Chairman and Deputy Chairman of the Streets & Walkways Sub-Committee.

Recommendation(s)

To approve the City of London Corporation's participation in the London rental e-scooter trial, including signing the necessary contractual and participatory documentation to enable the trial to commence in the City.

Main Report

Background

1. As part of their e-scooter review and in response to reduced public transport capacity as a result of the COVID-19 pandemic the Government has fast-tracked legal processes to allow trials of rental e-scooter schemes.
2. In July 2020 Planning and Transportation Committee agreed to participate in the pan-London rental e-scooter trial, subject to the terms of that trial meeting the City Corporation's requirements.
3. Members agreed to delegate the final approval to participate in the trial to the Director of the Built Environment in consultation with the Chair and Deputy Chairman of the Planning & Transportation Committee and the Chairman and Deputy Chairman of the Streets & Walkways Sub-Committee.
4. Due to legal complications associated with cycle track legal designations in London the finalisation of trial operational and contractual terms and the procurement of trial operators were delayed into Spring 2021 to allow TfL and the DfT to resolve the issue. All other trial preparations continued in the meantime, including designating dedicated parking bays for rental e-scooter parking across the City.
5. TfL has now completed the procurement process to identify the rental e-scooter operators that will be granted legal permission to launch schemes in participating boroughs and the City. Those operators – Dott, Lime and Tier – are required to meet a set of operational and contractual terms throughout the duration of the trial, which is set to last 12 months with the potential for a 6-month extension.

Trial Operational and Contractual Terms

6. Officers shared the draft operational and contractual terms TfL provided to operators during the procurement process to the Chair, Chairman and Deputy Chairman of Planning and Transportation and Streets and Walkways Committees. A summary of those terms is included below (with page references to the Trial Operational Terms, available upon request):
 - Ensuring operators take out and maintain appropriate insurances for themselves and their users, as well as appropriate public liability insurance (see page 3)
 - Seeking no more than three operators to participate in the trial (see page 4)
 - The use of a dynamic fleet capping which allows for maximum vehicle deployment caps to increase or decrease across the trial area in response to operator performance against trial key performance indicators (see page 8)

- Permitting vehicles to be parked only in designated parking bays or areas as determined by the relevant borough or TfL (see page 13)
 - Retaining the ability to make operators liable for the cost of removal and storage of inappropriately parked vehicles that pose obstructions or dangers (see page 14)
 - Requiring that operators ensure their vehicles are not ridden on footways and other pedestrian areas (see page 19)
 - Giving local authorities powers to designate “no-go” and “go-slow” areas to prohibit and slow e-scooter use respectively (see page 19)
 - Extensive data sharing requirements (see pages 20-24)
 - Additional vehicle construction, design and safety requirements above those mandated by the DfT including but not limited to having a bell or acoustic warning device fitted, having a unique identification number on each vehicle, and having a means of location-based (GPS) speed restriction and motor deactivation to automatically and remotely limit maximum speeds (see page 26)
 - Expecting operators to recommend and promote the use of helmets to users (see page 27)
 - Ensuring operators have strategies or measures in place to minimise high risk behaviours (see page 28)
 - Requiring operators to work with local authorities, TfL and the police when emergencies or special events occur, such as a COVID-19 “second wave” (see page 30)
 - A fee structure and process to apportion collected fees to participating local authorities to fund aspects of the trial (see pages 32-36)
7. TfL has informed participating local authorities that a series of minor amendments are planned to the operational and contractual terms following negotiations with selected operators. A summary of those minor amendments is included below:
- Reducing the maximum speed limit at the start of the trial to 12.5mph (from 15mph)
 - Changes to the Operational Board Terms of Reference, including contract management and specification responsibilities

Trial launch and next steps

8. At the time of writing a trial launch date has not been set. TfL and participating boroughs are aiming to launch the trial in late May or early June. Following trial launch, operators will deploy their e-scooters across the trial area and the public will be able to rent and use these scooters in approved areas.
9. Parking provision has been provided for the trial through our temporary COVID response measures. Works are ongoing to audit and prepare these locations for trial launch.
10. A detailed Equalities Impact Assessment is being prepared to support the trial and inform trial development. A map of areas where rental e-scooters will be limited to lower speeds or restricted from entering entirely is also being

prepared alongside this EqIA in consultation with the City of London Police and other internal stakeholders. These works will minimise the negative impacts of the trial on other City street users. Both documents are available as internal sensitive working drafts.

Corporate & Strategic Implications

11. The trial support the delivery of Corporate Plan Outcome 9: We are digitally and physically well-connected.
12. The City of London Transport Strategy (Proposal 28) sets out our approach to improving cycle hire in the Square Mile. While rental e-scooters schemes technically fall outside the remit of this proposal their benefits and challenges will be similar. The need for designated parking areas is also included in Proposal 17: Keep pavements free of obstructions.
13. The trial will provide the data to understand how e-scooters might impact the City of London Transport Strategy and Mayor's Transport Strategy (MTS), as well as helping to inform the DfT's consideration of whether to provide a statutory basis for e-scooters to be used in England, Scotland and Wales, following the trials
14. The trial will form part of the Future City Streets Programme (Proposal 42).
15. The trial also supports our Climate Action Strategy through providing a potentially green and sustainable alternative to private car and capacity restrained public transport.
16. There is a possible reputational risk to the City Corporation if innovative approaches to supporting COVID-19 recovery and increasing sustainable and healthy transport modes are not carefully considered. There are also possible reputational risks if potential adverse impacts of rental e-scooter scheme operations are not carefully managed.

Legal implications

17. The City Corporation has no jurisdiction over the legality of e-scooters. Any trial conducted by the City will be fully compliant with any laws and regulations as set out by the DfT.
18. The trial could also help inform Corporation policy and possible representations on and consultations to future legislation to legalise scooters for general use.

Financial implications

19. A permitting scheme has been agreed with operators that will generate revenue for boroughs and TfL during the trial, offsetting some of the costs associated with preparing for and participating in the trial.
20. Costs of deploying additional parking bays for e-scooters will likely be met by existing budgets supporting temporary COVID-19 related interventions.
21. Additional costs will be incurred if the City Corporation has to remove e-scooters deemed to be causing a danger from the streets in default of the operator removing them. Removal and storage costs would be incurred in

these circumstances and will be recovered through charging operators for removal.

Health Implications

- 22. Well managed rental e-scooter schemes have the potential to reduce the number car journeys within central London, and potentially shift journeys from short taxi, private hire and public transport trips, with associated benefits to air quality and public health.
- 23. E-scooter use can also help people observe social distancing requirements while travelling.
- 24. Concerns exist around the safety of travelling by e-scooter, with some evidence suggesting users of e-scooters may be at higher risk of injury or casualty than other road users on comparable vehicles such as e-bikes and mopeds in areas with higher speed limits. DfT has deemed this risk to be manageable and mitigatable given its decision to legalise rental e-scooters in the UK.

Equality Implications

- 25. A detailed Equalities Impact Assessment is currently being prepared in consultation with internal and external stakeholders, including the City of London Police and protected characteristic groups.
- 26. E-scooter activity in the City will be closely monitored throughout the trial to understand impacts on vulnerable road users (e.g. visually impaired, wheelchair users). This is consistent with the public sector equality duty.

Conclusion

- 27. Officers note that none of the amendments impact core elements of the terms as described above and do not have a material impact on operation of the trial more generally. Given the Planning & Transportation Committee's previous conditional approval and the limited number of amendments to the final Operational Specification it is recommended that the City Corporation should agree to participate in the trial, including signing the necessary contractual documentation to enable the trial to commence in the City.
- 28. Should this recommendation be adopted a report will be brought to the July meeting of the Planning and Transportation Committee outlining relevant post-launch information, including parking capacity and expansion planning, trial monitoring, and public engagement.

Background Papers

Rental e-scooter trial report July 2020

Giacomo Vecia

Strategic Transport Officer (City Transportation)
Department of the Built Environment

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Appendix 2

E-scooter trial summary communications action plan

Who	What	When	How	Aim and details
Stakeholders	Notification to P&T Members	8 June	Planning & Transportation Cttee	Details of trial
	Ward Members	Ahead of start date	Email	1. Notification of trial 2. Notification of start date and to allow questions and concerns <i>ahead of start date</i>
	Active City Network and the Bids eg. CBA	27 January 2021 23 April 2021	ACN board meeting ACN board meeting	1. Notification of trial 2. Notification of updates and intended Spring Launch and to allow questions and concerns <i>ahead of start date</i>
	City of London Accessibility Group (CoLAG)	Friday, April 23, 2021 Additional meetings tbc	Email	1. Notification of trial and to get feedback on the EQIA Summary specific to the Square Mile

Who	What	When	How	Aim and details
	Royal National Institute of Blind People (RNIB)	Thursday, March 4, 2021	Meeting and email	1. Notification of trial and to get feedback on the EQIA Summary specific to the Square Mile
	City Residents	July	City of London resident newsletters?	1. Notification of trial 2. Notification of start date d
COL teams	Access, Equalities and Diversity Teams	Thursday, February 11, 2021	Meeting	1. Notification of the trial and to understand/identifying potential barriers and mitigations for the EQIA
	Help Desk/ Contact centre	w/c 1 June	Email and phone	1. Notification of the trial and to understand who to direct them to for questions. - Will need a FAQ prepared by TFL and FAQ specific to the Square Mile - Will need a contacts list

Who	What	When	How	Aim and details
	Road Danger Reduction Partnership - London Fire Brigade, London Ambulance Service, City of London Police	11 Jan 2021 13 April 2021	1. RDRP meeting 2. RDRP meeting 3. Email 4. Note detailed comms meetings with CoLP, weekly for May, June	1. Notification of trial and work to date 2. Trial update 2. Notification of start date <i>ahead of start date</i>
	City Mark and Highways Team	ahead of start date w/c 17 May;	Email and management meetings	1. Notification of trial 2. Notification of start date and to allow questions and concerns <i>ahead of start date</i>
	Communications Team	w/c 3 May- weekly for May and June	Meeting	1. Notification of trial 2. Notification of start date and to allow questions and concerns <i>ahead of start date</i>
	Cleansing Team	w/c 17 May	Email and management meetings	1. Notification of trial 2. Notification of start date and to allow questions and concerns <i>ahead of start date</i>

Who	What	When	How	Aim and details
	Highways team	w/c 10 May	Email and management meetings	1. Notification of trial 2. Notification of start date and to allow questions and concerns <i>ahead of start date</i>
	Parking Team	ahead of start date	Email and management meetings	1. Notification of trial 2. Notification of start date and to allow questions and concerns <i>ahead of start date</i>
	Public Health Team	ahead of start date	Meeting	1. Notification of the trial and to understand/identifying potential barriers and mitigations for the EQIA
	SLT	w/c 17 May ahead of start date	Meeting	1. Notification of trial 2. Notification of start date and to allow questions and concerns <i>ahead of start date</i>
Traffic Regulation Order (TRO)	Legal Team	ahead of start date		as per Statutory requirement
	Notification to City Police	w/c 17 th May		as per Statutory requirement

Who	What	When	How	Aim and details
Statutory process	Notification to Chambers of Commerce	w/c 17 th May		as per Statutory requirement
	Notification to Action Groups (Mobility, Cycling, Bus Operators, Taxi, CPRE	w/c 17 th May		as per Statutory requirement
	Notification to Road Haulage Association, Freight Transport Association	w/c 17 th May		as per Statutory requirement
	TRO statement of reasons to be published	w/c 7 June		as per Statutory requirement
	Installation of road signs for information and enforcement?	TBC - ahead of trial start	On site	These signs will help to raise awareness trial
General comms, Events and Social Media	City of London Website	ahead of start date w/c 31 May	Website	1. Notification of the trial 2. Contacts and complaints process 3. FAQ *ensure the helpdesk/support team are aware of this too Ahead of START DATE

Who	What	When	How	Aim and details
	Active City Network website	ahead of start date w/c 31 May	Website	1. Notification of the trial 2. Link to COL and TFL websites 3. Link to Operators
	TFL Webpage		Website	To direct people to more information and EQIA etc.
	Press release 1	18 th May (TfL)	Press	
	Press release 2	TBC	Press	
	Safety event 1	TBC	Event	1. Working with COLP, operators and stakeholders to deliver e-scooter safety messages and positively influencing their behaviour. 2. Raise awareness and understanding about e-scooter trial and the work being delivered to improve safety. 3. Engaging with the public to gain feedback on the trial and promote safety and inclusivity. 4. Supporting COLP enforcement messages and engagement dealing with illegal use of private e-scooters.
	Safety event 2	TBC	Event	As above
	Safety Event 3	TBC	Event	As above

Who	What	When	How	Aim and details
	Safety Event 4	TBC	Event	As above
	Social Media	ahead of start date	post on @SquareHighways page; and retweet on @cityoflondon page	TFL to circulate Tweets or CoL to draft tweets in advance. 1. Notification of the trial 2. Contacts and complaints process 3. Safety is a priority
	Publications, Leaflets, etc.	TBC	TBC	TBC
Other Comms Strategies	Operator 1	ahead of start date	Details to be provided	
	Operator 2	ahead of start date	Details to be provided	
	Operator 3	ahead of start date	Details to be provided	
	COLP	ahead of start date	Details to be provided	
	TFL	ahead of start date	Awareness of details, to be provided by TfL weekly meetings.	

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<u>PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS</u>			
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 Sept 2020 6 Oct 2020 27 Oct 2020 17 Nov 2020 15 Dec 2020 5 Jan 2021 26 Jan 2021 16 Feb 2021 24 Feb 2021 9 March 2021	<p><u>Daylight/Sunlight – Alternative Guidelines</u></p> <p>Chief Planning Officer and Development Director</p> <p>A Member argued that the Committee should separate out the desire for Member training and the desire for alternative guidelines on daylight/sunlight, and requested that a report be brought to Committee setting out how the City of London Corporation might go about creating alternative guidelines, including timescales, if Members were so minded and the legal implications of this.</p>	<p>UPDATE (12 May 2021) – see action 1a)</p>

	30 March 2021 22 April 2021 12 May 2021		
1a)	5 March 2020 30 March 2021 22 April 2021 12 May 2021	<p style="text-align: center;"><u>Radiance Studies</u></p> <p style="text-align: center;">Chief Planning Officer and Development Director</p> <p>A Member referred to a training session that had taken place for the Committee earlier this morning, and in which a consultant had expressed a view that radiance studies were the best way for laymen to assess the impact of developments on daylight where there was a genuine concern about this issue. The consultant felt that, in appropriate cases, the applicant should be asked to provide a radiance study.</p> <p>In view of this, the Member asked Officers to undertake, when future applications were received in which daylight will be an issue, to ask the applicant to prepare a radiance study to be provided to this Committee so that Members could make an informed assessment of the issue.</p>	<p>UPDATE (12 May 2021) – The Committee received a report of the Chief Planning Officer and Development Director and Members noted the benefits and robustness of using radiance studies. Members therefore asked Officers to come back to the Committee with information around what the legal position was on the City Corporation taking this forward in terms of its own standards and methods of assessment and also on the ability of applicants to use radiance studies within their submissions. It was felt that this piece of work should be done in tandem with exploring the use of radiance studies nationally with the BRE and exploring with them precisely when new national guidance on daylight/sunlight analysis would be coming forward.</p> <p>To be completed: Further report to Committee setting out/providing updates on these points by Autumn 2021.</p>
2	18 June 2019 9 July 2019 30 July 2019 10 Sept 2019 1 Oct 2019 22 Oct 2019 5 Nov 2019 12 Dec 2019 28 Jan 2020 18 Feb 2020 6 March 2020 2 June 2020	<p style="text-align: center;"><u>Construction Works</u></p> <p style="text-align: center;">Chief Planning Officer and Development Director</p> <p>A Member referred to the many construction sites within her Ward that were causing noise/disturbance issues. She asked if officers could look at how this matter might be improved and more effectively controlled and questioned whether any restrictions could be placed on construction</p>	<p>UPDATE: (16 Feb 2021) – A Member chased progress on this action given the ongoing cumulative impact of construction works on residents in the City, particularly during national lockdown periods whilst they were confined to their homes. The Interim Chief Planning Officer and Development Director undertook to refocus efforts on this in the coming months with a view to reporting back to the Committee thereafter.</p> <p>FURTHER UPDATE (30 March 2021): A Member reported that Officers had been in touch with her to</p>

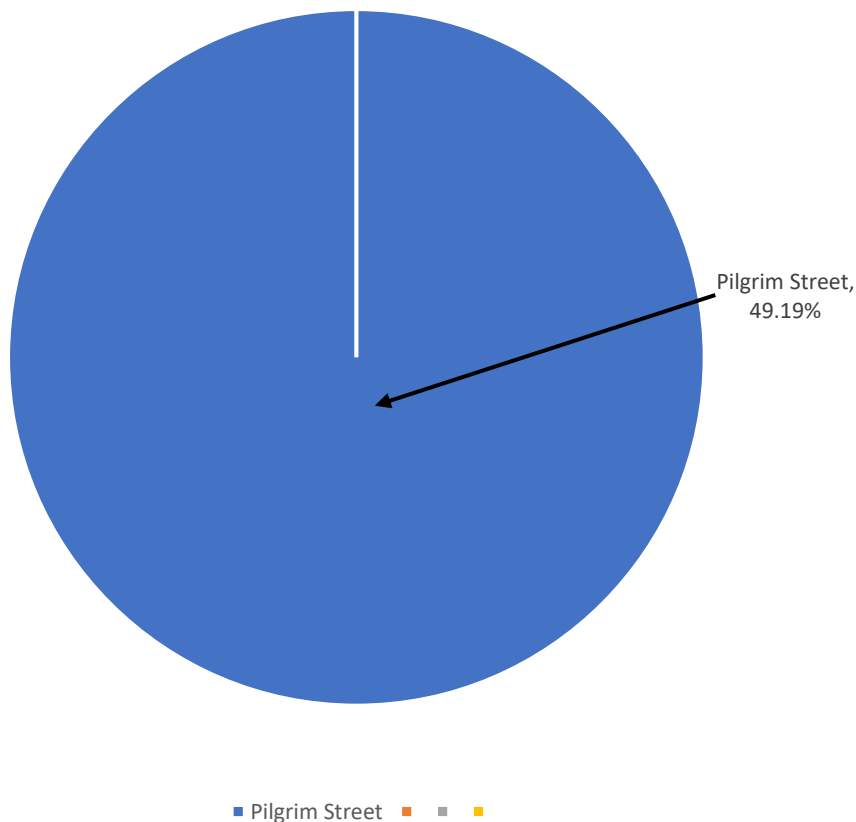
	<p>23 June 2020 14 July 2020 8 Sept 2020 6 Oct 2020 27 Oct 2020 17 Nov 2020 15 Dec 2020 5 Jan 2021 26 Jan 2021 16 Feb 2021 24 Feb 2021 9 March 2021 30 March 2021 22 April 2021 12 May 2021</p>	<p>when applications were first approved/granted consent.</p> <p>The Chair reiterated that Members had also requested, at the last meeting of this Committee, that Officers consider what powers, if any, might be used with regard to construction time periods and how construction in any given area might 'dovetail'.</p>	<p>provide further information around whether conditions could be added to the development of a site and when this commenced.</p> <p>To be completed: Summer 2021</p>
3	<p>6 March 2020 2 June 2020 23 June 2020 14 July 2020 8 Sept 2020 6 Oct 2020 27 Oct 2020 17 Nov 2020 15 Dec 2020 5 Jan 2021 26 Jan 2021 16 Feb 2021 24 Feb 2021 9 March 2021 30 March 2021 22 April 2021 12 May 2021</p>	<p><u>Member Training</u></p> <p>Chief Planning Officer and Development Director / Director of the Built Environment</p> <p>A Member questioned whether there would be further training provided on Daylight/Sunlight and other relevant planning matters going forward. She stated that she was aware that other local authorities offered more extensive training and induction for Planning Committee members and also requested that those sitting on the Planning Committee signed dispensations stating that they had received adequate training.</p> <p>The Chair asked that the relevant Chief Officers consider how best to take this forward. He also highlighted that the request from the Town Clerk to all Ward Deputies seeking their nominations on to Ward Committees states that Members of the</p>	<p>UPDATE: (17 November 2020): Members were of the view that more formal training should be offered by the Department to any newly appointed members of the Committee in line with the principles of the Planning Protocol.</p> <p>To be completed: Training offering for new Members to be considered in early 2021 with a view to implementing this for the new municipal year.</p>

		Planning & Transportation Committee are expected to undertake regular training.	
4	23 June 2020 14 July 2020 8 Sept 2020 6 Oct 2020 27 Oct 2020 17 Nov 2021 15 Dec 2021 5 Jan 2021 26 Jan 2021 16 Feb 2021 24 Feb 2021 9 March 2021 30 March 2021 22 April 2021 12 May 2021	<p><u>Barbican and Golden Lane Conservation Area SPD</u></p> <p>Chief Planning Officer and Development Director</p> <p>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.</p>	<p>UPDATE (30 March 2021) - The Interim Chief Planning Officer and the Development Director stated that a further report would be put to this Committee itemising every response received under the public consultation which would run for 6 weeks from March 2021 alongside Officer responses to these. An amended version of the draft document absorbing the responses received would then be put to Members of this Committee for approval before being adopted.</p> <p>To be completed: Amended draft document to Committee for final approval by July 2021.</p>
5.	5 Jan 2021 26 Jan 2021 16 Feb 2021 24 Feb 2021 9 March 2021 30 March 2021 22 April 2021 12 May 2021	<p><u>Changes/access to Public Highways</u></p> <p>Chief Planning Officer and Development Director</p> <p>A Member spoke to state that she felt that providing Members with a sense, graphically, of what cumulative changes had happened to public highways as a result of approved planning applications would be beneficial – particularly at a time when space for pedestrians was arguably more important than ever.</p>	<p>The Chair suggested that, as this was a hybrid of both highways and planning functions, Officers should give further consideration to the proposal and suggest how best it might be responded to.</p> <p>To be completed: Report to Committee in June 2021.</p>
7.	5 Jan 2021 26 Jan 2021 16 Feb 2021 24 Feb 2021 9 March 2021 30 March 2021	<p><u>Whole Life Carbon Guidelines</u></p> <p>Chief Planning Officer and Development Director</p>	<p>UPDATE (30 March 2021): A Member noted that there were currently no training sessions planned for the Committee on the subject of Whole Life Carbon Impact and questioned whether Officers could provide an update on this as she was aware that it had been the subject of various discussions</p>

	22 April 2021 12 May 2021	A Member questioned whether consideration could be given to developing guidance on Whole Life Carbon that could be adopted as a planning advice note in the same way that guidance on Thermal Comfort had been developed.	outside of meetings. The Interim Chief Planning Officer and Development Director confirmed that this was a key focus for Officers and that they were currently scoping the opportunities for training for Members around this which would be led by Kerstin Kane. To be completed: Training to be offered by June 2021.
8.	9 March 2021 30 March 2021 22 April 2021 12 May 2021	<p><u>Short Stay Cycle Parking Solutions</u></p> <p>Chief Planning Officer and Development Director</p> <p>A Member reported that she had previously asked a question of Officers regarding short stay cycle spaces and was grateful for their response. She noted that, across applications granted over the past 12 months, the City were falling short of the London Plan requirements. The Member highlighted that Officers were now intending to bring a paper to the 30 March 2021 meeting of this Committee to look at how this deficit could be resolved.</p>	<p>UPDATE (30 March 2021): Members requested a further, more strategic report on this matter to be brought back to the Committee within the next three months. They confirmed that this should also include a map detailing where current cycle spaces were situated in the City.</p> <p>To be completed: Further report to Committee by July 2021.</p>

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Availability



Code	Name	Time OOS	Availability
0931	Baynard House Car Park SC6458796	0 00:00	100%
0978	Atlantic House SC6458966	0 00:00	100%
7345	Speed House Public Lift SC6459146	0 00:00	100%
7921	Little Britain SC6458967	0 00:00	100%
7963	London Wall East SC6458964	0 00:00	100%
7960	London Wall West SC6458965	24 23:59	100%
7964	Blackfriars Bridge SC6462771	0 00:00	100%
7999	Tower Place Scenic Lift SC6458963	0 00:00	100%
7998	Tower Place Public Lift SC6458962	0 00:00	100%
0944	London Wall Down Escalator SC6458958	1 07:26	100%
0924	Duchess Walk Public Lift CL24	0 02:54	99.52%
0945	London Wall Up Escalator SC6458959	0 03:32	99.41%
7997	33 King Williams Street SC6462850	0 06:06	98.98%
7740	Moor House SC6458968	0 07:28	98.76%
0929	Millennium Bridge Inclinator SC6459245	0 09:20	98.44%
0916	Glass South Tower SC6459244	0 13:55	97.68%
0976	Pilgrim Street SC6458969	12 16:50	49.19%

Points to Note:

- There are 17 Public Lifts/Escalators in the City of London estate. The report below contains details of the 1 - public escalators/lifts that has been out of service for less than 95% of the time.
- The report was created on 25 May 2021 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 27/04/2021 – 21/05/2021

Location	Status as of 21/05/2021	% of time in service Between 27/04/2021 and 21/05/2021	Number of times reported Between 27/04/2021 and 21/05/2021	Period of time Not in Use Between 27/04/2021 and 21/05/2021	Comments Where the service is less than 95%
Pilgrim Street	Out of service	49.19.%	1	260 hours	Engineer attended and found a fault with the auto-dialler, a replacement has been ordered and the engineer is booked to attend week commencing the 24 th May 2021 when the part is due to arrive. Once the repair is complete the lift will be returned to service.

Committee(s)	Dated:
Planning and Transportation	8 th June 2021
Subject: Delegated decisions of the Chief Planning Officer and Development Director	Public
Report of: Chief Planning Officer and Development Director	For Information

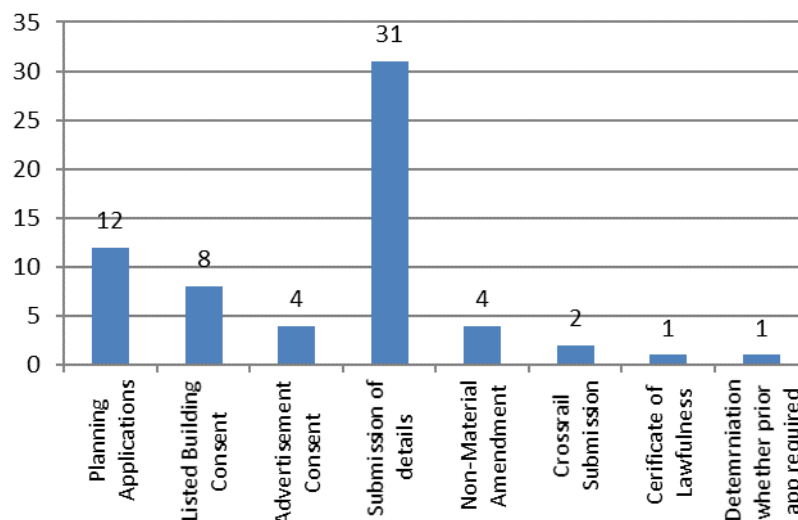
Summary

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 Sixty Three (63) matters have been dealt with under delegated powers.

Eight (8) relate to works to Listed Buildings, Four (4) applications for Advertisement Consent, Thirty One (31) relate to conditions of previously approved schemes, Four (4) applications for Non-Material Amendments, Two (2) Crossrail Submission applications, One (1) Certificate of Lawfulness, One (1) Determination whether prior app required and Twelve (12) Full applications.

Breakdown of applications dealt with under delegated powers



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

Details of Decisions

Registered Plan Number & Ward	Address	Proposal	Decision & Date of Decision	Applicant/ Agent
21/00100/LBC Aldersgate	143 Lauderdale Tower Barbican London EC2Y 8BY	Internal refurbishment including removal of fourth bedroom and removing kitchen door, layouts including making the kitchen open plan onto the living room; enlarging the living room; new full height doors and installation of shallow suspended false ceilings with inset spot lighting throughout the flat.	Approved 29.04.2021	Mr David Andrews
21/00118/LBC Aldersgate	411 Shakespeare Tower Barbican London EC2Y 8NJ	Removal of existing cupboards, partition wall, replacement interior doors and installation of new nib wall, new cupboards and suspended ceiling.	Approved 27.04.2021	Mr And Mrs Paul And Sylvia Bostock
21/00169/LBC Aldersgate	98 John Trundle Court Barbican London EC2Y 8NE	Refitting the existing kitchen and bathroom. Removal of internal bathroom door and relocation of bathroom entrance door to create space for sink.	Approved 18.05.2021	Mr Bryan Russell Miller
21/00226/LDC Aldgate	19 - 21 Billiter Street London EC3M 2RY	Details of the cleaning methodology for the facade of Billiter Street pursuant to Condition 4 (f) (in part) of the Listed Building Consent 20/00445/LBC dated 30.07.2020.	Approved 18.05.2021	Vanquish Properties UK Ltd
21/00299/LDC Aldgate	19 - 21 Billiter Street London EC3M 2RY	Details of the scaffolding ties into the facade of Billiter Street pursuant to Condition 4 (f) (in part) of the listed building consent 20/00445/LBC dated 30.07.2020.	Approved 18.05.2021	Vanquish Properties UK Ltd

21/00114/MDC Billingsgate	10 Lower Thames Street London EC3R 6EN	Submission of Delivery and Servicing Management Plan pursuant to condition 3 of planning permission ref: 20/00533/FULL	Approved 13.05.2021	Northern & Shell
21/00222/NMA Billingsgate	10 Lower Thames Street London EC3R 6EN	Non-material amendment under Section 96A of the Town and Country Planning Act to planning permission dated 12 November 2020 (20/00533/FULL) to amend the wording of Condition 5.	Approved 29.04.2021	Northern & Shell PLC & The Royal Society For Blind Children
20/00871/MDC Bishopsgate	100 Liverpool Street & 8-12 Broadgate London EC2M 2RH	Submission of details of a post construction Energy Statement demonstrating the reduction in carbon dioxide emission for the development pursuant to condition 35 of planning permission 17/00276/FULL dated 05.06.2017.	Approved 20.05.2021	Bluebutton Properties UK Ltd
21/00060/DPA Bishopsgate	5 Broadgate London EC2M 2QS	Application under Schedule 2, Part 16, Class A of the Town and Country Planning (General Permitted Development) Order 2015 as to whether prior approval is required for the installation of six antennas, six cabinets and associated works at roof level.	Prior Approval Given 13.05.2021	Cornerstone, Telefonica & Vodafone Ltd
21/00071/LBC Bishopsgate	158 - 164 Bishopsgate London EC2M 4LX	Installation and display of: (i) three non-illuminated fascia panel signs measuring 1.1m high by 3.4m wide at a height above ground of 3.6m; (ii) one internally illuminated fascia sign measuring 0.96m high by 3.3m wide at a height above ground of 2.6m; (iii) one internally illuminated projecting sign measuring 0.65m high by 0.8m wide at a height above ground of 5.3m; (iv) two non-illuminated vinyl signs measuring 0.96m high	Approved 06.05.2021	Tesco

		by 1.65m wide at a height above ground of 2.6m; (v) one non-illuminated vinyl sign measuring 0.65m high by 6.85m wide at a height above ground of 3.7m; (vi) one non-illuminated vinyl sign measuring 1.95m high by 0.7m wide at ground floor level.		
21/00097/ADVT Bishopsgate	158 - 164 Bishopsgate London EC2M 4LX	Installation and display of: (i) three non-illuminated fascia panel signs measuring 1.1m high by 3.4m wide at a height above ground of 3.6m; (ii) one internally illuminated fascia sign measuring 0.96m high by 3.3m wide at a height above ground of 2.6m; (iii) one internally illuminated projecting sign measuring 0.65m high by 0.8m wide at a height above ground of 5.3m; (iv) two non-illuminated vinyl signs measuring 0.96m high by 1.65m wide at a height above ground of 2.6m; (v) one non-illuminated vinyl sign measuring 0.65m high by 6.85m wide at a height above ground of 3.7m; (vi) one non-illuminated vinyl sign measuring 1.95m high by 0.7m wide at ground floor level.	Approved 06.05.2021	Tesco
21/00132/FULL Bishopsgate	172 Bishopsgate London EC2M 4NQ	External alterations to shopfront and associated works.	Approved 13.05.2021	Wasabi Co. Ltd
21/00133/ADVT Bishopsgate	172 Bishopsgate London EC2M 4NQ	Installation and display of 1 x internally illuminated projecting sign, 1 x fascia sign and 1 x non illuminated logo mural on the New Street elevation.	Approved 06.05.2021	Wasabi Co. Ltd

21/00152/MDC Bishopsgate	155 Bishopsgate London EC2M 3TQ	Details of landscaping pursuant to condition 9 of planning permission ref 19/00837/FULL dated 3rd December 2019.	Approved 27.04.2021	Bluebutton Properties UK Limited
21/00164/NMA Bishopsgate	110-114 Middlesex Street London E1 7HY	Application for non-material amendment under S96A of the Town and Country Planning Act 1990 (as amended) of planning permission 20/00173/FULL dated 31.03.2020 to allow for the amended location of one set of proposed doors on the south elevation and associated internal reconfiguration.	Approved 27.04.2021	Seaforth Land
21/00174/MDC Bishopsgate	1 - 2 Broadgate London EC2M 2QS	Submission of Deconstruction Logistics plan pursuant to condition 4 of planning permissions 18/01065/FULEIA and 20/00462/FULL	Approved 27.04.2021	Bluebutton Properties UK Limited
21/00212/MDC Bishopsgate	1 - 2 Broadgate London EC2M 2QS	Submission of Construction Logistics plan pursuant to condition 5 of planning permissions 18/01065/FULEIA and 20/00462/FULL	Approved 27.04.2021	Bluebutton Properties UK Limited
21/00218/MDC Bishopsgate	1 - 2 Broadgate London EC2M 2QS	Submission of details of a programme of archaeological work pursuant to condition 7 (in part) of planning permission dated 28/03/2019 (application number 18/01065/FULEIA) and planning permission dated 30/03/2021 (application number 20/00462/FULL)	Approved 27.04.2021	Bluebutton Properties UK Limited

21/00258/ADVT Bishopsgate	180 Bishopsgate London EC2M 4NQ	Installation and display of: an internally illuminated fascia sign (logo only illumination) measuring 1.15m high by 1.15m wide, displayed at a height of 2.75m above ground floor level; a double sided internally illuminated projecting sign (logo only illumination) of a height of 0.6m, 0.6m wide and depth of 0.15m displayed at a height of 2.79m above ground floor level, and internally mounted signs.	Approved 18.05.2021	KFC UKI
21/00291/MDC Bishopsgate	6 - 9 Eldon Street London EC2M 7LS	Submission of Interim Travel Plan pursuant to condition 2 of planning permission ref: 20/00859/FULL	Approved 13.05.2021	Broadgate Eldon Properties Limited
21/00157/MDC Bread Street	Warwick Court 5 Paternoster Square London EC4M 7DX	Submission of details pursuant to condition 7 (part) of planning permission 19/01362/FULL, dated 19 May 2020, comprising details of balustrades at 4th, 6th and 8th floor level pursuant to 7(b), details of framing of the shopfronts and doors including colour sample pursuant to 7(d), and design of the louvres and sample of Portland stone pursuant to 7(g).	Approved 27.04.2021	Mitsubishi Estates Ltd
21/00328/NMA Bread Street	Warwick Court 5 Paternoster Square London EC4M 7DX	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 19/01362/FULL dated 19.05.2020 to allow for amendment to planting and louvres at level 04 terrace; amendments to layout, plant screening and stair enclosure door at level 08 terrace including addition of a servery within existing chiller	Approved 18.05.2021	Mitsubishi Estates London Limited

		compound; and minor internal layout changes at lower ground, ground and first floor levels.		
21/00105/FULL Bridge And Bridge Without	The Parish Church of St Magnus The Martyr Lower Thames Street London EC3R 6DN	Proposals involving minor alterations including the additions of a small glass canopy at the exit from the Church Crypt; a 110mm diameter black finish boiler flue at flank wall of Vestry House and a 215mmx 215mm (nominal) black metal vent at store room.	Approved 20.05.2021	The Rector And Churchwarden s
21/00109/MDC Broad Street	41 Lothbury London EC2R 7HF	Submission of details pursuant to condition 11 of planning permission ref. 19/01364/FULL, dated 26 March 2020, for details of the position, size, and extent of the areas of planting, the type of planting and its contribution to biodiversity and rainwater attenuation.	Approved 13.05.2021	Pembroke Lothbury Holdings Limited
20/00839/FULL Candlewick	68 King William Street London EC4N 7HR	Changes to office entrance comprising (i) removal of the existing stone bands and metal grills either side of the main entrance and insertion of glazed panels to match decorative glazing above (ii) relocation of gas vent from existing location behind metal grill and creation of new bronze grill for gas vent at ground level next to the window.	Approved 29.04.2021	King William St Limited
21/00273/NMA Candlewick	68 King William Street London EC4N 7HR	Non-material amendment under Section 96A of the Town and Country Planning Act to planning permission dated 28 January 2021 (20/00802/FULL) to amend the wording of Condition 13 (Hours of operation) to allow for the use of the roof	Approved 13.05.2021	King William St Limited

		terraces on levels 9 and 10 on Sundays and Bank Holidays.		
20/00882/FULL Castle Baynard	Boswell House 8 - 9 Gough Square London EC4A 3DG	External alterations including: (i) Replacement of existing plant at roof level with four new plant units; (ii) Installation of a new balustrade at roof level; (iii) and other associated works.	Approved 07.05.2021	Artillery Partnership
20/00925/FULL Castle Baynard	Boswell House 8 - 9 Gough Square London EC4A 3DG	Mansard roof extension at fourth floor level to enlarge the existing terrace on the south elevation at fifth floor level, extension and replacement of balustrade and other associated works.	Approved 07.05.2021	Artillery Partnership
21/00030/FULL Castle Baynard	St Paul's Cathedral St Paul's Churchyard London EC4M 8AD	Installation of the 'People of London' Memorial in a new location in the South Churchyard of St Paul's Cathedral, relocation of the City of London Corporation Plaque to the entrance path to the east, and associated works.	Approved 13.05.2021	Registrar, St Paul's Cathedral
21/00110/MDC Castle Baynard	St Paul's Cathedral St Paul's Churchyard London EC4M 8AD	Submission of details for the re-instatement of the 'People of London' Memorial pursuant to condition 2(c) of planning permission 17/00790/FULL dated 14.11.2017.	Approved 13.05.2021	Registrar, St Paul's Cathedral
20/00987/FULL Coleman Street	25 Moorgate London EC2R 6AR	Installation of rooftop telecommunications equipment consisting of: 12no. antennas on 6no. 3.50m high support poles, 3no. 0.3m diameter microwave dishes, 1no. 0.6m diameter microwave dish, 4no. equipment cabinets on steelwork support, and ancillary equipment thereto.	Approved 29.04.2021	Telefonica UK Limited

21/00138/MDC Coleman Street	Basildon House 7 - 11 Moorgate London EC2R 6AF	Details of anti-vibration mounting pursuant to condition 2 of planning permission 20/00378/FULL, dated 11 August 2020.	Approved 27.04.2021	7 Moorgate SARL
21/00139/MDC Coleman Street	Basildon House 7 - 11 Moorgate London EC2R 6AF	Submission of acoustic report pursuant to condition 3b) of planning permission 20/00378/FULL, dated 11 August 2020.	Approved 27.04.2021	7 Moorgate SARL
21/00151/MDC Coleman Street	55 Moorgate London EC2R 6BH	Details of sound insulation pursuant to condition 8 of planning permission ref 18/01345/FULL dated 26th February 2019.	Approved 27.04.2021	Gatemoor Trustees I Limited
21/00297/MDC Coleman Street	120 Moorgate London EC2M 6UR	Submission of a full travel plan pursuant to condition 17 of planning permission dated 7th May 2019 (18/01352/FULL)	Approved 18.05.2021	Kajima Europe Limited
21/00079/LBC Cornhill	20 Royal Exchange London EC3V 3LP	Internal works to the interior of the unit comprising the removal of modern joinery, cabinets, flooring and redundant equipment.	Approved 04.05.2021	The Royal Exchange Investments Ltd
21/00119/LBC Cornhill	Units 1, 4, 18 & 26 Royal Exchange Cornhill London EC3V 3LQ	Proposed internal works and installation of a cavity drainage system at basement level for Units 1, 4, 18 and 26.	Approved 18.05.2021	Royal Exchange Investments Limited
21/00180/FULL Cornhill	2 - 3 Royal Exchange London EC3V 3LL	External works for the restoration of glass panes to the arched window at the second floor level.	Approved 18.05.2021	Tomoka Casks
21/00181/LBC Cornhill	2 - 3 Royal Exchange London EC3V 3LL	Internal works for the refurbishment of the shop unit at basement, ground, first and second floors and external works to include the restoration of glass panes to the arched window at the second floor level.	Approved 18.05.2021	Tomoka Casks

21/00192/CLOPD Cornhill	78 Cornhill London EC3V 3QQ	Application for a Certificate of Lawful Development for the proposed use of the bank (Class E(c)(i)) as an office (Class E(g)).	Grant Certificate of Lawful Development 13.05.2021	AXA UK Pension Trustees Ltd
20/00402/FULL Cripplegate	Barber-Surgeons' Hall Monkswell Square London EC2Y 5BL	Installation of painted metal railing and access gate to the southern side of the Barbers' Company Physic Garden to match existing adjacent terrace railings.	Approved 20.05.2021	The Worshipful Company of Barbers
20/00647/FULL Cripplegate	Barber-Surgeons' Hall Monkswell 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.	Approved 20.05.2021	The Barbers' Company
21/00229/LDC Cripplegate	Great Arthur House Golden Lane Estate London EC1Y 0RE	Submission of details of external materials, entry phone devices and new floors pursuant to condition 2(a), (d), and (e) of planning permission dated 06/10/2020 (app. no. 20/00499/LBC).	Approved 20.05.2021	City of London
21/00231/MDC Cripplegate	Great Arthur House Golden Lane Estate London EC1Y 0RE	Submission of details of external materials and entry phone devices pursuant to condition 3(a) and (d) of planning permission dated 06/10/2020 (app. no. 20/00498/FULL).	Approved 20.05.2021	City of London
21/00115/XRAIL Farringdon Within	Site Bounded By Lindsey Street, Hayne Street, Long Lane & Charterhouse Street London EC1	Details of worksite restoration scheme (car park land plot 13 not re-laid as a car park - removal of materials and electrical equipment) Smithfield Market Car Park Land Plot 13 pursuant to Schedule 5 Paragraph 2 (1) of the Crossrail Act 2008	Approved 13.05.2021	Crossrail Limited

21/00214/XRAIL Farringdon Within	Site Bounded By Lindsey Street, Hayne Street, Long Lane & Charterhouse Street London EC1	Details of worksite restoration scheme (temporary door closed up using bricks to match and removal of materials and electrical equipment) Smithfield Market Car Park Worksite pursuant to Schedule 7 Paragraph 11 (2) of the Crossrail Act 2008	Approved 13.05.2021	Crossrail Limited
21/00210/MDC Farringdon Within	54 - 58 Bartholomew Close London EC1A 7HP	Submission of a post construction BREEAM assessment pursuant to condition 15 of planning permission 16/01017/FULL dated 29th January 2018	Approved 13.05.2021	Barts Close Office Limited
20/00837/FULL Farringdon Without	Chancery House 53 - 64 Chancery Lane London WC2A 1QS	Alterations to the existing main entrance on Chancery Lane, lowering of the existing cills to windows within the west elevation of the building and replacement larger windows and replacement of the existing London Silver Vaults entrance canopy.	Approved 13.05.2021	Chancery House London Nominee 1 Limited
21/00208/LDC Farringdon Without	Robin Brook Centre St Bartholomew's Hospital West Smithfield London EC1A 7BE	Details of the restoration of the historic wall panelling and repairs to original fabric, particulars and samples of the proposed secondary glazing and details of the proposed demountable timber partition pursuant to conditions 3 (a), (b) and (c) of listed building consent 19/01168/LBC dated 14.07.2020	Approved 20.05.2021	QMUL
20/01001/MDC Lime Street	6 - 8 Bishopsgate & 150 Leadenhall Street London EC3V 4QT	Details of external surfaces within the site boundary including hard and soft landscaping pursuant to condition 23 (h) of planning permission 17/00447/FULEIA dated 13.09.2018.	Approved 13.05.2021	MEC London Property (General Partner) Limited

20/01002/MDC Lime Street	6 - 8 Bishopsgate & 150 Leadenhall Street London EC3V 4QT	Details of the position and size of the green roof(s) and other landscaping features, the type of planting and the contribution of the green roof(s) to biodiversity and rainwater attenuation pursuant to condition 29 of planning permission 17/00447/FULEIA dated 13.09.2018.	Approved 13.05.2021	MEC London Property (General Partner) Limited
21/00089/MDC Lime Street	Leadenhall Court 1 Leadenhall Street London	Submission of Construction Environmental Management Plan pursuant to condition 11 of planning permission 18/00740/FULEIA dated 28th March 2019.	Approved 20.05.2021	1 Leadenhall Limited Partnership
21/00090/MDC Lime Street	Leadenhall Court 1 Leadenhall Street London	Submission of details of sewer vents pursuant to condition 12 of planning permission 18/00740/FULEIA dated 28th March 2019.	Approved 20.05.2021	1 Leadenhall Limited Partnership
21/00145/MDC Lime Street	6-8 Bishopsgate & 150 Leadenhall Street London EC3V 4QT	Submission of detail drawings of large scale (1:10) details of ground floor elevations pursuant to condition 23 (c) of planning permission dated 13th September 2018 (17/00447/FULEIA).	Approved 13.05.2021	MEC London Property 2 LP
21/00163/MDC Lime Street	Leadenhall Court 1 Leadenhall Street London EC3V 1PP	Submission of a detailed assessment of further measures to improve carbon dioxide emissions savings and the BREEAM rating pursuant to condition 16 of 18/00740/FULEIA (dated 28/03/2019)	Approved 04.05.2021	1 Leadenhall Limited Partnership

21/00082/ADVT Portsoken	15-16 Minories 62 Aldgate High Street London EC3N 1AL	Two x internally illuminated projecting signs measuring 0.53m (h) by 0.53m (w) by 0.1m (d) at a height of 2.3m above ground; one x internally illuminated projecting signs measuring 0.55m (w) by 0.84m (w) by 0.1m (d) at a height of 2.965m above ground; one free standing externally illuminated monument advertisement measuring 1.35m (h) by 2m (w) by 0.185m (d) at a height of 0.45m above ground; two x internally illuminated panel signs measuring 0.4m (h) by 0.4m (w) at a height of 1.3m above ground; one x non-illuminated directional panel sign measuring 0.365m (h) by 0.78m (w) by 0.002m (d) at a height of 1.625m above ground	Approved 13.05.2021	Gerald Eve LLP
20/00225/MDC Queenhithe	Ocean House, Fur Trade House, Queensbridge House 10 Little Trinity Lane London EC4	Discharge of conditions 10 (a) particulars and samples of the materials, (c) details of a typical bay, (d) typical details of stonework, (e) ground floor elevations (f) details of the ground floor office entrance(s) (h) details of all soffits, hand rails and balustrades; (i) adjoining properties ,(12) green roof (23) Servicing Management Plan and 25 A full Travel Plan of PP ref: 11/00572/FULMAJ dated 20/03/2012.	Approved 29.04.2021	Gerald Eve LLP
21/00202/MDC Queenhithe	Millennium Bridge House 2 Lambeth Hill London EC4V 4AG	Submission of a circular economy statement required by condition 4 of the planning permission 20/00214/FULMAJ dated 18/03/2021.	Approved 20.05.2021	Gerald Eve LLP

21/00306/MDC Queenhithe	62 Upper Thames Street London EC4V 3EH	Details of a Delivery and Servicing Plan pursuant to condition 7 of planning permission (application no. 15/01015/FULL) dated 5th November 2015.	Approved 13.05.2021	Pinboard Limited
20/00989/FULL Tower	Ibex House 42 - 47 Minories London EC3N 1DY	Replacement of existing windows and fenestration (excluding west elevation).	Approved 12.05.2021	HP Ibex Investments S.A.R.L
20/00990/LBC Tower	Ibex House 42 - 47 Minories London EC3N 1DY	Replacement of existing windows and fenestration (excluding west elevation) and refurbishment of internal office floorspace at first to seventh floor levels, including cores and circulation spaces, to upgrade working areas to modern standards.	Approved 12.05.2021	HP Ibex Investments S.A.R.L
21/00108/MDC Tower	Lloyds Chambers 1 Portsoken Street London E1 8BT	Details for works to ensure the land between the existing building lines and the face of the proposed new building is to be brought up to street level, paved and drained pursuant to Condition 14 of planning permission 18/01226/FULL dated 26.02.2019.	Approved 29.04.2021	AE Portsoken Property Holdings S.A.
21/00191/MDC Tower	1 America Square London EC3N 2LS	Details of plant noise and mechanical noise from plant pursuant to conditions 2 and 3 of planning permission ref 19/01216/FULL dated 5th March 2020.	Approved 04.05.2021	LTB

Committee(s)	Dated:
Planning and Transportation	8 th June 2021
Subject: Valid planning applications received by Department of the Built Environment	Public
Report of: Chief Planning Officer and Development Director	For Information

Summary

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

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

Details of Valid Applications

Application Number & Ward	Address	Proposal	Date of Validation	Applicant/ Agent name
21/00369/FULL Aldgate	6 Lloyd's Avenue, London, EC3N 3AX	Installation of two external condenser units within the lightwells of the building.	10/05/2021	CLS Lloyds Avenue Limited
21/00320/FULL Bishopsgate	135 Bishopsgate London, EC2M 3TP	Placement of temporary outdoor tables and chairs associated with adjacent retail operations.	23/04/2021	Eataly Retail UK Limited
21/00300/FULL Bishopsgate	Eldon House, 2 - 3 Eldon Street, London, EC2M 7LS	Change of use of basement level B1, parts of basement level B2, ground and first floors from Sui Generis to Class E (Office) use; reconfiguration of mansard roof to sixth floor and addition of glazed mezzanine pavilion and external terrace	05/05/2021	Eldon Street Limited

		area at roof level (seventh floor); formation of new entrance courtyard on Wilson Street elevation and reinstatement of pavement lights within the site area on Wilson Street; alterations to the ground floor facade on Wilson Street; insertion of new windows on north elevation within existing brickwork panels; alterations to windows on east elevation; new roof terrace atop Eldon Street building; and associated internal alterations and ancillary external works.		
21/00372/FULL Bread Street	London Stock Exchange, 10 Paternoster Square, London, EC4M 7DY	Application under Section 73 of the Town and Country Planning Act 1990 to vary Condition 2 planning permission 20/00856/FULL dated 22 December 2020 to allow alterations to increase the height of the proposed balustrade.	10/05/2021	London Stock Exchange Group PLC
21/00285/FULL Broad Street	83 Old Broad Street, London, EC2M 1PR	Installation of two new extract grilles and renovations to existing shopfront for a new colour scheme.	13/04/2021	Greggs Plc
21/00279/FULMAJ Candlewick	Site Bounded By King William Street,	Erection of single storey roof extension to provide office (Use Class	08/04/2021	Transport For London

	Cannon Street, Abchurch Lane & Nicholas Lane, London, EC4N 7TW	E(g)) floorspace and the creation of a roof terrace and installation of plant at seventh floor level; external alterations at sixth floor level; alterations at roof level including installation of plant and photovoltaic panels; and associated works.		
21/00298/FULL Coleman Street	1 Ropemaker Street, London, EC2Y 9AW	Temporary use of part of Citypoint Plaza, 1 Ropemaker Street as an outdoor seating area for a temporary period between 17 June 2021 and 31 October 2021.	16/04/2021	Brookfield Properties
21/00340/FULL Coleman Street	Offices, 25 Copthall Avenue, London, EC2R 7BP	Installation of glazed balustrade to existing flat roof area on north elevation fronting London Wall for use as a terrace to office tenants, alterations to existing north elevation windows into doors to terrace, repositioning of door to east terrace, and associated works.	30/04/2021	J M Finn
21/00282/FULMAJ Coleman Street	New Liverpool House, 15 - 17 Eldon Street, London, EC2M 7LD	Demolition of 5th floor level and Eldon Street facade. Extension and refurbishment of the existing Class E use building to provide a replacement 5th floor level, additional 6th, 7th and 8th floor levels	12/05/2021	City of London Corporation

		and new facade to Eldon Street. Installation of plant equipment, green roof and solar photovoltaic panels at roof level and greening to the existing lightwell. Provision of amenity terraces at levels 6, 7 and 8, provision of cycle parking spaces and shower/changing facilities at basement levels, resurfacing and refurbishment of passageway and all other works associated.		
21/00347/FULL Cornhill	1/2 And 1/4, Royal Exchange, London, EC3V 3LL	Installation of plant within existing rooftop plant enclosure associated with proposed basement and ground floor restaurant use, to include: three condensing units, an air supply and extract system and associated ductwork, cables, pipework and equipment.	05/05/2021	Incipio Group Ltd
21/00349/FULL Cornhill	1/2 And 1/4, Royal Exchange, London, EC3V 3LL	Amalgamation of Units 1/2 and 1/4 at ground floor and change of use from shop and restaurant (Class E) to a mix of restaurant and drinking establishment (Sui Generis); change of use of Unit 1/4 at basement level from	05/05/2021	Incipio Group Ltd

		restaurant (Class E) to a mix of restaurant and drinking establishment (Sui Generis); external works to the existing shopfront; and associated works.		
21/00287/FULL Farringdon Within	10 Fleet Place, London, EC4M 7RB	Installation of secure gated access off Old Seacoal Lane at ground floor level and provision of cycle parking facilities at basement level.	14/04/2021	10 Fleet Place Trustee I Limited
21/00356/FULL Farringdon Within	Harp House, 83 - 86 Farringdon Street, London, EC4A 4BL	Installation and replacement of Chiller Unit at roof top level and replacement of external gas pipe work on rear and side elevations.	07/05/2021	Consulate General of Italy In London
21/00295/FULL Farringdon Without	Unit 8, 28 Chancery Lane, London, WC2A 1LB	Change of use of Unit 8 from Use Class A1 (Retail) to Use Class E (Commercial Services and Business Use).	16/04/2021	Harrowwood Asset Ltd
21/00321/FULL Langbourn	155 Fenchurch Street, London, EC3M 6AL	Installation of new perforated mesh cladding and building signage over entrance and respray of existing aluminium profiles on front elevation.	23/04/2021	One 55 Fenchurch
21/00327/FULL Vintry	Warwick House, 65 - 66 Queen Street, London, EC4R 1EB	Use of part ground floor and part lower ground floor as a drinking establishment with expanded food	17/05/2021	Dalton

		provision (Sui generis) in lieu of the approved retail (Class A1) use.		
21/00357/FULL Walbrook	107 Cannon Street, London, EC4N 5AF	Formation of roof terrace at 6th floor level on the north elevation, including installation of decking, planters, replacement doors and raising of existing railing.	07/05/2021	AXA Real Estate Investment Managers

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

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