



Planning and Transportation Committee

Date: TUESDAY, 22 FEBRUARY 2022

Time: 10.30 am

Venue: LIVERY HALL - GUILDHALL

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	Deputy Edward Lord,
Deputy Keith Bottomley	Natasha Maria Cabrera Lloyd-Owen
Thomas Clementi	Alderman Bronek Masojada
Deputy Peter Dunphy	Andrew Mayer
John Edwards	Deputy Brian Mooney (Chief Commoner)
John Fletcher	Deputy Barbara Newman
Marianne Fredericks	Graham Packham
Tracey Graham	Susan Pearson
Graeme Harrower	Judith Pleasance
Christopher Hayward	Deputy Henry Pollard
Christopher Hill	James de Sausmarez
Deputy Tom Hoffman	Alderman Sir David Wootton
	<i>Vacancy</i>

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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/gqog-suywJo>

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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 of the meeting held on 1 February 2022.

For Decision
(Pages 5 - 22)
4. **THAVIES INN HOUSE, 3-4 HOLBORN CIRCUS, LONDON EC1N 2HA**
Report of the Chief Planning Officer and Development Director.

For Decision
(Pages 23 - 32)
5. **CUSTOM HOUSE - LOWER THAMES STREET, LONDON, EC3R 6EE**
Report of the Chief Planning Officer and Development Director.

N.B: Reason for background report being non-public has since been superseded.

For Decision
(Pages 33 - 70)
6. **BARBICAN PODIUM WORKS - GOVERNANCE ARRANGEMENTS**
Joint report of the Town Clerk and the Comptroller and City Solicitor.

For Decision
(Pages 71 - 80)
7. **CLIMATE ACTION STRATEGY: SQUARE MILE AND RESILIENCE PROJECTS UPDATE**
Report of the Executive Director, Environment.

For Information
(Pages 81 - 90)

8. **TRANSPORT STRATEGY UPDATE: QUARTER 3 2021/22**
Report of the Executive Director, Environment.

For Information
(Pages 91 - 108)
9. **BUSINESS PLAN 21/22 - Q3**
Report of the Executive Director, Environment.

For Information
(Pages 109 - 118)
10. **DEPARTMENT OF THE BUILT ENVIRONMENT RISK MANAGEMENT -
QUARTERLY REPORT**
Report of the Executive Director, Environment.

For Information
(Pages 119 - 134)
11. **OUTSTANDING ITEMS**
Report of the Town Clerk.

For Information
(Pages 135 - 138)
12. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND
DEVELOPMENT DIRECTOR**
Report of the Chief Planning Officer and Development Director.

For Information
(Pages 139 - 152)
13. **VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT
ENVIRONMENT**
Report of the Chief Planning Officer and Development Director.

For Information
(Pages 153 - 160)
14. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
15. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

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

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PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 1 February 2022

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

Present

Members:

Deputy Alastair Moss (Chair)	Alderman Alastair King
Randall Anderson	Alderwoman Susan Langley
Mark Bostock	Alderman Bronek Masojada
John Edwards	Deputy Brian Mooney (Chief Commoner)
John Fletcher	Deputy Barbara Newman
Marianne Fredericks	Graham Packham
Graeme Harrower	Susan Pearson
Christopher Hayward	Judith Pleasance
Christopher Hill	James de Sausmarez
Deputy Jamie Ingham Clark	Alderman Sir David Wootton

Officers:

Gemma Stokley	- Town Clerk's Department
Jayne Moore	- Town Clerk's Department
Shani Annand-Baron	- Media Officer
Deborah Cluett	- Comptroller and City Solicitor's Department
Simon Owen	- Chamberlain's Department
Juliemma McLoughlin	- Executive Director, Environment
Gwyn Richards	- Chief Planning Officer and Development Director
Liam Hart	- Department of the Built Environment
Gordon Roy	- Department of the Built Environment
Ian Hughes	- 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
Gemma Delves	- Department of the Built Environment
Simon Glynn	- Department of the Built Environment
Kerstin Kane	- Department of the Built Environment
Joanna Parker	- Department of the Built Environment
Dom Strickland	- Department of the Built Environment
Clarisse Tavin	- Department of the Built Environment
Robin Whitehouse	- Department of the Built Environment

1. **APOLOGIES**

Apologies for absence were received from Oliver Sells QC (Deputy Chairman), Douglas Barrow, Peter Bennett, Deputy Peter Dunphy, Deputy Tom Hoffman (observing online only), Shravan Joshi, Oliver Lodge, Natasha Lloyd-Owen, Deputy Edward Lord and Deputy Henry Pollard (observing online only).

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

There were no declarations.

3. **MINUTES**

The Committee considered the public minutes and summary of the hybrid, informal meeting held on 11 January 2022 and approved them as a correct record, subject to the addition of the point below.

MATTERS ARISING

Moor Lane (page 6) – A Member stated that he had been in email correspondence with Officers on this matter since the last meeting and had been informed that a report had also been issued to the Chair. He questioned whether the Chair was in a position to share this report with the wider Committee. Officers confirmed that this paper had been issued to the Chair and, by way of an update, reported that negotiations were continuing with the developer following the public consultation feedback received. Officers undertook to provide Members with further detail in writing. The Member stressed the importance of this issue and the need to find a resolution to this.

15 and 16 Minorities and Land Fronting Aldgate High Street, 62 Aldgate High Street: Deed of Variation in Respect of Affordable Housing Matters: Planning Permission 15/01067/FULL (page 7) – A Member reported that the Housing Sub Management Committee had had a very detailed discussion on this at their most recent meeting where a lot of concern had been raised as to the City's Affordable Housing Policy on payments in lieu and the current costs of this. The Member understood that this would now result in a resolution to this Committee and the Policy and Resources Committee requesting a meeting with Officers to outline these concerns and ensure that the City was delivering on affordable housing and were receiving the level of payments required with all of this reflected in the refreshed Local Plan. Another Member spoke to clarify that the resolution of the Housing Management Sub Committee was actually that the Chair and Deputy Chair of the Sub Committee should write to the Chair of Planning expressing these concerns.

Another Member spoke to state that this Committee agreed a significant change in the commuted sum but that this change was then deferred as part of the response to the COVID pandemic. He therefore sought some clarity as to the current position and when this deferral might cease. Officers reported that, in terms of the deferral of CIL and Section 106 payments, the COVID deferral process had now ended and that, for CIL purposes, payments were now being sought in line with previous policy. In terms of Section 106, Members were reminded that the Committee adopted a revised Supplementary Planning Document (SPD) which significantly increased the contribution to affordable

housing from both commercial and residential development last year and that this was implemented from 1 October 2021. This, however, did not apply to this scheme as this had been negotiated and agreed under the previous SPD.

A Member commented that the uplifted figure now in place was very welcome but questioned whether this was an absolute figure or whether there was any linkage to inflation given that there was currently very significant inflation in the building trade. Officers stated that the figure was index linked to the RICS index which was linked to build costs.

Another Member requested an update from Officers as to how negotiations with the developer around the proposed phasing of payments were now progressing. Officers reported that the applicant had confirmed that they were happy to accept the revised phasing of payments proposed by the Committee. Legal Officers were therefore now looking to revise the Section 106 agreement on this basis and working to progress sign-off of this to allow the development to get back on track.

The Committee were informed that its Local Plans Sub-Committee had met yesterday where Members had, again, expressed some concerns around affordable housing contributions and Officers had taken from this a very firm instruction to revise the Policy to address the requirements for on-site as opposed to off-site as well as to work very closely with colleagues in Community and Children's Services to ensure that the requirements of the City's own housing estates could be addressed. This piece of work would therefore be taken forward and Officers intended to report back to the Committee later in the year on this. Separately, the Sub Committee had also agreed that Officers should undertake a 'Call for Sites Consultation' – this would go out to landowners, developers, residents and the general public to ask for potential housing sites to be identified and brought forward for the City's consideration. This would take place in April and May of this year.

A Member commented that this was not solely about affordable housing payments but that it was also about ensuring that affordable housing was being delivered in the City. Design and the avoidance of things such as 'poor doors' would therefore be crucial as would the need to avoid very high service charges. The City therefore needed to be very clear from the outset on these expectations. The Member went on to state that she felt that this matter would merit discussion amongst the wider Court. The Chair assured the Committee that the Local Plans Sub Committee had taken a very broad overview of this matter at its meeting yesterday, including government policy and whether this was leading to the outcomes the City wanted, regional and national policy and what kind of housing the City wanted to see. He assured Members that discussions would be had with the policy makers and all stakeholders and that this would be an iterative process. He accepted that, at present, the Policy was not working and that the market was not providing what it needed to.

A Member questioned what the City were currently receiving per unit. She stated that she was very pleased to learn of the proposed call for sites exercise and questioned whether the City would also be calling on itself for this with

consideration given to sites such as London Wall and Bastion House. Officers confirmed that the call for sites would go out to everyone including the City Corporation in its capacity as a developer and that it would be open to anyone, including elected Members and City residents to suggest sites and put these forward. With regard to current costs, Officers stated that the guidance in the SPD stated that the affordable housing contribution would be calculated by looking at the viability of a fully market development and then the viability of a development with affordable housing and compare the two with the difference being the contribution that should be made. It also stated that this should be within the context of a minimum of £400,000 per unit which represented a significant increase from the previous SPD.

4. **61-65 HOLBORN VIADUCT, LONDON EC1A 2FD**

The Committee considered a report of the Chief Planning Officer and Development Director regarding 61-75 Holborn Viaduct, London EC1 2FD – specifically, the redevelopment of the site for a new building comprising two basement levels, lower ground, ground plus 12 upper floors including purpose built student accommodation and associated amenity space (Sui Generis), flexible cultural/community use at part ground and lower ground floor levels (Sui Generis), a publicly accessible roof terrace, a pedestrian route through the site, hard and soft landscaping, together with ancillary plant and servicing; and associated enabling works.

The Town Clerk introduced the item and also referenced the Officer Presentation slides and two addendums that had been published and circulated.

Officers presented the application stating that the site in question was located close to two conservation areas – Smithfield Conservation Area and Newgate Street Conservation Area. The grade I listed church of St Sepulchre was also adjacent to the site with the former Snow Hill Police Station which was Grade III listed to the north. Members were informed that the application was for a 12-storey, purpose-built student accommodation scheme with associated student accommodation amenities and facilities, a publicly accessible roof garden, a public route through and a ground floor cultural and community space and associated servicing bay and cycle parking. As noted in the papers, it was reported that the building was demolished in 2020 under an application for prior approval such that the existing site was now empty.

Officers shared some visuals of the proposed scheme and highlighted that the proposal did involve the loss of office space which was generally resisted in policy terms but could be acceptable where the proposed alternative use would meet the wider objectives of the Local Plan. In this case, the applicant proposed to deliver a high-quality student accommodation scheme with a generous cultural and community floor space at ground floor level both of which would provide social, inclusive infrastructure for the City to address a local and strategic need as well as contributing towards post-COVID recovery in terms of adding vibrancy and attracting activity to this part of the City. This would not have an adverse impact on the overall office stock for the City.

Members were reminded that there was an existing consent on the site for a hotel and partial office scheme with a publicly accessible roof terrace granted by this Committee in January 2020. For various reasons, including the economic climate and some construction difficulties, it was now unlikely that this scheme would come forward. There were also concerns around such extensive greening in a residential led development given new fire regulations.

Members were shown some floorplans of the proposed development. Officers reported that the proposed basement one plan would mainly house part of the social amenity hub for the students and would comprise the gym, music room, cinema room, breakout spaces and a bar. Some of the development's long-stay cycle spaces would also be housed here. Basement two would house the plant equipment. At lower ground floor, Officers remarked that there would be an extensive level change moving from Snow Hill down to Holborn Viaduct. There would be a pedestrian route through the site which would be stepped from Snow Hill with DDA compliant platform lifts also provided to allow for step-free access. Officers indicated the location of the servicing bay at this level, reporting that all servicing would be within the building and that consolidation was proposed with restrictions at peak times during the day and no servicing during night time to protect the amenity of nearby occupiers. The student entrance was to be located off of Snow Hill. The proposed ground floor plan depicted the proposed short-stay cycle spaces with Officers reporting that the number of both long and short stay cycle parking spaces were London Plan Policy compliant and were all provided on private land. The dedicated lift to the public access viewing gallery was also visible here. Members were informed that the ground floor was predominantly cultural and community use and that the space here was a dedicated, flexible space for cultural consumption and cultural production, curated by cultural creatives to provide a double-height exhibition and performance space, cellular workshops and shared spaces where creatives could come together. This would also provide animation to the ground floor along Holborn Viaduct and the route through which would be run and managed by a third party to be secured through Section 106. Members were informed that, in recent discussions, the applicant had stated that they were happy to commit to working with local schools and cultural groups in the area too.

A plan showing the existing ground floor public realm depicted quite an impermeable site, with the proposal providing a route through the scheme which would link the City Thames Link station to the new future Museum of London site. The route would be accessible from 7am-11.30pm. The eastern end of the building would feature a cover which would house cycle parking spaces but would also be counted towards the increase in public realm. In addition, there would be 543 square meters of publicly accessible roof terrace which would be open seven days per week from 10am-6pm. This would be secured by the Section 106 agreement where there would also be restrictions on any private closures as well as certain restrictions around things such as music, secured by condition.

The proposed first floor plan showed more of the social amenity hub for students in the way of quiet rooms and social spaces. Student bedrooms would

also begin to be introduced at this level. Officers highlighted that the West side of the building would feature a light well which would run the entire height of the scheme. Members were shown a typical floor layout at other levels, featuring student accommodation units all the way around as well as some facing into the light well. Members were informed that London Plan Policy required that purpose-built student accommodation should be occupied in association with a higher education provider. As such, it was reported that the applicant had been in advanced talks with the London School of Economics (LSE) who were proposing to occupy the majority of the bedrooms – again, this would all be secured by a Section 106 agreement and a nomination agreement to that effect. It was recognised that LSE had submitted a letter in support of this scheme and had identified a need for student accommodation for them, especially close to their central London campuses. Officers went on to report that the scheme also provided 35% affordable student accommodation which would be secured through Section 106 and would also require a plan showing the typologies of all of these bedrooms to ensure that there was an even mix across the building. Officers also underlined that a total of 644 bedrooms would be provided and that, in accordance with policy, this would account for approximately 262 new homes towards the City's housing target.

Next, the Committee were shown the proposed twelfth floor plan where the building would begin to set back with the green roof below. The proposed roof plan showed the publicly accessible roof terrace on the eastern side of the building which would afford exceptional views over the dome of St Paul's and the Old Bailey. The west of the building would incorporate blue and green roofs and solar PV panels. In sustainability terms, the Committee were informed that BREEAM 'excellent' was being targeted and that circular economy principles had been positively applied. It was reported that the building had been designed to respond to climate change resilience through the use of natural ventilation through openable windows, the use of fins to mitigate solar shading, urban greening and water saving measures – all of which contribute towards reducing the operational carbon emissions.

Officers went on to take the Committee through various elevations of the proposed scheme in context. It was underlined that the height of the building was to be broadly similar to what was established in the area on Holborn Viaduct and Snow Hill, with the design of the building considered to respect the historic context of the adjacent Conservation Areas and listed buildings. In terms of daylight and sunlight, Members were shown an image depicting sensitive properties. Officers reported that the applicant had undertaken extensive daylight/sunlight assessments and radiance studies with the impact of the proposed scheme considered to be acceptable.

Officers took the Committee through some illustrative views and local townscape views, underlining that the scheme did not breach any LVMF strategic views. Officers shared the existing townscape views from the junction of Newgate Street and Old Bailey, from Holborn Viaduct, from Snow Hill and from West Smithfield alongside the proposed views from each of these vantage points.

Officers concluded by stating that, overall, the proposal would welcome an influx of a new demographic of young people in close proximity to the future Museum of London site, within the Cultural Quarter. It was felt that the site would really help to cultivate and transform the City to a 24/7 destination providing vibrancy and activation. It would diversify the City's building stock and land uses. Whilst the potential for the loss of office on site was recognised, it was reiterated that the proposal would go some way to addressing the local and strategic needs of the Local Plan and was therefore recommended to the Committee for approval subject to the Section 106 obligations and conditions.

The Chair introduced Mr Barnaby Collins of DP9, addressing the meeting on behalf of the applicant, in favour of the application. Mr Barnaby explained that the applicant had been seeking to develop the site since 2019 and had demolished the pre-existing building and prepared the site in 2020 in readiness for the consented hotel development. Mr Barnaby stated that Members would recall that the hotel scheme proposed a revolutionary green wall. At the time, post-Grenfell fire regulations were under review, however, there was a window to build the scheme before any changes occurred. The applicant had engaged an engineering team on detailed design but, sadly, the window was subsequently closed by COVID freezing funding supply and insurers backing away from taking. This pause allowed for a rethink and led to discussions with LSE who were shortly due to lose two accommodation blocks elsewhere and are searching for replacements. The idea to connect learners with earners and earners with learners was then conceived – something that was perhaps the missing piece to the current ancillary supporting function to the City's core business base. In the meantime, the cleared site was also put to good use as Gaia's Garden in Summer 2021 which was a roaring success with the local community and led the applicant to think that a culturally based community use would be of significant benefit. This also led the applicant to develop a programme based upon what the community wanted and needed rather than the applicant guessing at this. The result of all of this was now before the Committee today – a highly developed mixture of maker and consumption spaces that would animate and engage at ground floor level and would be created by the Creative Land Trust to 'establish long-term affordable space for artists and creators' and on which the applicant had consulted at length with the City's Culture Mile Team. Mr Barnaby spoke of his excitement at this new dynamic and the creation of a multi-purpose building. He commented that the accommodation was first class with students in situ for short term times on undergraduate postgraduate courses – typically one to three years. They would attend lectures and seminars and socialise on campus and have a multitude of study options on campus or in the proposed building in the form of dedicated group and communal study rooms as well as their own rooms where every desk would have a window. The LSE were supportive of the proposed layout of rooms and considered the design to be exceptional. Mr Collins therefore commended the scheme to the Committee.

The Chair thanked Mr Collins for his contribution and invited any questions which Members might now have of him and the wider applicant team.

A Member questioned whether the lift from Snow Hill would be self-operated. With regard to the rooftop garden, she also questioned whether wheelchair users would be able to move around in this space without obstruction. The applicant assured Members that the lift would be self-operable and that the roof would be fully wheelchair accessible.

A Member questioned the difference in height between the previously consented scheme and this scheme. She also questioned whether the light well would be roofed or open to the elements. Finally, she queried the height distance between the Snow Hill entrance to the pedestrian route and the Holborn Viaduct entrance. The applicant responded by stating that the proposals were very similar in terms of height with just a 340mm difference. The applicant clarified that, when the original application was first submitted, it had featured a taller glass balustrade around the rooftop garden which had been reduced so that the highest point on current scheme was 55.34 meters with the newly proposed scheme's highest point being 55 meters. Members were informed that this would still sit under the LVMF corridor. It was confirmed that the light well would be open.

Another Member questioned who the applicant envisaged managing the communal areas, how this was to be financed and how secure this arrangement was likely to be. The applicant underlined that the management of these spaces would be built into the Section 106 agreement with a service charge to fund the maintenance of this and a long-term Management Plan to ensure that the creative users managed the space properly.

A Member noted that there were 644 rooms proposed but questioned how many students would be housed within the building. She went on to question where healthcare facilities/GP services would be located for the students. The applicant responded that it would be one student per room so a total of 644 students would be housed here. They added that social welfare facilities were normally provided on site within the campus at LSE.

Another Member spoke, declaring a non-pecuniary interest as the Chairman of the Board of Governors of the Guildhall School of Music and Drama. He stated that the School would love to have limited access to this accommodation and was therefore disappointed to see that LSE were proposing to brand this and utilise all of the available space. He questioned whether it would therefore be possible to introduce a Section 106 clause suggesting that a small proportion of the accommodation be allocated to the Guildhall School. The applicant confirmed that negotiations with LSE that were currently underway were around them taking the whole building but, if this were not to be the case, they stated that they would be happy to explore the possibility of the Guildhall School using some of this space.

A Member questioned the greening of the building, noting that the original consented scheme had featured a green wall on the exterior – an innovation which the Committee had been very proud of. He felt that the newly proposed building now offered very little greening and therefore questioned the extent of this. The applicant reported that greening was now to be introduced at rooftop

level with greening also provided within the light well and as part of the public realm at the base of the building. Members were informed that it was true that greening on the elevations of the building had generally been avoided predominantly because this was now considered differently from a fire perspective as it was to be a permanent residential building and not a hotel. That being said, the development would still have a high urban greening factor of 0.37.

In response to a question regarding the capacity of the roof garden, the applicant reported that this would be 200 people.

The Chair then asked that the Committee move to any questions they might now have of Officers as well as to debating the application.

A Member picked up again on the provision of GP services for students, recognising that whilst there was some provision on campus, many of these were oversubscribed meaning that students often needed to try and register with local GPs. He noted that the City was currently served by just one GP surgery that was currently full and therefore questioned what further thought had been given to this issue. He went on to note that the report suggested that deliveries were to be consolidate but questioned how this would be possible given that all of the students residing here could individually place orders with whomever they wished for things such as food and stationery. The Member went on to focus on the carbon calculations and questioned whether these were inclusive of the building which had been demolished. Finally, he questioned what affordable actually meant in this context.

Officers responded to state that there was no real policy to require an additional GP practice but that, through the Section 106 agreement, they would urge the higher education provider to include this within their provision. With regard to deliveries, it was highlighted that there was a section within the report which referred to moving in and moving out days as well as to the fact that students were expected to order quite a few deliveries which were likely to be through cycle and motorcycle drop off. These would not therefore be expected to use the servicing bay, but this would be articulated within the Student Management Plan with the management company expected to adequately manage this. With regards to 'affordable', Officers reiterated that 35% of rooms (approximately 225 rooms) would be affordable and would see students paying £174 per week for 39 weeks per academic year. This was equivalent to an approximately 55% decrease in the market rate to other students. Finally, it was confirmed that the carbon figures did not include the demolition of the previous building on this site.

The Member pressed further on the issue of deliveries noting that the students residing here were likely to regularly order things such as clothing and books from various e-commerce companies and that this was likely to result in many, many more than the 120 deliveries per week quoted within the report. He stated that it appeared that there was nothing under current consideration to address this. Officers responded further to report that there would be a Delivery Servicing Management Plan in place to monitor and control this which would be

secured through Section 106, as was the case for all developments. It was underlined that this would be subject to review. Officers also highlighted that paragraph 242 of the report noted that it was expected that students may order deliveries but that this was felt to be no different to how office occupiers would often order personal deliveries to their workplace.

Another Member stated that he was broadly supportive of the scheme but wanted to check, with regard to daylight and sunlight, whether all local residents and neighbours were content with the proposals in this respect. Officers confirmed that there were no objections from any nearby occupiers and that the impact to these properties had been rigorously assessed with Officers considering that these were largely minor in nature with retained value still very generous.

A Member revisited the notion of offering student accommodation to those higher education organisations closely associated with the City of London Corporation including the Guildhall School and City University. On a broader point, he questioned whether there was a mechanism by which such schemes coming forward in future could show some preference towards these organisations in the first instance. The Comptroller and City Solicitor responded to state that the Section 106 agreement could include a reasonable endeavours clause to seek nominations from local higher education providers for the space but stressed that she would be anxious about doing anything to potentially impede the LSE nominations agreement in this particular case. The reasonable endeavours clause could, however, state that first refusal might be offered to those providers closely linked with the City Corporation if there were any remaining vacancies. The Chair noted that the applicant had specifically mentioned the Guildhall School in this respect and had suggested that they would look favourably on this request.

Another Member responded to this point to state that it seemed clear from the LSE's representation that they were keen to take all of the available accommodation and therefore questioned what leverage there was in this instance. The Comptroller and City Solicitor reiterated that she would be wary of going beyond a reasonable endeavours clause with the level of information currently available. She added that, in considering the appropriate 106 obligations, the Committee had to be guided by material planning considerations and that, without separate evidence and policy guidance as to the Guildhall School need, she was not convinced that this was material. These were all discussions that would need to be explored based on need, the LSE's position and on the importance of achieving a nominations agreement that could operate for the site. The Chair stressed that the applicants had heard the strength of feeling around this and questioned whether, going forward, it would be proper for the Committee to have regard to the requirements of institutions within the City. The Comptroller responded to state that this was possible and that these discussions could certainly be explored as the S106 drafting proceeded with an update provided to Members as appropriate.

Another Member stated that the member of the applicant team who had given a presentation to the Committee earlier this week had also commented that they

were sure that the LSE would look favourably on such a request from the Guildhall School when the matter had been raised in this forum.

A Member underlined that he would also be very cautious about going beyond what had been outlined by the Comptroller and the reasonable endeavours clause described. Whilst it was entirely right for the Committee to take into account the residential student requirements of local institutions, taking this further to suggest, at the point of decision, that consent would only be granted if some of the rooms were reserved for this purpose, would be inappropriate. In terms of the scheme in general, the Member stated that he was also of the view that it would bring vibrancy to this area and would be voting in support of the application.

Another Member came back on the issue of GP provision noting that Members were well aware that this was drastically lacking in the City. The one surgery serving City residents was currently overwhelmed in terms of people requesting appointments. The Member underlined that, for many years now, this Committee had called for wider services to be incorporated when granting consent for schemes. When previous schemes such as this had come forward, the Member stated that she had been assured that these services would be provided by the university with no impact upon GP services in the City however, upon becoming Chairman of the Health and Wellbeing Board, she had found that those living in the City (regardless of whether they were students) were fully entitled to sign up to a GP service in the City. She went on to report that a new GP service had finally been introduced in Tower Hamlets and whilst it was hoped that this would serve the east of the City, it had subsequently arisen that the only City residents eligible to use the service were those in Middlesex Street. This scheme would introduce an additional 664 people eligible to register with a City GP and would only add to the huge number who were already unable to do so. The Member stressed the need to address this problem and the unacceptable impact that it had on residential amenity.

Officers responded further to state that, whilst they could not commit the applicant to providing a GP service, they could seek to explore the use of CIL funds in consultation with the Primary Care Trust to see how more health care support services might be provided within the City. The Chair commented that this clearly ought to be a consideration within the Local Plan too with regards to the provision of housing.

Another Member noted the Officer's reference as to how this scheme would contribute towards a 24/7 City and commented that he felt that it would have a lot of potential and would also please those on the Committee who were keen to see more housing and affordable housing in the City, albeit for students. He went on to state that he was of the view that the massing of the building was appropriate for the site and that the introduction of student accommodation here would enhance the vibrancy of this particular area, with the scheme offering more diversity for the City and its economic base.

A Member spoke to comment that, during the past 12 months, he had felt able to vote in favour of 3 out of 13 applications put to this Committee. Whilst he was

hopeful that this application might be the fourth given that it did not propose additional office space at a time when demand for this was falling (something referred to by the applicant in their presentation to the Committee earlier this week) and that it had no material impact upon residential amenity or heritage assets, he felt that the image of the proposed building was of no architectural merit. He went on to state that this issue was rarely discussed by this Committee but stressed that design, appearance and materials as it was known in planning terms, was a material planning consideration and that, in other authorities, the objective assessment of this was provided by a suitably qualified design review panel. The City, however, did not have such a panel – an issue repeatedly raised in the recent Tulip inquiry. In the absence of such an expert Panel it was therefore the duty of this Committee to make an objective assessment of the design of this building and the Member noted that the Officer's report was unhelpful in this respect given that it referred to this as generous, dynamic and celebrated – terms frequently used to describe buildings that this Committee were asked to consider. He went on to note that the report also quoted the Greater London Authority as stating that 'further consideration should be given to enhance the architectural quality of the proposal' – something which Officers had failed to respond to. He went on to state that, ultimately, Members would therefore need to rely upon their own judgement and that he was of the view that this building was not good architecture. He added that it was important that the Policy on design was applied rigorously given that the City covered just 1.2 square miles and had a rich architectural heritage which he felt had already been degraded by mediocre to ugly buildings with this proposal being at the latter end of that spectrum. He stated that the approval of this application would be a mistake which would blight the cityscape for decades to come to the detriment of future generations.

A Member commented that there were a large number of sandwich bars and coffee shops in the vicinity of this site that would be very grateful to have this additional footfall with in excess of 600 additional residents nearby.

Another Member spoke on the importance of Health and Wellbeing and also safety, noting that the London Plan called for exemplar standards in terms of housing. She went on to state that it was worrying to see the number of times the word 'concern' was used within the report, underlining that the GLA had concerns as to the limited daylight into the rooms with the LSE and the London Plan calling for high-quality design and City Officers describing this offering as 'adequate' only. With regard to safety, the Member noted the concerns around fire or smoke exiting a flat or window and entering adjacent flats or windows expressed at pages 37 and 38 of the agenda pack. She expressed concern at a building of this size being designed with no firefighting lift and that this oversight had to be addressed afterwards particularly after the horrific events of Grenfell. The Member went on to comment that, if this was social housing, it would not have progressed this far as it would fail the London Plan policies in terms of space and design. If this was to be classed as housing in the City, the Member felt that it should be future proofed, stating that, if at some point in the future, it was no longer required for student accommodation, the City would be left with small, substandard rooms that would be difficult to repurpose. The Member

concluded by stating that she did not believe that this building was fit for purpose and felt that it was attempting to cram too much into the space in order to make a profit. With regard to the LSE's support of this scheme, she noted that they called for high-quality, sustainable properties with affordable rent and did not believe that this scheme would deliver this.

Another Member shared concerns as to the building being overcrowded by incorporating 644 units, yet just 470 cycle spaces and less than 200 people being able to utilise the roof terrace at any one time. The floorplans also depicted tiny internal kitchens with no real table space. The proposed rooms would also appear to be very small and dark spaces as would the communal facilities which would have no natural lighting at all and would be situated in the basement of the building. The Member went on to state that highlighting the public route through as a plus to this scheme was questionable given that there were two lifts that some would have to take and 13 stairs (which was the equivalent of a domestic, one-storey home) and a further 7 for others. The time that it would take to traverse this meant that pedestrians could just as easily walk around the building and the Member commented that the original junction with Snow Hill and High Holborn was already open and allowed pedestrians to cut across. With regard to sustainability, the calculations provided did not include the demolition of the building previously on site and it was also clear that the building would never reach requirements due to the hot water service.

A Member questioned whether Officers were able to provide any guidance on two of the matters raised in objection to the scheme – firstly the aesthetics and secondly the perceived overcrowding. He questioned whether the aesthetics point was a valid planning consideration and also whether, if the size of the rooms complied with building regulations, there was any valid reason to reject this application. The Chief Planning Officer stated that it was correct that the design of a building and its architectural appearance was a material consideration and that if, for example, something was considered to be an incongruous or inappropriate design within its context this would be a very sound reason to object to a scheme. Officers were not of the opinion that this was the case for this scheme and were of the view that its height was in proportion and that its detailing and massing was also appropriate to the context. The Chair thanked the Chief Planning Officer for this guidance and underlined that the City were very lucky to have a very qualified design team to advise on these matters. With regard to comments around overcrowding and the number of rooms proposed, Officers underlined that there were no standards in the London or Local Plan for the size of student bedrooms. Equally, BRE guidelines did not specifically identify student rooms but, in any case, Officers had applied these guidelines to the scheme in an attempt to achieve the best lighting levels possible for the rooms. The scheme had been improved with the applicant asked to reduce the number of poor performing rooms. Taking into account the LSE's requirements for accommodation and the fact that there was also quite high quality social, community hub, breakout spaces and study spaces that students could also rely upon within the building Officers felt that, on balance, the proposals were acceptable.

Another Member commented that whilst he did not like the appearance of the proposed building and would agree that it was rather average, he would be voting in favour of the application. He went on to state that he also had sympathy with the points made around healthcare provision and deliveries and noted that these were matters that would clearly merit further discussion. In terms of the quality of the accommodation, the Member stressed the need to be realistic and suggested that much larger accommodation space for students would inevitably make the rooms unaffordable.

Another Member agreed with the point made around the size of the accommodation proposed and suggested that this was actually rather generous when compared with the space that most students enjoyed.

A Member referred to Local Plan Policy DM21 which stated that new housing, including student accommodation, will only be permitted where development would not result in poor residential amenity within the existing and proposed development and that housing quality standards required all new housing to be designed to a standard that facilitates the health and wellbeing of occupants including taking into account provisions of acceptable daylight of dwellings in a city centre location. She stated that she did not believe that this scheme fulfilled any of these policies. Officers reiterated that breakout spaces, communal and study areas would all go some way to addressing some of these points.

Members proceeded to vote on the application and the recommendations before the Committee.

Votes were cast as follows: FOR: 16 Votes
 AGAINST: 3 Votes

There were no abstentions.

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

- (a) the Mayor of London being given 14 days to decide whether to allow the Corporation to grant planning permission as recommended, or to direct refusal, or to determine the application himself (Article 5(1)(a) of the Town & Country Planning (Mayor of London) Order 2008);
- (b) planning obligations and other agreements being entered into under Section 106 of the Town & Country Planning Act 1990 and Section 278 of the Highway Act 1980 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been executed;
- (c) Officers being instructed to negotiate and execute obligations in respect of those matters set out in 'Planning Obligations' under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980.

5. **BARBICAN AND GOLDEN LANE CONSERVATION AREA - CHARACTER SUMMARY AND MANAGEMENT STRATEGY - SUPPLEMENTARY PLANNING DOCUMENT - FOR ADOPTION**

The Committee considered a report of the Executive Director, Environment proposing several amendments to a draft Supplementary Planning Document (SPD) for the Barbican and Golden Lane Conservation Area following comments received as part of a public consultation undertaken during May, June and July 2021.

RESOLVED – That the Planning and Transportation Committee:

- Agree the amendments to the Barbican and Golden Lane Conservation Area SPD as set out in appendices B and C.
- Resolve to adopt the amended Barbican and Golden Lane Conservation Area SPD (appendix D).

6. **ANNUAL ON-STREET PARKING ACCOUNTS 2020/21 AND RELATED FUNDING OF HIGHWAY IMPROVEMENTS AND SCHEMES**

The Committee received a report of the Chamberlain informing Members of the surplus arising from on-street parking activities in 2020/21, how much of this had been applied in 2020/21 to fund approved projects and the surplus remaining on the On-Street Parking Reserve at 31st March 2021.

A Member referred to the surplus and spoke of the temporary barrier in place on London Bridge between pedestrians and traffic. He questioned at what point this would be turned into a permanent barrier and who would be responsible for taking this initiative. Officers responded to state that, as this was a security matter there was a limit as to what could be reported publicly. However, he clarified that the City were actively working with Transport for London on a resolution for this matter.

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

7. **OUTSTANDING ACTIONS**

The Committee received a report of the Town Clerk setting out its list of Outstanding Actions.

RECEIVED.

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

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

RESOLVED – That the report be noted.

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

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

RESOLVED – That the report be noted.

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

Skateboarding and Public Realm Design

A Member raised a question about skateboarding and public realm design, particularly in Vine Street. Permission for student accommodation had been granted here and, at the time, Members were told that Vine Street would be semi-pedestrianised with trees planted here to soften the noise impact for nearby residents and also to mitigate any overlooking of properties. She stressed that whilst the area had been beautifully paved, there was no planting here and it now looked like an ideal space for skateboarders and was currently being frequently used for this purpose. This was causing a lot of aggravation and conflict for security staff of sites in the area. The Member went on to report that the area was also being used by students living here for drinking games late at night. She went on to state that the Streets and Walkways Sub Committee had spoken on many occasions about the need to design out skateboarding and ensuring that when public realm was designed, anti-social behaviour was also designed out. This did not seem to be happening in practice. The Member questioned why Ward Members had not been consulted on the change of plans and lack of planting in this space. She stressed that if these problems were not going to be designed out (which was the preferred route) then more resource would need to go into policing the resulting issues.

Another Member supported this view and agreed that the same mistakes could not continue to be made. As Chairman of the Streets and Walkways Sub Committee, he undertook to look into this matter further and asked that Officers prepare a future paper on the matter for consideration.

The Chair asked that Officers respond directly to the Member on this matter and also copy him and his Deputy Chairman into this response.

Another Member highlighted that the cycleway on the recently completed Aldgate Square development was also proving to be extremely popular with skateboarders where the problem had almost been designed in.

London Wall Car Park Logistics Centre

A Member questioned whether this matter was still to be considered by this Committee and, if so, what the likely timetable for this was. She underlined that many local residents had expressed concerns around this and that it was therefore a matter that was very likely to be raised with Members as Ward elections approached. The Chief Planning Officer confirmed that it was

currently intended that this matter be considered by this Committee at its meeting on 26 April 2022 – the first of the new municipal year.

11. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
Peter Murray's Speech at the Annual Committee Dinner

The Chair referred to the speech given by Peter Murray at the recently held annual Committee dinner and suggested that it might be helpful to circulate this to all Members to facilitate further discussion.

The meeting closed at 11.58 am

Chair

Contact Officer: Gemma Stokley
gemma.stokley@cityoflondon.gov.uk

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Agenda Item 4

Committee:	Dated:
Planning and Transportation	22nd February 2022
Subject: Thavies Inn House, 3 - 4 Holborn Circus, London EC1N 2HA To make a group Tree Preservation Order (TPOs) on the London Plane Trees (<i>Platanus x acerifolia</i>) situated on the public highway on St Andrew Street, to the front of Thavies Inn House	Public
Ward: Castle Baynard	For Decision
Registered No:	Registered on:
Conservation Area: No	Listed Building: No

Summary

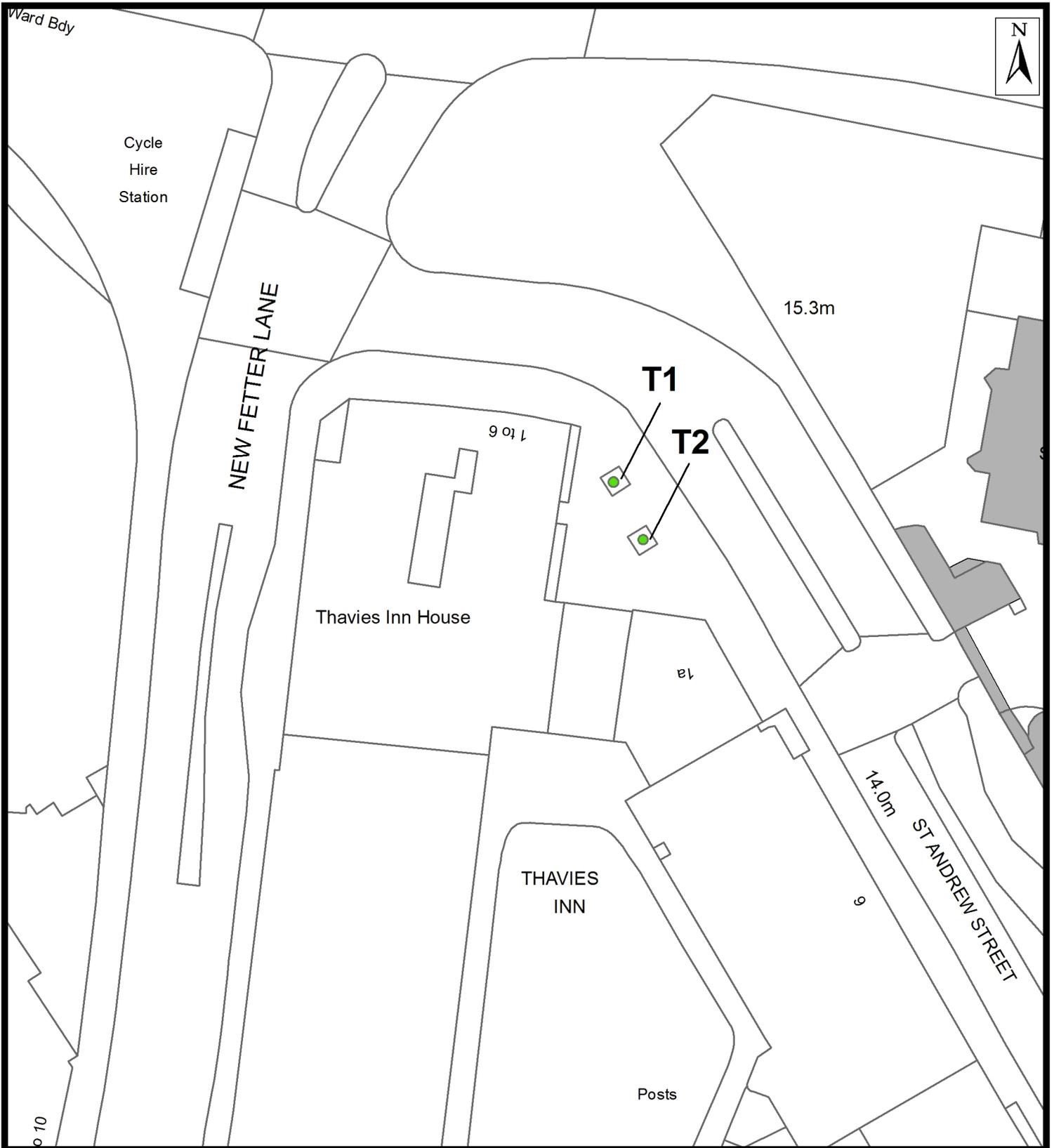
It is proposed that the two London Plane trees (T1 and T2) (*Platanus x acerifolia*) situated on the footway of the Public Highway on St Andrew Street, to the front of Thavies Inn House are made the subject of a group TPO. This is in recognition of their high amenity value. The Public Highway where the trees stand would form part of the Thavies Inn House development site and the trees are therefore considered to be vulnerable. A group TPO would provide an appropriate management framework.

The trees, which are circa 75 years old are considered to be of high amenity value, enhancing the townscape, whilst providing a public and potential biodiversity resource. Their removal would have a negative impact on the local amenity and its enjoyment by the public. As such it is considered that the trees meet the necessary criteria in terms of what trees can be made the subject of a Tree Preservation Order.

It is considered to be expedient to make the Tree Preservation Order. If these trees are the subject of a group TPO the City can insist on their replacement should they be lost.

The City Gardens Manager has inspected the trees.

Tree Location Plan



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ADDRESS:

Thavies Inn House, 3-4 Holborn Circus,
London EC1N 2HA

KEY

Tree location



T1



CITY
OF
LONDON

ENVIRONMENT DEPARTMENT



Report

Site and Surroundings

1. Thavies Inn House lies adjacent to Holborn Circus and is bounded by St Andrew Street to the east, New Fetter Lane to the west and Thavies Inn and adjoining buildings to the south. Two London Plane trees are located adjacent to the building on the St Andrew Street footway which is adopted Public Highway.
2. The site is not located within a Conservation Area.

Proposal

3. To make a group Tree Preservation Order (TPOs) on the London Plane Trees (*Platanus x acerifolia*) situated on the public highway on St Andrew Street, to the front of Thavies Inn House

Background

4. A planning application has been submitted to redevelop Thavies Inn House. The proposals include the stopping up and development of this part of St Andrew Street and subsequently the loss of the two London Plane Trees.

Relevant Legislation and Guidance

5. Under section 198 of the Town and Country Planning Act 1990, the Local Planning Authority (LPA) has the power to make a Tree Preservation Order if it appears to them to be 'expedient in the interests of amenity' to make provision for the preservation of trees in their area.
6. National Planning Practice Guidance sets out guidance for the implementation of the Tree Preservation Order system. The Planning Practice Guidance on Tree Preservation Orders states that when deciding whether an Order is appropriate, LPAs are advised to take into consideration:
 - what 'amenity' means in practice and what to consider when assessing amenity value,
 - what 'expedient' means in practice,
 - what trees can be protected and how they can be identified.
7. Before making or confirming an Order the LPA should be able to show that protection would bring a reasonable degree of public benefit in the present or future. The PPG states that Local Planning Authorities may make Orders in relation to land that they own
8. Amenity is not defined in law, so the LPA must exercise judgment when deciding whether it is within their power to make an Order. Orders should be used to protect selected trees if their removal would have a significant negative impact on the local environment and its enjoyment by the public.

9. Authorities are advised to take into account:

1) Visibility

- The extent to which the trees can be seen by the public. This will inform the assessment as to whether the impact on the local environment is significant. The trees, or at least part of them, should normally be visible from a public place, such as a road or footpath, or accessible by the public. However, this alone is not sufficient to warrant an Order.

2) Individual, collective and wider impact. Reference should be made to:

- Size and form
- Future potential as an amenity
- Rarity, cultural or historic value
- Contribution to, and relationship with, the landscape; and
- Contribution to the character or appearance of a conservation area

3) Other factors to consider:

- Importance to nature conservation
 - Response to climate change.
- These factor alone would not warrant making an Order.

Expediency

10. LPAs are advised that although some trees may merit protection on amenity grounds it may not be expedient to make them the subject of an Order. For example, trees under good arboricultural management. However, it may be expedient to make an Order if it is believed that there is a risk of trees being felled, pruned or damaged in ways which would have a significant impact on the amenity of the area. There does not need to be an immediate risk. In some cases the LPA may believe that certain trees are at risk as a result of development pressures and in the interest of amenity may consider it expedient to make an Order. Other sources of risk with significant amenity value could include changes in property ownership. Intentions to fell trees are not always known in advance, so it may sometimes be appropriate to proactively make Orders as a precaution.

What trees can be protected and how they can be identified

11. An Order can be used to protect individual trees, trees within an area and groups of trees and the trees can be of any size or species. Where a tree is on Crown land authorities can make an Order without the consent of the appropriate Crown body, however the matter should be discussed with that body prior to making the Order. Suitable candidates for Tree Preservation Orders can be identified using the factors listed above.

Tree Preservation Order Procedure

12. The making of a Tree Preservation Order is essentially a two-stage process.
 - The first stage is the making of the Order by the LPA. The Order will come into effect on the day it is made and notice of the making of the Order must be given in accordance with the Town and Country Planning (Tree Preservation) (England) Regulations 2012. This requires, that persons interested in the land affected by the Order are notified and given the opportunity to submit objections and/or representations on the Order before confirmation.
 - The second stage of the process is the confirmation of the Order by the LPA. The provisional effect lasts six months unless the local planning authority either confirms the Order, (with or without modifications), or decides not to confirm it (before the expiry of the six month period). Where objections and representations are made, the LPA is required to take them into consideration before making a decision.
13. The making of a TPO does not preclude a tree from being removed in the future. The TPO ensures that an applicant must seek permission to prune or remove trees from the Local Planning Authority before commencing works. A TPO will ensure that the amenity value of the protected tree(s) is acknowledged and given appropriate weight when considering a planning application affecting a protected tree. Any approved planning permissions for developments which requires the felling or pruning of protected trees override any applicable TPOs.

Compensation

14. Section 203 of the Town and Country Planning Act 1990 provides that a Tree Preservation Order may make provision for the payment by the LPA of certain compensation in respect of loss and damages incurred by the refusal of consent required by the Tree Preservation Order. Similar provisions apply generally to Tree Preservation Orders made post 2012 pursuant to Regulation 24(4)(b) & (d) of the Town and Country Planning (Tree Preservation) (England) Regulations 2012. (Compensation is generally payable for loss or damage incurred in consequence of refusal of consent to remove or reduce protected trees. Compensation is not payable for loss of development value of the land.)

Policy

15. The development plan consists of the London Plan 2021 and the City of London Local Plan 2015. The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix A to this report
16. The City of London has prepared a draft plan, the City Plan 2036, which was published for Regulation 19 consultation in early 2021. Onward progress of the Plan has been temporarily paused to enable further refinement, but it remains a material consideration in the determination of applications (although not part of the development plan) alongside the adopted 2015 City of London Local Plan and the London Plan 2021.

17. Government Guidance is contained in the National Planning Policy Framework (NPPF) 2021 and the Planning Practice Guidance (PPG) which is amended from time to time.
18. The City of London Local Plan, adopted January 2015, seeks to protect the amenity value of trees and retain and plant more trees wherever practicable. (Core Strategy Policy CS19: Open Spaces and Recreation)
19. The City of London Tree Strategy Supplementary Planning Document, adopted May 2012, seeks to:
 - Objective 1
To protect, manage and enhance the existing tree stock in its environment, in accordance with good arboricultural practice.
 - Objective 2
To safeguard trees which are subject to Tree Preservation Orders and create new Tree Preservation Orders, including trees in conservation areas, when considered expedient to do so.
20. Section 72 of the Planning (Listed Building and Conservation) Act 1990 provides that in the exercise, with respect to any buildings or other land in a conservation area, of any functions under the planning Acts, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. In this case this is not relevant as the premises do not lie within a conservation area.
21. The PPG states that if trees merit protection in their own right, LPAs should make them the subject of individual TPOs. The group category should only be used to protect groups of trees where the value of the group merits protection.

Arboricultural Advice and Assessment

22. The City Gardens Manager has inspected the trees at the site from ground level and is of the opinion that the combined impact of both trees as a single group is of sufficient amenity value to warrant the making of a TPO.
23. The trees in question (T1 & T2 on the attached plan) when looked at as a pair, are together considered to be of high amenity value and contribute to the character and appearance of the townscape.
24. The canopy of these two trees are prominent in views from the east, south and north and hold a significant role in the townscape form of Holborn Circus. They also help frame an important view of the Grade 1 listed Church of St Andrew Holborn and visually balance with the churchyard planting, predominantly to the north of the Church.
25. In considering the future potential of the trees regard should be had to the potential for growth and whether they have room to grow unchecked by pruning; whether they will be able to achieve/maintain a full crown size and whether they

will continue to offer a reasonable degree of amenity value for the public in the future. An initial assessment suggests that the trees appear to be in fair/good health and should therefore continue to grow. T1 has been planted in close proximity to Thavies Inn House and requires regular pruning back on that side, however in regards to its height, this tree has yet to achieve its ultimate height and maximum potential in respect of its impact and amenity value. Both trees are in fair/good health and, have no external signs of any significant internal weaknesses. The City Gardens Manager considers that both trees have a life expectancy of in excess of 40 years.

26. T1 tree has attained a good height and form and is a good specimen of a *Platanus x acerfolia*. T2 is a smaller, younger tree that has a poorer form. It has an asymmetrical crown which is a result of being suppressed by T1, it grows away from the buildings towards the road. The structure and form of the branches are such that it will not achieve the height and stature of T1. However this should not detract from the fact that the combined amenity provided by these two trees standing side by side, forming a single canopy is high, and their removal would have a significant impact on the local environment.
27. The Arboricultural Report submitted as part of the planning application referred to at paragraph 4 of this report states that the larger of the two trees (T1) is considered to be a Category B1/B2 tree and the smaller tree (T2) is considered to be a Category C1/C2 tree under British Standard 5837 entitled "Trees in Relation to Design, Demolition and Construction". This Standard details the steps that should be taken to ensure that trees are appropriately and successfully retained when a development takes place by adopting a categorization method used to identify the quality and value (non fiscal) of the existing tree stock. This facilitates informed decisions as to which trees should be removed or retained in the event of development taking place. This is a different assessment to that applicable when considering if a tree or trees warrant protection by virtue of a TPO; *'that it is expedient in the interests of amenity to make provision for the preservation of trees or woodlands in their area'*. Government guidance advises that if it is expedient, TPOs should be served on trees and woodlands where their removal would have a significant negative impact on the enjoyment of the local landscape by the public.
28. In terms of climate change mature trees play a significant part in climate change resilience. Trees in cities convert large amounts of carbon dioxide to replenish our oxygen levels, filter out harmful air borne particles, provide shade and reduce water and air temperatures. They are also important to nature conservation helping to conserve and preserve wildlife providing for example nesting sites to a range of wildlife.

Expediency

29. A planning application has been submitted to redevelop Thavies Inn House which would result in the removal of the two London Plane trees.
30. The redevelopment scheme has been the subject of extensive pre-application discussions, which have taken place over approximately the last three years. When evaluating and negotiating the scheme Officers have had regard to the

high amenity value of the two London Plane trees. In discussion with the applicant the principle that (were permission to be granted and the trees to be removed), appropriate tree replacement would be required, has been promoted by the authority and acknowledged by the applicant. However, the outcome of the planning application, nor, if approved, the terms of any planning conditions, cannot be prejudged. Any change in ownership of the application site (and potential change in approach of any new owner/applicant) is outside the control of the authority. In the light of the known development pressure on the trees it is considered expedient to make the TPO to ensure the amenity value of the trees is formally acknowledged and appropriately protected.

Recommendation

31. For the above reasons T1 and T2 are considered to be of high amenity value as a group of trees in that they enhance the quality of the townscape. Their removal would have a negative impact on the local environment and its enjoyment by the public. As such it is considered that the trees meet the necessary criteria for a group TPO and it would be expedient to make a group Tree Preservation Order in respect of two London Plane trees, (numbered T1 and T2 on the attached plan), as a public benefit would follow from the serving of the Order.
32. It is further recommended that the Comptroller and City Solicitor be instructed to serve a copy of the Order on persons interested in the land affected by the Orders in accordance with Regulation 5(1) of the Town and Country Planning (Tree Preservations) (England) Regulations 2012.

Appendix A

Relevant London Plan Policies

Policy G7 (Trees and Woodlands) states that “London’s urban forest and woodlands should be protected and maintained, and new trees and woodlands should be planted in appropriate locations in order to increase the extent of London’s urban forest – the area of London under the canopy of trees.”

Relevant Draft City Plan 2036 Policies

OS2 City Greening

OS3 Biodiversity

OS4 Trees

S15 Climate resilience and flood risk

Relevant Local Plan Policies

CS19 Improve open space and biodiversity

To encourage healthy lifestyles for all the City's communities through improved access to open space and facilities, increasing the amount and quality of open spaces and green infrastructure, while enhancing biodiversity.

Agenda Item 5

Committee:	Dated:
Planning and Transportation	22nd February 2022
Subject: Custom House, Lower Thames Street, London, EC3R 6EE Confirmation of a Tree Preservation Order (TPO) on the thirteen Plane Trees (<i>Platanus x hispanica</i>) situated along the southern boundary of Custom House adjacent to the River Thames	Public
Ward: Billingsgate	For Decision
Registered No:	Registered on:
Conservation Area:	Listed Building: Grade I

Summary

A Tree Preservation Order cited as the Customs House Lower Thames Street (2021) Tree Preservation Order ("the TPO") in respect of thirteen Plane Trees (*Platanus x hispanica*) specified individually situated along the southern boundary of Custom House adjacent to the River Thames, was made on 2nd December 2021. It was served on persons interested in the land affected by the Orders in accordance with Regulation 5(1) of the Town and Country Planning (Tree Preservations) (England) Regulations 2012 on the 6th December 2021. No objections have been received.

To continue to have effect after the expiration of 6 months from when the TPO was made it must be confirmed within the 6-month period.

Recommendation

That the Customs House Lower Thames Street (2021) Tree Preservation Order be confirmed without modification.

Background Information

A report was presented to the Planning and Transportation Committee on the 26th October 2021, as a non-public item, seeking the Committee's authority to make the TPO in respect of the thirteen Plane Trees (*Platanus x hispanica*) specified individually situated along the southern boundary of Custom House adjacent to the River Thames. The TPO was recommended on the grounds that the trees are considered to be of significant amenity value as individual specimens in that they enhance the quality of the open space and general townscape and the visible enjoyment of the space by the public, and it was expedient in the interests of amenity to make provision for protection of the trees having regard to development pressure in respect of the trees.

The Committee agreed the recommendation. The TPO was made on 2 December 2021 and served as set out under "Consultations" in accordance with Regulation 5(1) of the Town and Country Planning (Tree Preservations) (England) Regulations 2012.

Consultations

The copy of the TPO, Regulation 5 and covering letters were posted on the 6th December 2021 by recorded delivery, by way of service, to the following:

1. The Secretary of State for the Environment Transport and the Regions, Care of HM Customs and Excise, 6e New Kings Beam House, 22 Upper Ground, London SE1 9JP
2. The Secretary of State for the Environment Transport and the Regions, Care of HM Revenue and Customs, Benton Park View, Newcastle Upon Tyne NE98 1ZZ
3. Department for Transport, Great Minster House, 33 Horseferry Road, London SW1P 4DR
4. Government Legal Department, 102 Petty France, Westminster, London SW1H 9GL
5. Mapeley Steps Limited care of Mapeley Estates Limited, Cambridge House, 47 Clarendon Road, Watford WD17 1HN
6. Globalgrange Hotels Limited (Co. Regn. No.11022269) of Lion House, 72-75 Red Lion Street, London WC1R 4NA
7. Globalgrange Hotels Limited c/o Riaa Barker Gillette (UK) LLP of 11-12 Wigmore Place, London W1U 2LU (ref JFG 15121-01).

Objections or other representations with respect to the trees specified in the order may be made to the authority for a period of at least 28 days from the service of the notice. In view of the holiday season, it was felt appropriate to extend the deadline to allow for comments to be received by the 14th January 2022.

No responses have been received.

Additional information

To continue to have effect after the expiration of 6 months from when the TPO was made it must be confirmed within the 6 month period. .

The confirmation of a TPO cannot be appealed. However, any subsequent refusal of an application for removal of or works to a protected tree or imposition of conditions upon consent can be appealed to the Secretary of State via the Planning Inspectorate.

Anyone proposing to carry out works to a tree or trees subject to a TPO must seek permission from the local planning authority. This involves completing an application form identifying the trees, detailing the works proposed and explaining the reasons for the works.

The local planning authority will inspect the trees prior to making a decision and may recommend alternative works or refuse consent. If authorisation is given to fell a protected tree, a new tree will usually be required to be planted as a replacement. However, this will in turn require a new TPO to be served.

If a tree protected by a TPO is felled, pruned or wilfully damaged without consent, both the person who carried out the works and the tree owner are liable to be fined up to £20,000 through the Magistrates Court or, if taken to the Crown Court, an unlimited fine. There are exceptional circumstances, such as when a tree is dead, dying or dangerous, when permission is not required. However, in order to avoid the risk of prosecution advice must be sought from the council and five days' notice given before carrying out any works (except in an emergency).

Evaluation

The evaluation carried out prior to making the TPO (as set out in the Report to Planning and Transportation Committee of 26 October 2021) concluded that the trees are considered to be of significant amenity value as individual specimens in that they enhance the quality of the open space and general townscape and the visible enjoyment of the space by the public. It was also concluded that it was expedient in the interests of amenity to make provision for protection of the trees having regard to development pressure in respect of the trees. There has been no change in circumstances to alter that evaluation and no objections to the TPO. The evaluation remains as set out in the Report to Planning and Transportation Committee of 26 October 2021

Conclusions

It is therefore recommended that, the TPO be confirmed for the reasons set out above.

Background Papers

Report to Planning and Transportation 26th October 2021 Subject: Custom House, Lower Thames Street, London, EC3R 6EE including photograph and site plan

Tree Preservation Order sealed 2nd December 2021

Copy of the Regulation 5 notice

Letter dated 6th December 2021 to The Secretary of State for the Environment Transport and the Regions

Letter dated 6th December 2021 to The Secretary of State for the Environment Transport and the Regions

Letter dated 6th December 2021 to Department for Transport

Letter dated 6th December 2021 to Government Legal Department

Letter dated 6th December 2021 to Mapeley Steps Limited care of Mapeley Estates Limited

Letter dated 6th December 2021 to Globalgrange Hotels Limited (Co. Regn. No.11022269)

Letter dated 6th December 2021 to Globalgrange Hotels Limited c/o Riasa Barker Gillette (UK) LLP

Email dated 6th January 2022- Returned Mail* TCPA - Custom House - Tree Preservation Order

Appendix A

Relevant London Plan Policies

Policy G7 (Trees and Woodlands) states that “London’s urban forest and woodlands should be protected and maintained, and new trees and woodlands should be planted in appropriate locations in order to increase the extent of London’s urban forest – the area of London under the canopy of trees.”

Relevant Draft City Plan 2036 Policies

OS2 City Greening

OS3 Biodiversity

OS4 Trees

S15 Climate resilience and flood risk

Relevant Local Plan Policies

CS19 Improve open space and biodiversity

To encourage healthy lifestyles for all the City’s communities through improved access to open space and facilities, increasing the amount and quality of open spaces and green infrastructure, while enhancing biodiversity.

Committee: Planning and Transportation	Dated: 26 th October 2021
Subject: Custom House, Lower Thames Street, London, EC3R 6EE To make individual Tree Preservation Orders (TPOs) on the thirteen Plane Trees (Platanus x hispanica) situated along the southern boundary of Custom House adjacent to the River Thames.	Non-Public
Ward: Billingsgate	Listed Building: Grade 1
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?	
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Chief Planning Officer and Development Director	For Decision
Report author: Catherine Evans	

NOT FOR PUBLICATION

<p>This report is exempt by virtue of the paragraph 6 of Part 1 of Schedule 12A of the Local Government Act 1972. Specifically, paragraphs of the report contain sensitive information which may be exempted under the Act, and as this cannot be presented to Members as a separate appendix this report needs to be considered in closed session. It is considered that information falling under the following paragraphs outweighs the public interest in disclosing information:</p>	
6)	Information which reveals that the authority proposes to give a statutory notice under or by virtue of which requirements are imposed on a person; or to make an order or direction under any enactment.

Summary

It is proposed that the thirteen London Plane trees (*Platanus x hispanica*) situated along the southern boundary of Custom House are made the subject of individual Tree Preservation Orders. This is a result of ongoing review of the City's green infrastructure and in recognition of their strong amenity value. Located on private land the trees do not benefit from any other form of management control, for example being in a Conservation Area. The trees form part of a site set to come forward for development which could impact on their health and vitality moving forward. TPOs would provide an appropriate management framework for future prosperity.

The trees, which are circa 100 years old and were planted at the turn of the 20th Century, are considered to be of significant amenity value, enhancing a sensitive setting including the grade I listed Custom House, whilst providing a public and potential biodiversity resource. Such trees will be an important piece of infrastructure in making the City more climate resilient and in implementing its ambitious Climate Action Strategy. Their removal would have a significant negative impact on the local environment and its enjoyment by the public. As such it is considered that the trees meet the necessary criteria in terms of what trees can be made the subject of a Tree Preservation Order.

To ensure their future prosperity, it is considered to be expedient to make the Tree Preservation Orders. If these trees are the subject of TPOs the City can insist on their replacement should they be lost.

The City Gardens Manager has inspected the trees.



Thirteen Plane Trees (*Platanus x hispanica*) situated along the southern boundary of Custom House adjacent to the River Thames

Report

Site and Surroundings

1. Custom House is situated on the south side of Lower Thames Street with its southern frontage facing directly onto the north bank of the River Thames. The trees are located at the edge of the Quayside and Riverside Walk which runs alongside the southernmost boundary of the site.
2. The building is not located within a conservation area but is Grade I Listed. Immediately adjoining the site to the west is the former Billingsgate Market complex a Grade II Listed Building below which is a Scheduled Ancient Monument.

Proposal

3. To make individual Tree Preservation Orders (TPOs) on the thirteen Plane Trees (*Platanus x hispanica*) situated along the southern boundary of Custom House adjacent to the River Thames.

Background

4. It has been identified that future building works could impact on the vitality of the trees. In addition, the most westerly tree, located on the southern western corner of the site, was under threat from proposed works to repair the boundary wall between the Old Billingsgate Market Building and Custom House. Following discussions this latter threat appears to have been removed but the tree remains unprotected.
5. The matter has been raised with HMRC and the Secretary of State for Housing, Communities and Local Government and no response has been received.

Relevant Legislation and Guidance

6. Under section 198 of the Town and Country Planning Act 1990, the Local Planning Authority (LPA) has the power to make a Tree Preservation Order if it appears to them to be 'expedient in the interests of amenity' to make provision for the preservation of trees in their area.
7. National Planning Practice Guidance sets out guidance for the implementation of the Tree Preservation Order system. The Planning Practice Guidance on Tree Preservation Orders states that when deciding whether an Order is appropriate, LPAs are advised to take into consideration:
 - what 'amenity' means in practice and what to consider when assessing amenity value,
 - what 'expedient' means in practice,
 - what trees can be protected and how they can be identified.

8. Before making or confirming an Order the LPA should be able to show that protection would bring a reasonable degree of public benefit in the present or future.
9. Amenity is not defined in law, so the LPA must exercise judgment when deciding whether it is within their power to make an Order. Orders should be used to protect selected trees if their removal would have a significant negative impact on the local environment and its enjoyment by the public.
10. Authorities are advised to take into account:
 - Visibility
 - The extent to which the trees can be seen by the public. This will inform the assessment as to whether the impact on the local environment is significant. The trees, or at least part of them, should normally be visible from a public place, such as a road or footpath, or accessible by the public. However, this alone is not sufficient to warrant an Order.
 - Individual, collective and wider impact. Reference should be made to:
 - Size and form
 - Future potential as an amenity
 - Rarity, cultural or historic value
 - Contribution to, and relationship with, the landscape; and
 - Contribution to the character or appearance of a conservation area
 - Other factors to consider:
 - Importance to nature conservation
 - Response to climate change.These factor alone would not warrant making an Order.

Expediency

11. LPAs are advised that although some trees may merit protection on amenity grounds it may not be expedient to make them the subject of an Order. For example, trees under good arboricultural management. However, it may be expedient to make an Order if it is believed that there is a risk of trees being felled, pruned or damaged in ways which would have a significant impact on the amenity of the area. There does not need to be an immediate risk. In some cases the LPA may believe that certain trees are at risk as a result of development pressures and in the interest of amenity may consider it expedient to make an Order. Other sources of risk with significant amenity value could include changes in property ownership. Intentions to fell trees are not always known in advance, so it may sometimes be appropriate to proactively make Orders as a precaution.

What trees can be protected and how they can be identified

12. An Order can be used to protect individual trees, trees within an area and groups of trees and the trees can be of any size or species. Where a tree is on Crown land authorities can make an Order without the consent of the appropriate Crown body, however the matter should be discussed with that body prior to making the Order. Suitable candidates for Tree Preservation Orders can be identified using the factors listed above.

Tree Preservation Order Procedure

13. The making of a Tree Preservation Order is essentially a two-stage process.
 - The first stage is the making of the Order by the LPA. The Order will come into effect on the day it is made and notice of the making of the Order must be given in accordance with the Town and Country Planning (Tree Preservation) (England) Regulations 2012. This requires, that persons interested in the land affected by the Order are notified and given the opportunity to submit objections and/or representations on the Order before confirmation.
 - The second stage of the process is the confirmation of the Order by the LPA. The provisional effect lasts 6 months unless the local planning authority either confirms the Order, (with or without modifications), or decides not to confirm it. Where objections and representations are made, the LPA is required to take them into consideration before making a decision.
14. The making of a TPO does not preclude a tree from being removed in the future. The TPO ensures that an applicant must seek permission to prune or remove trees from the Local Planning Authority before commencing works. A TPO will ensure that a tree is made a material consideration when considering a planning application that requires a protected tree to be removed. Any approved planning permissions for developments which requires the felling or pruning of protected trees override any applicable TPOs.

Compensation

15. Section 203 of the Town and Country Planning Act 1990 provides that a Tree Preservation Order may make provision for the payment by the LPA of compensation in respect of loss and damages incurred by the refusal of consent required by the Tree Preservation Order. Similar provisions apply generally to Tree Preservation Orders made post 2012 pursuant to Regulation 24(4)(b) & (d) of the Town and Country Planning (Tree Preservation) (England) Regulations 2012.

Policy

16. The development plan consists of the London Plan 2021 and the City of London Local Plan 2015. The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix A to this report

17. The City of London has prepared a draft plan which is a material consideration.
18. The draft City Plan 2036 was subject to pre-submission consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012, between March and May 2021. As such, the draft City Plan is a material consideration in the determination of applications alongside the adopted Local Plan.
19. Government Guidance is contained in the National Planning Policy Framework (NPPF) 2019 and the Planning Practice Guidance (PPG) which is amended from time to time.
20. The City of London Local Plan, adopted January 2015, seeks to protect the amenity value of trees and retain and plant more trees wherever practicable. (Core Strategy Policy CS19: Open Spaces and Recreation)
21. The City of London Tree Strategy Supplementary Planning Document, adopted May 2012, seeks to:
 - Objective 1
To protect, manage and enhance the existing tree stock in its environment, in accordance with good arboricultural practice.
 - Objective 2
To safeguard trees which are subject to Tree Preservation Orders and create new Tree Preservation Orders, including trees in conservation areas, when considered expedient to do so.
22. Section 72 of the Planning (Listed Building and Conservation) Act 1990 provides that in the exercise, with respect to any buildings or other land in a conservation area, of any functions under the planning Acts, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. In this case this is not relevant as the premises do not lie within a conservation area.
23. The PPG states that if trees merit protection in their own right, LPAs should make them the subject of individual TPOs. The group category should only be used to protect groups of trees where the value of the group merits protection. In this case we consider individual TPOs to be appropriate.

Arboricultural Advice

24. The Arboricultural Report submitted as part of the planning application states that all thirteen trees are considered to be Category B trees, which are trees of moderate quality and/or moderate landscape value in such a condition as to be able to make a significant contribution to the local and/or wider landscape for the next twenty years or more.

25. The City Gardens Manager has inspected the trees from outside the site at ground level.

Assessment

26. The thirteen trees in question (T3-T15 on the attached plan) are considered to be of outstanding and special amenity value and contribute significantly to the character and appearance of the townscape, setting of the River Thames. It is considered that the group is one of the oldest in the City, and a rare example of mature trees of significant stature along the River Thames.
27. Custom House is a monumental neo-classical seminal London building which is grade I listed, thus deemed of 'Outstanding National Interest'. It has a prominent frontage to the Upper Pool of London, for which it is a defining landmark in important riparian views and designated pan-London river prospects, the latter deemed central to the Capital's character and identity at a strategic level. The mature plane trees make a positive public contribution to that character.
28. The thirteen trees in question are located along the length of the buildings river frontage and form an important part of the setting of the building. The trees are readily visible in their entirety from the adjoining public space both at close quarters and from a distance. The Riverside Walkway/Thames Path which runs along the length of the frontage is framed by the trees and as a group the trees are readily identifiable for some distance along the Thames and from the south bank. The impact of the trees on the local environment is therefore significant in terms of visibility.
29. The trees also have a significant impact in terms of their size and form. Each tree is a large specimen with a large canopy spread and has a significant presence in public view. The trees have an intrinsic beauty as individual specimens and a value as a group. They make an important visual contribution to the character and appearance of the space and to the setting of Custom House and Old Billingsgate Market both of which are listed buildings. They provide a foil to the buildings and contribute interest and variety in the townscape. In summer, the green foliage provides a sense of enclosure to Custom House, an oasis and relief from the hard built environment around Lower Thames Street and a pleasant environment to walk through. In winter the trees provide an attractive contrast to the stonework of the building with their trunks silhouetted against the building opening up views of the building along the river frontage. For these reasons the trees significantly enhance the quality of the open space and general townscape and the visible enjoyment of the space by the public.
30. In considering the future potential of the trees regard should be had to the potential for growth and whether they have room to grow unchecked by pruning; whether they will be able to achieve/maintain a full crown size and whether they will they continue to offer a reasonable degree of amenity value for the public in the future. An initial assessment suggests that the trees appear to be in fair/good health and should therefore continue to grow. However, the trees have been planted in close proximity to each other and are likely to need pruning back,

therefore their full potential may have been realised. However, their attributes should still be readily enjoyed in the future.

31. Whilst the trees have no rarity or cultural value, the trees were planted in the early 20th Century. Therefore, historically they have been a feature of the site for many years and are likely some of the oldest in the City. This is the only line of trees on the riverside within the City of London, but they are a feature further west along the Embankment in Westminster. Making these trees the subject of TPOs would ensure this feature is protected for the future as if any of these trees became diseased or die the City could then insist on their replacement.
32. In terms of climate change this number of mature trees plays a significant part in climate change resilience. They convert large amounts of carbon dioxide to replenish our oxygen levels, filter out harmful air borne particles, provide shade and reduce water and air temperatures. They are also important to nature conservation, in particular along riparian biodiversity corridors, helping to conserve and preserve wildlife providing for example nesting sites to a range of wildlife.

Expediency

33. The area in which the trees are located as been identified in the emerging City Plan 2036 as a 'Key Area of Change' and re-development discussions are taking place in the vicinity of the trees, the detailed design of which could impact their future prosperity. It is deemed pertinent to put in procedures now which can ensure these trees can be sustainably managed through the change process.

Recommendation

34. For the above reasons the trees are considered to be of significant amenity value as individual specimens in that they enhance the quality of the open space and general townscape and the visible enjoyment of the space by the public. Their removal would have a significant negative impact on the local environment and its enjoyment by the public. As such it is considered that the trees meet the necessary criteria for a TPO and it would be expedient to make individual Tree Preservation Orders in respect of thirteen London Plane trees, (numbered T3 to T15 on the attached plan), as a public benefit would follow from the serving of the Orders.
35. It is further recommended that the Comptroller and City Solicitor be instructed to serve a copy of the Orders on persons interested in the land affected by the Orders in accordance with Regulation 5(1) of the Town and Country Planning (Tree Preservations) (England) Regulations 2012.

Appendix A

Relevant London Plan Policies

Policy G7 (Trees and Woodlands) states that “London’s urban forest and woodlands should be protected and maintained, and new trees and woodlands should be planted in appropriate locations in order to increase the extent of London’s urban forest – the area of London under the canopy of trees.”

Relevant Draft City Plan 2036 Policies

OS2 City Greening
OS3 Biodiversity
OS4 Trees
S15 Climate resilience and flood risk

Relevant Local Plan Policies

CS19 Improve open space and biodiversity

To encourage healthy lifestyles for all the City's communities through improved access to open space and facilities, increasing the amount and quality of open spaces and green infrastructure, while enhancing biodiversity.

Catherine Evans
Planning Officer

E: catherine.evans@cityoflondon.gov.uk

Town and Country Planning Act 1990

Custom House Lower Thames Street (2021) Tree Preservation Order

The City of London Corporation, in exercise of the powers conferred on them by section 198 of the Town and Country Planning Act 1990 make the following Order—

Citation

1. This Order may be cited as Custom House Lower Thames Street (2021) Tree Preservation Order.

Interpretation

2.—(1) In this Order “the authority” means the City of London Corporation.

(2) In this Order any reference to a numbered section is a reference to the section so numbered in the Town and Country Planning Act 1990 and any reference to a numbered regulation is a reference to the regulation so numbered in the Town and Country Planning (Tree Preservation)(England) Regulations 2012.

Effect

3.—(1) Subject to article 4, this Order takes effect provisionally on the date on which it is made.

(2) Without prejudice to subsection (7) of section 198 (power to make tree preservation orders) or subsection (1) of section 200 (tree preservation orders: Forestry Commissioners) and, subject to the exceptions in regulation 14, no person shall—

(a) cut down, top, lop, uproot, wilfully damage, or wilfully destroy; or

(b) cause or permit the cutting down, topping, lopping, wilful damage or wilful destruction of,

any tree specified in the Schedule to this Order except with the written consent of the authority in accordance with regulations 16 and 17, or of the Secretary of State in accordance with regulation 23, and, where such consent is given subject to conditions, in accordance with those conditions.

Application to trees to be planted pursuant to a condition

4. In relation to any tree identified in the first column of the Schedule by the letter “C”, being a tree to be planted pursuant to a condition imposed under paragraph (a) of section 197 (planning permission to include appropriate provision for preservation and planting of trees), this Order takes effect as from the time when the tree is planted.

Dated this 2nd day of December 2021

THE COMMON SEAL OF)
THE MAYOR AND COMMONALTY)
AND CITIZENS OF THE CITY OF)
LONDON was hereunto affixed in the)
presence of:)

[Redacted signature]

Authorised Signatory



FIRST SCHEDULE

**Trees Specified Individually
(Encircled in black on the map)**

No. on Map	Description	Situation
T1	London Plane (hispanica)	Custom House River frontage
T2	London Plane (hispanica)	Custom House River frontage
T3	London Plane (hispanica)	Custom House River frontage
T4	London Plane (hispanica)	Custom House River frontage
T5	London Plane (hispanica)	Custom House River frontage
T6	London Plane (hispanica)	Custom House River frontage
T7	London Plane (hispanica)	Custom House River frontage
T8	London Plane (hispanica)	Custom House River frontage
T9	London Plane (hispanica)	Custom House River frontage
T10	London Plane (hispanica)	Custom House River frontage
T11	London Plane (hispanica)	Custom House River frontage
T12	London Plane (hispanica)	Custom House River frontage

**Trees Specified by References to an area
(within a dotted black line on map)**

None

Groups of Trees

(within a broken black line on the map)

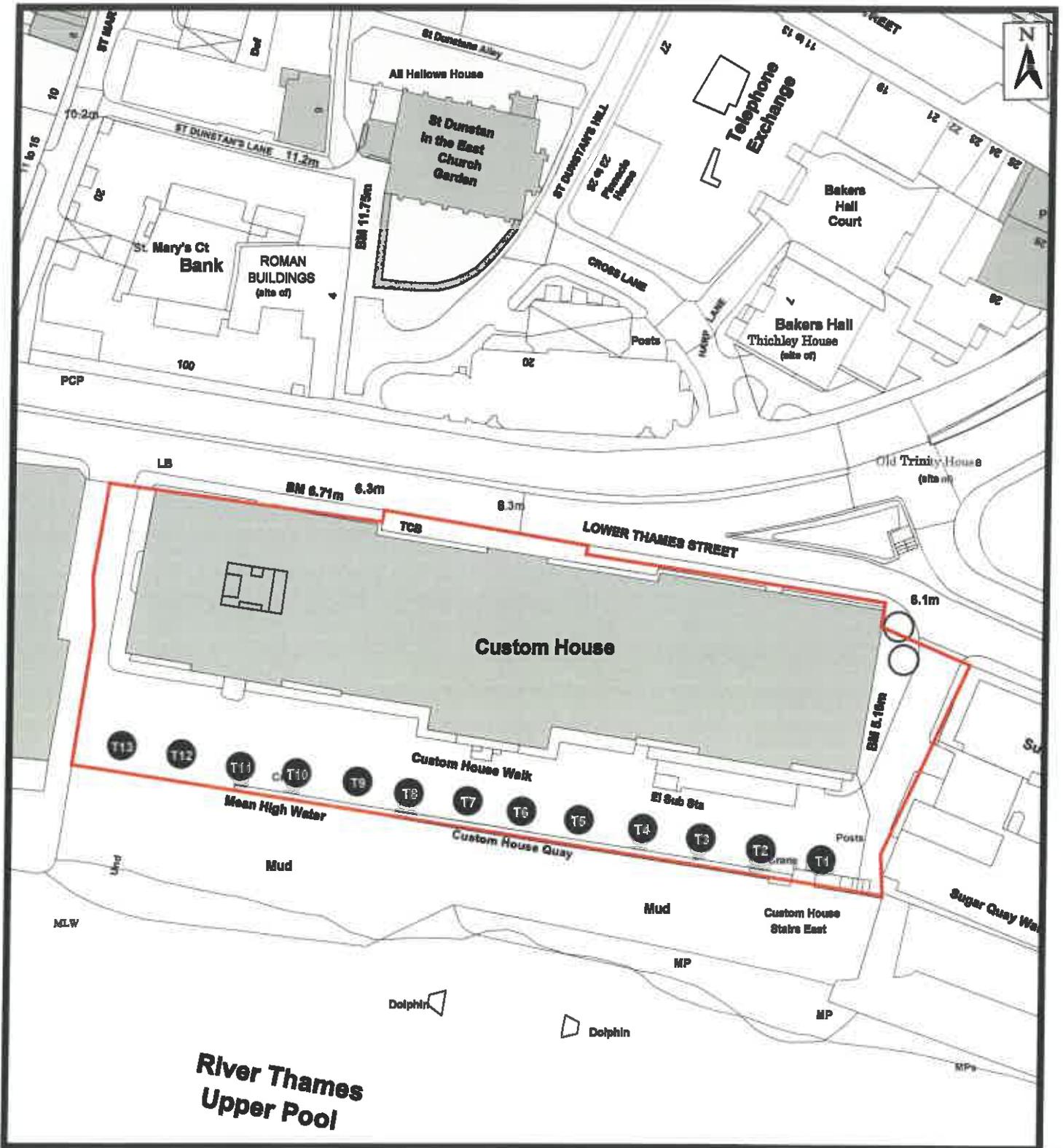
None

Woodlands

(within a continuous black line on the map)

None

Town and Country Planning Act 1990
 Custom House Lower Thames Street (2021) Tree Preservation Order



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ADDRESS:
 Custom House

-  TREES SUBJECT TO TREE PRESERVATION ORDER
-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY



CONFIRMATION OF ORDER

This Order was confirmed by the City of London Corporation without modification on the day of

THE COMMON SEAL OF)
THE MAYOR AND COMMONALTY)
AND CITIZENS OF THE CITY OF)
LONDON was hereunto affixed in the)
presence of:)

Authorised Signatory

OR

This Order was confirmed by the City of London Corporation subject to the modifications indicated by , on the day of

THE COMMON SEAL OF)
THE MAYOR AND COMMONALTY)
AND CITIZENS OF THE CITY OF)
LONDON was hereunto affixed in the)
presence of:)

Authorised Signatory

DECISION NOT TO CONFIRM ORDER

A decision not to confirm this Order was taken by the City of London Corporation on the day of

THE COMMON SEAL OF)
THE MAYOR AND COMMONALTY)
AND CITIZENS OF THE CITY OF)
LONDON was hereunto affixed in the)
presence of:)

Authorised Signatory

VARIATION OF ORDER

This Order was varied by the City of London Corporation on the day by a variation
order under reference number a copy of which is attached

THE COMMON SEAL OF)
THE MAYOR AND COMMONALTY)
AND CITIZENS OF THE CITY OF)
LONDON was hereunto affixed in the)
presence of:)

Authorised Signatory

REVOCATION OF ORDER

This Order was revoked by the City of London Corporation on the day of

THE COMMON SEAL OF)
THE MAYOR AND COMMONALTY)
AND CITIZENS OF THE CITY OF)
LONDON was hereunto affixed in the)
presence of:)

Authorised Signatory

Regulation 5 of the Town and Country Planning (Trees)(England) Regulations 2012

REASON FOR MAKING THE ORDER

The reasons for making the order are that the thirteen London Plane trees (*Platanus x hispanica*), are considered to be of significant amenity value, enhancing a sensitive setting including the grade I listed Custom House, whilst providing a public and potential biodiversity resource.

CONFIRMATION OF ORDER

It is anticipated that this order will be confirmed as it is, with variations, or alternatively revoked within six months of the date of this order.

Objections or other representations with respect to the trees specified in this order may be made to the authority for a period of at least 28 days from the service of this notice. In view of the holiday season, it was felt appropriate to extend the deadline and so comments must be received by the 14th January 2022.

Objections and representations should be made in accordance with Regulation 6 of the Town and Country Planning (Tree Preservation)(England) Regulations 2012. Regulation 6 is copied below for ease of reference.

OBJECTIONS AND REPRESENTATIONS

Objections and representations

6.(1) Subject to paragraph (2), objections and representations—

(a) shall be made in writing and—

(i) delivered to the authority not later than the date specified by them under regulation 5(2)(c); or

(ii) sent to the authority in a properly addressed and pre-paid letter posted at such time that, in the ordinary course of post, it would be delivered to them not later than that date;

(b) shall specify the particular trees, groups of trees or woodlands (as the case may be) in respect of which such objections and representations are made; and

(c) in the case of an objection, shall state the reasons for the objection.

(2) The authority may treat as duly made objections and representations which do not comply with the requirements of paragraph (1) if, in the particular case, they are satisfied that compliance with those requirements could not reasonably have been expected.

Environment Department

Juliemma McLoughlin
Executive Director Environment

**The Secretary of State for the Environment
Transport and the Regions,
Care of HM Customs and Excise,
6e New Kings Beam House,
22 Upper Ground,
London SE1 9JP**

Email
beverley.bush@cityoflondon.gov.uk

Your ref
Our ref TPO Custom House/S of S/BB

Case Officer
Beverley Bush

Date 6th December 2021

Dear Sir/Madam,

Town and Country Planning Act 1990 -Custom House, Lower Thames Street (2021) Tree Preservation Order

THIS IS A FORMAL NOTICE to inform you that on 2nd December 2021 the City of London Corporation made the above tree preservation order under Section 198 of the Town Country Planning Act. A copy of the order is enclosed. In simple terms, no one is allowed to cut down, top or lop without our permission any of the trees described in the 1st Schedule of the order and shown on the map.

We have made the order because the thirteen London Plane trees (*Platanus x hispanica*), are considered to be of significant amenity value, enhancing a sensitive setting including the grade I listed Custom House, whilst providing a public and potential biodiversity resource.

The order came into force, on a temporary basis, on 2nd December 2021, and will remain in force for six months. During this time, we will decide whether the order should be made permanent.

People affected by the order have a right to object or make comments on any of the trees before we decide whether the order should be made permanent.

If you would like to make any objections or comments, please make sure we receive them in writing by 14th January 2022. Your comments must meet regulation 5 of the Town and Country Planning (Trees) Regulations 2012 (a copy is attached). Please address your comments to Gwyn Richards, Planning and Development Director, Environment Department,

City of London Corporation, Guildhall, PO Box 270, London EC2P 2EJ, contact us by email at plans@cityoflondon.gov.uk or telephone 020 7332 1710. We will carefully consider all objections and comments before deciding whether to make the order permanent.

We will write to you again when we have made our decision. In the meantime, if you would like any more information or have any questions about this letter, please contact the case officer dealing with this application who is Beverley Bush M: 07810 814939 beverley.bush@cityoflondon.gov.uk.

Please note that we have been unable to contact the relevant government department by telephone. The land registry title lists the owner as being the Secretary of State for the Environment Transport and the Regions, Care of HM Customs and Excise, 6e New Kings Beam House, 22 Upper Ground, London SE1 9JP, which as we understand it, has since been replaced through a number of restructures of departments. Given there is uncertainty about which government department the Order should sent to, we have sent copies of this letter and the Order to all of the departments listed below including the Government Legal Department, as we are unsure which department is the successor to the Secretary of State for the Environment, Transport and the Regions who now has ownership of the land registered under title number NGL782691.

1. The Secretary of State for the Environment Transport and the Regions, Care of HM Customs and Excise, 6e New Kings Beam House, 22 Upper Ground, London SE1 9JP
2. The Secretary of State for the Environment Transport and the Regions, Care of HM Revenue and Customs, Benton Park View, Newcastle Upon Tyne NE98 1ZZ
3. Department for Transport, Great Minster House, 33 Horseferry Road, London SW1P 4DR

We'd be grateful if you could ensure that a copy of this letter and the enclosed Tree Preservation Order are provided to the department who now own this land.

Yours faithfully,

Gwyn Richards
Planning and Development Director
Environment Department
City of London

Environment Department

Juliemma McLoughlin
Executive Director Environment

**The Secretary of State for the Environment Transport
and the Regions,
Care of HM Revenue and Customs,
Benton Park View,
Newcastle Upon Tyne
NE98 1ZZ**

Email
beverley.bush@cityoflondon.gov.uk

Your ref
Our ref TPO Custom House/S of S (2)/BB

Case Officer
Beverley Bush

Date 6th December 2021

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Please note that we have been unable to contact the relevant government department by telephone. The land registry title lists the owner as being the Secretary of State for the Environment Transport and the Regions, Care of HM Customs and Excise, 6e New Kings Beam House, 22 Upper Ground, London SE1 9JP, which as we understand it, has since been replaced through a number of restructures of departments. Given there is uncertainty about which government department the Order should sent to, we have sent copies of this letter and the Order to all of the departments listed below including the Government Legal Department, as we are unsure which department is the successor to the Secretary of State for the Environment, Transport and the Regions who now has ownership of the land registered under title number NGL782691.

1. The Secretary of State for the Environment Transport and the Regions, Care of HM Customs and Excise, 6e New Kings Beam House, 22 Upper Ground, London SE1 9JP
2. The Secretary of State for the Environment Transport and the Regions, Care of HM Revenue and Customs, Benton Park View, Newcastle Upon Tyne NE98 1ZZ
3. Department for Transport, Great Minster House, 33 Horseferry Road, London SW1P 4DR

We'd be grateful if you could ensure that a copy of this letter and the enclosed Tree Preservation Order are provided to the department who now own this land.

Yours faithfully,

Gwyn Richards
Planning and Development Director
Environment Department
City of London

Environment Department

Juliemma McLoughlin
Executive Director Environment

**Department for Transport,
Great Minster House,
33 Horseferry Road,
London SW1P 4DR**

Email

beverley.bush@cityoflondon.gov.uk

Your ref

Our ref TPO Custom House/Dept of
Transport/BB

Case Officer

Beverley Bush

Date 6th December 2021

Dear Sir/Madam,

Town and Country Planning Act 1990 -Custom House, Lower Thames Street (2021) Tree Preservation Order

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If you would like to make any objections or comments, please make sure we receive them in writing by 14th January 2022. Your comments must meet regulation 5 of the Town and Country Planning (Trees) Regulations 2012 (a copy is attached). Please address your comments to Gwyn Richards, Planning and Development Director, Environment Department,

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Gwyn Richards
Planning and Development Director
Environment Department
City of London

Environment Department

Juliemma McLoughlin
Executive Director Environment

**Government Legal Department,
102 Petty France,
Westminster,
London SW1H 9GL**

Email
beverley.bush@cityoflondon.gov.uk

Your ref
Our ref TPO Custom House/GLD/BB

Case Officer
Beverley Bush

Date 6th December 2021

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Yours faithfully,

Gwyn Richards
Planning and Development Director
Environment Department
City of London

Environment Department

Juliemma McLoughlin
Executive Director Environment

**Mapeley Steps Limited
care of Mapeley Estates Limited,
Cambridge House,
47 Clarendon Road,
Watford WD17 1HN**

Email
beverley.bush@cityoflondon.gov.uk

Your ref
Our ref TPO Custom House/MSL/BB

Case Officer
Beverley Bush

Date 6th December 2021

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Yours faithfully,

Gwyn Richards
Planning and Development Director
Environment Department
City of London

Environment Department

Juliemma McLoughlin
Executive Director Environment

**Globalgrange Hotels Limited (Co. Regn. No.11022269) of Lion House,
72-75 Red Lion Street,
London WC1R 4NA**

Email
beverley.bush@cityoflondon.gov.uk

Your ref
Our ref TPO Custom House/GHLtd/BB

Case Officer
Beverley Bush

Date 6th December 2021

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Gwyn Richards
Planning and Development Director
Environment Department
City of London

Environment Department

Juliemma McLoughlin
Executive Director Environment

Globalgrange Hotels Limited
c/o Riaa Barker Gillette (UK) LLP
of 11-12 Wigmore Place,
London W1U 2LU

Email
beverley.bush@cityoflondon.gov.uk

Your ref JFG 15121-01
Our ref TPO Custom House/RBG/ BB

Case Officer
Beverley Bush

Date 6th December 2021

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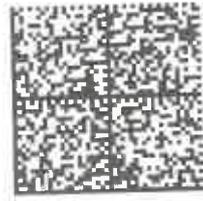
Yours faithfully,

Gwyn Richards
Planning and Development Director
Environment Department
City of London

COMPTROLLER and
CITY SOLICITOR'S OFFICE
REC'D 04 JAN 2022
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BN 5386 1263 8GB SIGNED FOR

P6800 Rev Feb 18

Environment Department
Juliemma McLoughlin
Executive Director Environment



**The Secretary of State for the Environment
Transport and the Regions,
Care of HM Customs and Excise,
6e New Kings Beam House,
22 Upper Ground,
London SE1 9JP**

Email
beverley.bush@cityoflondon.gov.uk

Your ref
Our ref TPO Custom House/S of S/BB

Case Officer
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Agenda Item 6

Committee:	Date:
Planning and Transportation Committee Policy and Resources Committee Court of Common Council	
Subject: Barbican Podium Works - Governance 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 and Comptroller and City Solicitor	For Decision

Summary

The Planning Protocol adopted by Planning and Transportation Committee advises that persons acting in the planning authority functions (both officers and Members) should not be involved in promoting an application for planning permission that comes before them

This raises an issue where the planning application concerns land under the management of Planning and Transportation Committee (e.g City Walkway). Projects requiring committee authority are normally promoted through the committee responsible for the land where the project is located, since that committee normally has within its remit responsibility for authorising such projects. However, if Planning and Transportation Committee promotes a project located on City Walkway (or other land it manages) it is unable to determine a planning application for the project in accordance with the Planning Protocol advice.

A project has commenced for the carrying out of the Barbican Podium Works. The officers involved in promoting the project are not involved in undertaking the City's planning functions in relation to that project. If Planning and Transportation Committee acts as the decision-maker for the purposes of promoting the project it will not be able to consider any planning application which comes forward for the project (in accordance with the Planning Protocol)

This report recommends that the Barbican Podium project be promoted by Policy and Resources Committee in order to address the "separation of functions" issue described above, to enable the project to progress, and to ensure any planning application for the project (outside officer's delegated authority) can be decided by Planning and Transportation Committee (or a sub-committee constituted by it) in accordance with the Planning Protocol.

Recommendation

1. That **Planning and Transportation Committee and Policy and Resources Committee** resolve to recommend to Court of Common Council that the functions of Planning and Transportation Committee as walkway authority and under Part II of the City of London (Various Powers) Act 1967 in connection with the promotion of the Barbican Podium Works (but not the diversion, alteration, revocation or declaration of any City Walkway) be delegated to Policy and Resources Committee for the duration of the Barbican Podium project
2. That **Court of Common Council** resolves that the functions of Planning and Transportation Committee as walkway authority and under Part II of the City of London (Various Powers) Act 1967 in connection with the promotion of the Barbican Podium Works (but not the diversion, alteration, revocation or declaration of any City Walkway) be delegated to Policy and Resources Committee for the duration of the Barbican Podium project and that the Terms of Reference of Planning and Transportation Committee be amended as shown in Appendix A and the Terms of Reference of Policy and Resources Committee be amended as shown at Appendix B

Main Report

Background

1. The Planning Protocol adopted by Planning and Transportation Committee advises that persons acting or assisting in the planning authority functions (both officers and Members) should not be involved in promoting or assisting in the promotion of the application for planning permission ¹
2. This raises an issue where the planning application concerns land under the management of Planning and Transportation Committee.
3. City Walkway is a species of statutory public access right (similar to highway rights) designated under Part II of the City of London (Various Powers) Act 1967 in respect of which the city is the walkway authority. The walkway authority's powers and duties are to pave, repair, drain, cleanse and light the City Walkway.² Under the Terms of Reference of Planning and Transportation Committee Court of Common Council has delegated to that Committee the City's functions as walkway authority and responsibilities for walkways under the 1967 Act.
4. Projects requiring committee authority are normally promoted through the committee responsible for the land where the project is located, since that is normally the committee which has within its remit responsibility for authorising such projects. However, if Planning and Transportation Committee promotes a project located on City Walkway (or other land it manages) it is unable to determine a planning application for the project in accordance with the Planning Protocol advice.
5. A project has commenced for the carrying out of the Barbican Podium Works. (The officers involved in promoting the project are not involved in undertaking

¹ Planning Protocol November 2020 Paragraph 7e. This applies the requirements of Reg. 64 of the Environmental Impact Assessment Regulations to non-EIA cases on the basis of the judgment in R (London Parks and Gardens Trust) v SoSHCLG

² Section 9 City of London (Various Powers) Act 1967

the City's planning functions in relation to that project³.) If Planning and Transportation Committee acts as the decision-maker for the purposes of promoting the project it will not be able to consider any planning application which comes forward for the project (in accordance with the Planning Protocol)

6. The Gateway 3 /4 report seeking approval of the recommended option for the Barbican Podium project and authority to appoint the project team was initially considered and approved by Planning and Transportation Committee, Project Sub-committee and Court of Common Council between January and March 2020. However, since that decision, new considerations have caused the scope of the project to alter and widen significantly. These include the adoption of the City's Climate Action Strategy (which has resulted in the project needing to give enhanced focus to greening and improvement) and the results of survey work which have shown that more intrusive and extensive drainage work is required than was initially anticipated and that some works involving replacement of expansion joints are also required.
7. As a result, a further Gateway 4C report will need to be prepared to seek approval for the increased scope and altered project. The changes are such that subject to the new proposals in the Gateway 4C report being approved, it is considered reasonable to regard Planning and Transportation Committee's approval of the project in January 2020 (and that Committee's involvement in promoting the project) as superseded. The widened and altered project is considered to be of a sufficiently different character that the prior involvement of Planning and Transportation Committee (in promoting the previous superseded proposals) would not impede that Committee's consideration of a planning application for the new proposals.
8. The departmental management responsibility for City Walkway at the Barbican has not always been straightforward because of its unusual character. In the case of City Walkway, the walkway authority has no ownership of the physical structure (unlike the position pertaining to public highway). Ownership of City Walkway remains with the owner (whether an arm's length third party or, if on City-owned property, the City in another capacity). In addition, because the City Walkway is physically linked to the wider structure, significant overlap can occur between infrastructure which is the responsibility of the walkway authority, and the wider infrastructure which is the responsibility of the owner. For example, drainage and pooling issues on the Podium could be attributable both to walkway drainage and to the linked drains for the wider structure. In order to identify clear accountability and responsibility between departments, the Director of Community and Children's Services took on the lead role for management of the Barbican common parts including the City Walkway. However, responsibility for the public access areas has never been delegated to Children and Community Services Committee nor to Barbican Residential Committee. The City Walkway remains the responsibility of Planning and Transportation Committee

Proposed Way Forward

³ However, officers for both the promoter and the planning authority have worked jointly to address the wider governance issue the subject of this report, since this does not relate to the planning application itself but only to the decision-making arrangements

9. It is proposed that the promotion of the new Barbican Podium Works be undertaken by Policy and Resources Committee for the following reasons:
 - 9.1 If Planning and Transportation Committee were to promote the project it would not be able to decide a planning application for the project (in accordance with the Planning Protocol). Planning and Transportation Committee (or a sub-committee constituted by it) is considered the most appropriate committee to decide planning applications due to the training and experience of its Members and the special arrangements adopted by that Committee for considering applications and objections. There is considered to be difficulty and risk attaching to planning decisions being made by other committees (or Court).
 - 9.2 The increased scope of the Project has introduced requirements for greening and for repairs to the wider structure involving overlap between the walkway authority and the owner's responsibilities.
 - 9.3 Policy and Resources Committee is experienced in the co-ordination of organisational governance and administration matters and in taking responsibility for general matters not otherwise dealt with by other committees.
 - 9.4 The range of functions for which Policy and Resources Committee is responsible makes it well-qualified to consider and weigh all the considerations and interests relevant to the promotion of the proposals.
10. To put the proposal in effect the Terms of Reference of the Planning and Transportation Committee and Policy and Resources Committee would require amendment as set out at Appendices A & B.
11. It is not proposed that any regulatory walkway authority functions for diversion, alteration, revocation or declaration of City Walkway be moved to Policy and Resources Committee. No regulatory changes are proposed and if they were, it is considered that this regulatory function should remain with Planning and Transportation Committee.

Other Issues

12. If Policy and Resources Committee were to promote the proposals, the Planning Protocol restriction would prevent any member of Planning and Transportation Committee who was also a member of Policy and Resources Committee from participating in any planning decision
13. In addition to the restrictions contained in the Planning Protocol, applications relating to land that Planning and Transportation Committee is responsible for managing must not be determined by that Committee. (Regulation 10 Town and Country Planning General Regulations 1992) ("Regulation 10 Issue")
14. The Regulation 10 issue may be addressed by Planning and Transportation Committee constituting a special sub-committee (with no responsibility for City Walkway) to determine any planning application. This would need to be considered by that Committee prior to an application for land it manages coming before Members

15. Your committees may wish to instruct officers to consider and report on possible alternative governance arrangements to address the issues without need for ad hoc arrangements to be put in place each time the issues arise.

Conclusion

16. It is proposed that the Barbican Podium project be promoted by Policy and Resources Committee in place of Planning and Transportation Committee in order to address the separation of functions issue outline in this report. If Court of Common Council agrees to amend the Terms of Reference of the Committees in order to implement the recommended arrangements, the Gateway 4C report regarding the proposed expanded scope of the project would be reported to Policy and Resources Committee as soon as practicable in order to progress the project. Any future planning (and listed building) applications not within officer's delegated authority to determine would be reported to Planning and Transportation Committee or a special sub-committee constituted by it.

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APPENDIX A

PLANNING & TRANSPORTATION COMMITTEE

Terms of Reference

To be responsible for:-

- (a) All functions of the City as local planning authority [relating to town and country planning and development control] pursuant to the Town and Country Planning Act 1990, the Planning (Listed Building and Conservation Areas) Act 1990 and Compulsory Purchases Act 2004, the Planning Act 2008 and all secondary legislation pursuant to the same and all enabling legislation (including legislation amending or replacing the same).
- (b) Making recommendations to Common Council relating to the acquisition, appropriation and disposal of land held for planning purposes and to exercise all other functions of the local planning authority relating to land held for planning (or highways) purposes, and making determinations as to whether land held for planning or highways purposes is no longer required for those purposes, other than in respect of powers expressly delegated to another committee.
- (c) All functions of the Common Council as local highway, traffic, walkway and parking authority (other than in respect of powers expressly delegated to another committee) and the improvement of other open land under S.4 of the City of London (Various Powers) Act 1952.
- (d) All functions under part II of the City of London (Various Powers) Act 1967 including declaration, alteration and discontinuance of City Walkway (other than in respect of the promotion of works to the Barbican Podium, which shall not include any declaration, alteration or discontinuance of City Walkway ["City Walkway regulatory functions"] in connection with such works, all City Walkway regulatory functions to remain the responsibility of Planning and Transportation Committee) .
- (e) All functions relating to the construction, maintenance and repair of sewers in the City, including public sewers (on behalf of Thames Water under an agency arrangement).
- (f) All functions of Common Council as Lead Local Flood Authority in relation to the Flood and Water Management Act 2010.
- (g) All functions relating to the Stopping Up of highway (including as local planning authority and highway authority).
- (h) All functions relating to street naming and numbering under the London Building Acts (Amendment) Act 1939.
- (i) All functions relating to building control under the Building Act 1984, Building Regulations 2000-10 and London Building Acts 1930-82.
- (j) The setting of building control charges under the Building (Local Authority Charges) Regulations 2010.
- (k) Response to and resolution of dangerous structures under the London Building Acts (Amendment) Act 1939.
- (l) All functions relating to the City of London Corporation's commemorative blue plaques.
- (m) All functions relating to the Local Land Charges Act 1975.
- (n) The appointment of the Chief Planning Officer & Development Director.
- (o) The appointment of the Director of the Built Environment (in consultation with the Port Health and Environmental Services Committee).
- (p) The appointment of such Sub-Committees as is considered necessary for the better performance of its duties including a Streets & Walkways Sub-Committee.

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APPENDIX B

POLICY & RESOURCES COMMITTEE

1.

Terms of Reference

To be responsible for:-

General

- (a) considering matters of policy and strategic importance to the City of London Corporation including matters referred to it by other Committees and/or Chief Officers;
- (b) the review and co-ordination of the governance of the City of London Corporation including its Committees, Standing Orders and Outside Bodies Scheme, reporting as necessary to the Court of Common Council, together with the City Corporation's overall organisation and administration;
- (c) overseeing, generally, the security of the City and the City of London Corporation's security and emergency planning;
- (d) the support and promotion of the City of London as the world leader in international financial and business services and to oversee, generally, the City of London Corporation's economic development activities, communications strategy and public relations activities;
- (e) the use of the City's Armorial bearings;
- (f) the appointment of the City Surveyor (in consultation with the Investment Committee and the Bridge House Estates Board);
- (g) general matters not otherwise expressly provided for within the terms of reference of any other Committee;
- (gg) the functions of the Court of Common Council as walkway authority and under Part II of the City of London (Various Powers) Act 1967 (excluding the declaration, alteration and discontinuance of City Walkway) for the purposes of promoting works to the Barbican Podium
- (h) approving the City Corporation's annual contribution to the London Councils' Grants Scheme and agreeing, alongside other constituent councils, the proposed overall budget;
- (i) making recommendations to the Court of Common Council in respect of:
 - (i) the appointment of the Town Clerk & Chief Executive, Comptroller & City Solicitor and Remembrancer;
 - (ii) the Corporate Plan, Community Strategy, and other corporate strategies, statements or resolutions;
 - (iii) the issuing of levies to all the constituent councils for their contributions to the London Councils' Grants Scheme, for which the Court of Common Council is a levying body; and
 - (iv) the promotion of legislation and, where appropriate, byelaws;

Resource Allocation

- (j) determining resource allocation in accordance with the City of London Corporation's strategic policies;

Corporate Assets

- (k) (i) determining the overall use of the Guildhall Complex; and
 - (ii) approving overall strategy and policy in respect of the City Corporation's assets;

Projects

- (l) scrutiny and oversight of the management of major projects and programmes of work, including considering all proposals for capital and supplementary revenue projects, and determining whether projects should be included in the capital and supplementary revenue programme as well as the phasing of any expenditure;

Hospitality

- (m) arrangements for the provision of hospitality on behalf of the City of London Corporation;

Privileges

- (n) Members' privileges, facilities and development;

Sustainability

- (o) strategies and initiatives in relation to sustainability;

Business Improvement Districts

responsibility for the functions of the BID Proposer and BID Body (as approved by the Court of Common Council in October 2014);

Sub-Committees

appointing such Sub-Committees as are considered necessary for the better performance of its duties including the following areas:-

* Resource Allocation

Projects
Outside Bodies
Public Relations and Economic Development
Courts

†Hospitality

†Members' Privileges *(including such items concerning the standards regime as set out in sub-section (r))*

* The constitution of the Resource Allocation Sub Committee is set by the Court of Common Council and comprises the Chairman and Deputy Chairmen of the Grand Committee, past Chairmen of the Grand Committee providing that they are Members of the Committee at that time, the Chairman of the General Purposes Committee of Aldermen, the Chairman and Deputy Chairman of the Finance Committee, the Chairman of the Establishment Committee, the Senior Alderman below the Chair and six Members appointed by the Grand Committee.

† the Working Parties or Sub Committees responsible for hospitality and Members' privileges shall be able to report directly to the Court of Common Council and the Chief Commoner able to address reports and respond to matters in the Court associated with these activities.

(r) **Standards and Code of Conduct**

Following the decision of the Court of Common Council on 14 January 2021, the Committee (through its Members' Privileges Sub-Committee) shall have interim responsibility for the following matters, previously under the purview of the Standards Committee, until such time as the Court determines otherwise:-

- (i) promoting and maintaining high standards of conduct by Members and Co-opted Members of the City of London Corporation and to assist Members and Co-opted Members to observe the City of London Corporation's Code of Conduct;
- (ii) preparing, keeping under review and monitoring the City of London Corporation's Member Code of Conduct and making recommendations to the Court of Common Council in respect of the adoption or revision, as appropriate, of such Code of Conduct;
- (iii) keeping under review, monitoring and revising as appropriate the City of London Corporation's Guidance to Members on the Code of Conduct;
- (iv) keeping under review by way of an annual update by the Director of HR, the City of London Corporation's Employee Code of Conduct and, in relation to any revisions, making recommendations to the Establishment Committee;
- (v) keeping under review and monitoring the Protocol on Member/Officer Relations and, in relation to any revisions, making recommendations to the Establishment Committee;
- (vi) advising and training Members and Co-opted Members on matters relating to the City of London Corporation's Code of Conduct.

Agenda Item 7

Committee(s) Planning & Transportation Committee	Dated: 22/02/2022
Subject: Climate Action Strategy: Square Mile and Resilience Projects Update	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	1, 5, 7, 10, 11, 12
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	n/a
What is the source of Funding?	CAS programme funding
Has this Funding Source been agreed with the Chamberlain's Department?	
Report of: Juliemma McLoughlin, Executive Director Environment	For Information
Report author: Peter Shadbolt and Janet Laban, Environment Department	

Summary

The City Corporation adopted a Climate Action Strategy in October 2020. The Strategy committed the Corporation to mitigating the impact of climate change by achieving net-zero emissions for the City Corporation and its activities; supporting residents and business to achieve net zero in the wider Square Mile; and preparing the Square Mile for the inevitable impacts of a changing climate. Two areas of work that fall within the responsibility of the Planning & Transportation Committee are: delivery of Square Mile projects targeting the achievement of net zero carbon emissions within the wider Square Mile, and environmental resilience measures across the City.

During 2021, progress has been made on a number of Square Mile and environmental resilience projects. Square Mile projects include: appointment of a workstream manager to drive the Square Mile projects forward; appointment of consultants to scope the potential for a Climate Action Fund to deliver carbon reductions; and preparatory work for the publication of further planning guidance on carbon reduction from buildings that will be published later this year.

In terms of environmental resilience work has begun on a series of pilot projects, testing measures that will help the Square Mile and the City Corporation's operations and services to be resilient to disruption from hotter drier summers, warmer wetter winters, more frequent extreme weather events and sea level rise. The findings from these trials will be incorporated into design guidance for a climate resilient Square Mile

Recommendation(s)

Members are asked to:

- Note the update on progress towards achieving Square Mile and Climate Resilience projects under the Climate Action Strategy that fall within the remit of this Committee.

Main Report

Background

1. The City Corporation adopted a Climate Action Strategy in October 2020, which committed the Corporation to mitigating the impact of climate change by achieving net-zero emissions for the City Corporation and its activities and the wider Square Mile. It highlighted the need to take preventative steps to protect the City and its assets from the physical and commercial risks from climate change. 10 workstreams were developed, working across 6 departments. The Climate Action Strategy set out overall ambitions of being:
 - Net Zero in our own operations by 2027
 - Net Zero in our value chain by 2040
 - Net Zero in the Square Mile by 2040
 - Climate resilience in our buildings, public spaces and infrastructure.
2. Two key areas of work that fall within the responsibility of the Planning & Transportation Committee are:
 - a. Delivery of Square Mile projects targeting the achievement of net zero carbon emissions within the wider Square Mile by 2040;
 - b. Environmental resilience measures.
3. This report updates the Committee on progress on delivery of these projects during 2021.

Square Mile Project Plan

4. Buildings are the largest contributor to the City's direct carbon emissions. The Square Mile project focuses on the built environment and aims to engage with developers, businesses and other organisations across the City of London to promote the adoption of low carbon approaches and technologies.
5. The key actions within this project are:
 - a. New Supplementary Planning Guidance: development of detailed planning guidance to deliver carbon improvements in new development, including addressing whole life carbon.
 - b. Square Mile Climate Action Fund: design and delivery of a fund that businesses can contribute to and which can be used to reduce and remove hard to treat residual emissions in the Square Mile.
 - c. Square Mile Local Area Energy Plan: development of a strategy to reduce energy-related emissions for buildings in the Square Mile.

- d. Historic Building Energy Retrofit Challenge: a project to incentivise improvements in the carbon performance of heritage assets through practical examples.
- e. Development of Exemplar Guidance on Square Mile Refurbishment: linked to the Retrofit Challenge, but also drawing on best practice in carbon reduction in refurbished buildings.
- f. Square Mile Value Chain Emissions Strategy: development of a strategy to improve the carbon performance of business value chains, encouraging a holistic approach to decarbonisation.

Square Mile 2021 Project Update

6. The key areas of progress during 2021 have been:

a. Supplementary Planning Guidance

A Supplementary Planning Document is being drafted to provide further guidance and support to the development industry on meeting Local and London Plan requirements for net zero carbon new buildings and delivering carbon improvements through the refurbishment of existing buildings. The SPD will be structured around RIBA development stages with an emphasis on the need to factor zero carbon principles into building design at an early stage. The draft SPD is expected to be published for consultation later in 2022.

In advance of the full SPD, an initial Member training session on Whole Life Carbon was run by Arup on 8 June 2021. Officers are now drafting further planning guidance on whole life carbon appraisals and considering how information can be presented in a consistent and coherent way to inform delivery of the Climate Action Strategy. A Planning Advice Note will be drafted and brought back to the Planning & Transportation Committee for consideration in late spring.

b. Climate Action Fund

Consultants have been appointed to undertake scoping of the potential for a Climate Action Fund. This Fund would seek to leverage investment from City businesses which, in turn, can be used to reduce and remove hard to treat residual emissions in the City, principally through new infrastructure in and around the City aimed at delivering measurable carbon reduction. This scoping will be completed by the end of March 2022 and, subject to the outcome, will be followed by a more detailed piece of work on structures and governance for the Fund.

c. Local Area Energy Plan

A brief is being prepared to commission consultancy advice on the development of a Local Area Energy Plan for the City of London. This brief is aligned with the work of the City Corporation's Energy Team.

d. Appointment of City Workstream Manager

A new member of staff, with experience in cross organisational and cross boundary working on climate matters, has commenced work within the Environment Department. He will take the lead in managing the Square Mile projects and drive delivery over the course of 2022.

Environmental Resilience project update

7. Work has begun to trial various climate resilience measures such as sustainable drainage systems (SuDS), climate resilient planting and shade creation in the City's public realm. Appendix 1 shows the progress to date on the Year 1 projects. Working with consultants we have developed a resilience measures catalogue which includes over 30 possible interventions which we plan to trial.
8. Many climate resilience interventions rely on below ground opportunities to accommodate SuDS, tree roots and cool spaces etc. Identification of such spaces can be challenging given the congestion from utilities, basements and archaeological assets in the City. Work in underway with the British Geological Survey (BGS) to map the City's subsurface through the "[Cubic Mile](#)" project. Part funded by Natural Environment Research Council (NERC) this project is due to propose suitable below ground opportunities later in 2022.
9. The effectiveness of interventions is being assessed through the use of on-site sensors to measure parameters such as temperature, humidity, soil moisture, rainfall and gully fill levels. Working with Kings College London (KCL) projects will be monitored over the next 3-5 years to inform design guidance for climate resilient public realm projects.
10. Sea level rise will affect the tidal Thames requiring the local flood defences to be raised by up to 0.5m by 2065 and 1m by 2100. The City's Riverside Strategy which this Committee approved for adoption in November 2021 provides a mechanism for the flood protection to be incorporated into development and planned works avoiding the need for urgent and costly interventions later this century.
11. It is essential that climate impacts are considered when progressing projects across the City Corporation. Workshops and training sessions and "climate chats" have involved officers from across the City Corporation to help them to include climate considerations in plans, strategies and decision making.

Corporate & Strategic Implications

12. The CAS supports delivery against the following outcomes in the Corporate Plan, 2018-23:
 - Outcome 1: People are safe and feel safe
 - Outcome 5: Businesses are trusted and socially and environmentally responsible
 - Outcome 7: We are a global hub for innovation in financial and professional services, commerce and culture
 - Outcome 10: We inspire enterprise, excellence, creativity and collaboration
 - Outcome 11: We have clean air, land and water and a thriving and sustainable natural environment
 - Outcome 12: Our spaces are secure, resilient and well-maintained.
13. The strategy builds upon existing strategies and policies, including: The Responsible Business Strategy 2018-23, the Responsible Investment Policy, the City Procurement Strategy 2020-24, the Local Plan 2015, the draft City Plan 2036, the Transport Strategy, the Air Quality Strategy 2019-24, the Biodiversity

Strategy 2021. It is aligned to ongoing reviews of the City Corporation's financial and property investment portfolio.

Financial implications

14. Funding for these projects has been agreed by Policy & Resources Committee under the Climate Action Funding Programme

Legal implications

15. There are no legal implications arising from this report.

Equalities implications

16. A Test of Relevance was undertaken on the Climate Action Strategy and several positive impacts were identified for people in at least one of the following five protected groups - age, disability, race, pregnancy/maternity and gender. No negative impacts were identified. Potential equalities impacts will be investigated and assessed on an ongoing basis.

Risk implications

17. To manage risk effectively in the programme, all projects have a risk register and the overall risks are controlled through a corporation level risk CR30 – Climate Action Strategy.

Climate implications

18. The projects contribute towards meeting agreed objectives for the Climate Action Strategy.

Security implications

19. There are no direct security implications.

Conclusion

20. The Climate Action Strategy was adopted by the City Corporation in October 2020. Two key areas of work lie within the remit of the Planning & Transportation Committee, the Square Mile Workstream and the Environmental Resilience Workstream.
21. During the first full year of implementation of the Climate Action Strategy, work has progressed on further planning guidance on carbon emissions and sustainability and work has commenced on the Climate Action Fund. A City Workstream Manager has been appointed to drive forward key Square Mile projects during 2022.
22. Work is underway to trial interventions that will help to avoid disruption to the Square Mile, and the City's assets elsewhere, from climate change.

Appendices

- Appendix 1: Climate Resilience update on Year 1 projects

Report authors

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Appendix 1 Climate Resilience update on Year 1 projects

Site	Proposed measures	Progress summary	Outputs	Indicative Cost (£)	Spend to date
Bevis Marks	Installation of rain garden permeable paving trees and climate resilient planting	In design Gateway 5 approval early 2022 delegated Construction Start date April 2022 Completion June 2022	<p>Measures included in the design for Bevis Marks</p> <ul style="list-style-type: none"> • SuDS – raingardens with channels and reprofiled footways • Permeable paving • Trees • Climate resilient planting <p>Monitoring planned</p> <ul style="list-style-type: none"> • Temperature, humidity, and soil moisture – Urban controls – connected to mesh network • Gully sensors - supplier tba 	250K	Subject to Gateway 5 approval
Jubilee Gardens	Installation of Sustainable Drainage System (SuDS) green wall trees and climate resilient planting	In design Gateway 5 approval April 2022 delegated to chief officer Construction Start date summer 2022 Completion Autumn 2022	<p>Measures included in the design for Jubilee Gardens</p> <ul style="list-style-type: none"> • SuDS soakaways • Green wall • Trees • Climate resilient planting <p>Monitoring planned</p> <ul style="list-style-type: none"> • Temperature, humidity, and soil moisture Urban Controls – connected to mesh network • Gully sensors - supplier tba 	150K	Subject to Gateway 5 approval
Greening Cheapside	Installation of SuDS, permeable paving and climate resilient planting	In design Gateway 5 approval Jan 2022 Construction Start date April 2022	<p>Measures included in the design for Greening Cheapside site:</p> <ul style="list-style-type: none"> • SuDS soakaways – reprofiling footways to drain to landscaping around trees • permeable paving – bound gravel for all paved surfaces • Climate resilient planting <p>Monitoring In collaboration with Kings College London and Ambiotek the following sensors are in place:</p>	180K	Subject to Gateway 5 approval

		Completion June 2022	<ul style="list-style-type: none"> • Temperature & humidity • Soil moisture • Air quality • Weather station (on Boys' School Roof) 		
Riverside Planters City of London School	Climate resilient planting in water retentive soils, removal of artificial irrigation, retention of existing trees	In design Planting date spring/ autumn 2022 Completion November 2022	<p>Measures included in the design for the Riverside Planters</p> <ul style="list-style-type: none"> • Alternative planting mediums – water retention • Retention of existing trees • Climate resilient planting <p>Monitoring planned in conjunction with Kings College London & Ambiotek</p> <ul style="list-style-type: none"> • Temperature & humidity • Soil moisture • Chlorophyll leaf monitoring sensors <p>Plus comparison with commercial sensors</p>	55K	Subject to Gateway 5 approval
Climate Resilient Planting	Climate resilient planting at four pedestrian priority sites	Planting complete monitoring programme in design	<p>Measures</p> <ul style="list-style-type: none"> • Planting for these sites was completed in 2021 <p>Monitoring planned</p> <ul style="list-style-type: none"> • Temperature, humidity and soil moisture – Urban Controls connected to the mesh network • Chlorophyll leaf monitoring sensors 	20K	See Gateway 2 update
35 Vine Street	Tree planting (6 trees- 3 species)	Planting date Spring/ Autumn 2022 Completion Nov 2022	<p>Measures</p> <ul style="list-style-type: none"> • Eight trees of 2 different species <p>Monitoring</p> <ul style="list-style-type: none"> • Temperature, humidity and soil moisture Urban Controls connected to mesh network • Chlorophyll leaf monitoring sensors 	5K	See Gateway 2 update
Total	Capital costs			660K	Nil

Maintenance and monitoring of all sites	To evaluate the effectiveness of the measures for combating climate risks and identify any additional operational costs	To be met by Climate Action Strategy revenue funds		114K funded from CAS revenue – not to be included in total	
Total	Capital and revenue costs			774K	Nil

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Agenda Item 8

Committee	Dated:
Planning and Transportation Committee	22 February 2022
Subject: Transport Strategy Update: Quarter 3 2021/22	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	1 People are safe and feel safe 2 People enjoy good health and wellbeing 9 We are digitally and physically well-connected and responsive 11. We have clean air, land and water and a thriving and sustainable natural environment 12 Our spaces are secure, resilient and well-maintained
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Executive Director Environment	For Information
Report author: Samantha Tharme and Averil Pittaway, Environment Department	

Summary

Members have requested quarterly updates on progress with delivering the City of London Transport Strategy. This report covers Quarter 3 of 2021/22 (October – December 2021).

An update on Delivery Plan projects is provided in Appendix 1. While progress continues to be made, some projects and activities are experiencing programme delays due to funding constraints.

As reported for the previous quarter, Transport for London (TfL) is still unable to award usual Local implementation Plan (LIP) funding due to their financial constraints. In July we received approval for cycle scheme funding, but no other funding is available through the LIP. An update from TfL in December 2021 confirmed no further funding is anticipated this financial year.

Recommendation

Members are asked to note the report.

Main Report

Background

1. The City of London Transport Strategy was adopted in May 2019. The Strategy sets the framework for the design and management of transport and streets in the Square Mile over the next 25 years.
2. The Transport Strategy is supported by a three-year Delivery Plan. This provides details of projects to deliver the Transport Strategy and is updated on an annual basis. The 2021/22 – 2023/24 Delivery Plan was brought to this Committee in July 2021.
3. Members have requested quarterly updates on progress with delivering the Transport Strategy. This report covers Quarter 3 of 2021/22 (October – December 2021).

Quarter 3 Update

4. The quarterly update on progress with Delivery Plan projects is provided in Appendix 1, this includes a RAG status. The RAG status assumes that, where appropriate, project dates were reset after the COVID-19 lockdown period when work resumed on most projects.
5. Progress during the third quarter of 2021/22 includes:
 - The Beech Street Zero Emission experiment concluding in September. The results of the experiment and the public consultation were presented to members, with agreement to now consult the public whether to implement a permanent scheme based on the design of the experiment.
 - Consultants being appointed to carry out a study into the longer-term viability of a sustainable logistics centre, along with short to medium term actions to promote and encourage freight and servicing consolidation.
 - The Barts Close Public Realm Improvements project being completed.
 - Authority to start work being given on the Riverside Walkway (Globe View section) project. The construction pack is being finalised with the aim of starting on site in Feb 2022.
6. The following projects have a red or amber RAG status, reasons are noted in Appendix 1:
 - All Change at Bank (R)
 - Healthy Streets minor schemes (R)
 - Moorgate Crossrail Integration (A)
 - St Paul's gyratory removal (A)
7. Progress with projects and activities to deliver Vision Zero and help mitigate the CR20 - Road Safety corporate risk includes:
 - Securing Gateway 5 (authority to start work) approval for All Change at Bank.

- TfL has approved the TMAN and monitoring strategy for the Bevis Marks protected cycle lane experimental scheme. Delivery of the scheme will commence once traffic signal modifications have been designed.
- Experimental Traffic Orders for Phase 1 schemes in the Pedestrian Priority Programme have been given Gateway 5 approval and TMAN approvals from TfL. Work is progressing to begin the experiments in January 2022.

Financial Implications

8. As reported in the previous update, Transport for London (TfL) is still unable to award usual Local Implementation Plan (LIP) funding due to their financial constraints. In July we received approval for cycle scheme funding. No additional funding is available through the LIP. An update from TfL in December 2021 confirmed no further funding is anticipated this financial year. Liveable Neighbourhoods funding of £3m for the City Cluster remains on hold. We have been able to fund some projects and activities through Local Risk budgets. It remains uncertain what funding is likely to be available for the forthcoming financial year. Capital funding from the City's own funds and developer contributions for major projects has been allocated through Chamberlain's approvals process, therefore much of the Delivery Plan is able to continue.

Corporate & Strategic Implications

9. Delivery of the Transport Strategy supports the delivery of Corporate Plan outcomes 1, 3, 5, 8, 9, 11 and 12. It also indirectly supports the delivery of Corporate Plan outcomes 2 and 4.
10. Delivery of the Transport Strategy helps mitigate corporate risks CR20 – Road Safety, CR21 – Air Quality and CR30 – Climate Action.
11. Delivery of the Transport Strategy supports sustainable growth and the delivery of the City Corporation's Climate Action Strategy (CAS). The Pedestrian Priority Programme and sustainable logistics centre feasibility study are key deliverable for the CAS Transport workstream.
12. Delivery of the Transport Strategy supports delivery of the Outstanding Environments dimension of the Recovery Taskforce.

Conclusion

13. Delivery of the Transport Strategy is progressing well, but several projects are currently experiencing programme delays, partly due to funding constraints.

Appendices

- Appendix 1: Progress update on Transport Strategy Delivery Plan Q3 2021/22

Background Papers

- [City of London Transport Strategy](#)
- [Transport Strategy: 2020/21 progress update and 2021/22 - 2023/24 Delivery Plan](#)

- [2021/22 Local Implementation Plan Funding \(link to committee report 20 July 2021 Planning & Transportation\)](#)

Averil Pittaway and Samantha Tharme, Strategic Transportation,
Environment Department

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Appendix 1: Progress update on Transport Strategy Delivery Plan Q3 2021/22

Note: The project RAG status reflects updated programme dates that have been revised due to COVID-19, rather than original programme dates, on projects where this is applicable.

Major Projects				
Project description	Start date	End date	Q3 RAG	Q3 Update (Oct – Dec)
<p>Bank Junction and surrounding streets 'All Change at Bank' Walking and public realm improvements</p>	2013/14	2022/23	R	The Gateway 5 report was approved at Committees in December. RAG status changed to Red due to funding concerns with current construction and energy market trends increasing costs and the proposed design likely to be more expensive to deliver. An Additional funding request for funding to cover the anticipated increase was also submitted. This has been agreed as a 'green project' through the Capital Bid process and is continuing through that approval process. Traffic orders are currently out for statutory consultation,
<p>Moorgate Crossrail Integration Walking improvements to junction and surrounding public realm (in conjunction with Crossrail)</p>	2019/20	2025	A	Meeting held with LB Islington to review options for Ropemaker Street junction. Additional traffic counts are required. Design options for Moorgate corridor have been prepared and initial pedestrian comfort level assessments have taken place. A design has been prepared for Finsbury Circus west but this has had to be placed on hold as area is required as a pit lane for next 15 months.

Major Projects				
Project description	Start date	End date	Q3 RAG	Q3 Update (Oct – Dec)
<p>St Paul's gyratory</p> <p>Traffic management measures to remove St Paul's gyratory system and Museum of London roundabout and associated public realm improvements.</p>	2013/14	2025	A	<p>Concept highway design work undertaken to accommodate the two potential developments to the north (London Wall West) and south (81 Newgate Street). Initial modelling undertaken. Issue Report to go to Feb Committee seeking agreement to incorporate 81 Newgate St into main project. Capital bid for whole project not agreed but a revised 2022/23 smaller bid to complete detailed scoping of the project is with Committees for consideration. Project on amber due to funding status.</p>
<p>Liverpool St Crossrail Integration</p> <p>Improvements to the public realm, and in particular the pedestrian environment, to accommodate the new Crossrail Station on Liverpool Street.</p>	2019/20	<p>Phase 1 – late 2020/21</p> <p>Phase 2 – mid 2022</p> <p>Phase 3- 2021/22</p>	G	<p>Phase 1 – remaining construction tasks and unspent funds to be transferred to Phase 2 (subject to Members' approval in Feb 22)</p> <p>Phase 2 - Officers are to recommend to members via an Issue Report in Feb 2022 that the footway extension on Old Broad Street north is not to be progressed at this time due to the costs and instead recommend that further additional measures are investigated that could improve provisions for people walking.</p> <p>Phase 3 – No change from previous. Work still on-going with stakeholders.</p>
<p>Fleet Street Area Healthy Streets Plan</p> <p>Traffic management study and improvement required for Fleet Street between Chancery Lane and Ludgate Circus</p>	2020/21	2022/23 (2025-2040)	G	<p>This project is due to be restarted at the end of January. Plans for engagement continue to be paused whilst the return to work is settling down, subject to this it is still our intention to initiate engagement by March 2022.</p>

Major Projects				
Project description	Start date	End date	Q3 RAG	Q3 Update (Oct – Dec)
(scheme development only, implementation beyond Delivery Plan period – 2025-2040)				
Pedestrian Priority Programme Series of street improvements to manage pedestrian priority, including traffic access restrictions and pavement widening	2021/22	2024/25	G	The G345 Report was approved in October. Stakeholder and Member engagement has been undertaken, TMAN from TfL approved, and the Experimental Traffic Orders for Phase 1 schemes have been advertised and come into operation last week January 2022. Detailed design work on the measures is underway and the public consultation portal is almost finalised.
1 – 2 Broadgate Public realm improvements to accommodate new pedestrian desire lines and increased pedestrian footfall	2020/21	2023/24	G	Dialogue with the developer is continuing re. S256 land swap.

City Cluster Area Programme				
Project description	Start date	End date	Q3 RAG	Q3 Update (Oct – Dec)
Traffic Reduction and Pedestrian Priority Programme Healthy Streets Plan St Mary Axe Pedestrian priority and traffic access restrictions Leadenhall Street Traffic access restrictions	2019/20	2021/22	G	The G6 report will be taken to February Committees for approval to close the project. St Mary Axe – Issue Report being submitted to February Committees to request a change in scope and delegated G5 for minor works. Scope change is to move away from the timed closure and gate to a raised table at Undershaft. An issue report for Leadenhall Street will be submitted in May once further understanding of the impact of the Bishopsgate ETO is known.
Wellbeing and Climate Change Resilience Programme	2020/21	2024/25	G	Designs being developed and local consultation is being undertaken. Gateway 5 reports being prepared to progress Bevis Marks SuDs and Jubilee Gardens projects with the aim of starting on site in spring 2022. The Churchyard projects have been delayed due to staff shortages and will be recommenced in spring 2022.
Activation and Engagement Programme	2020/21	2024/25	G	A project management and curation approach has been agreed with the EC Partnership with the involvement of the visitor development team at CoL. A report will be prepared for February committee to set out the details of this approach.

Smithfield and Barbican Area				
Project description	Start date	End date	Q3 RAG	Q3 Update (Oct – Dec)
<p>West Smithfield Public Realm and Transportation measures</p> <p>Implementation of public realm and transport measures improvements to support Culture Mile and Museum relocation. Incorporates Smithfield section of Barbican & Smithfield - Healthy Streets Plan.</p>	2019/20	2026	G	An Issue report was submitted to December S&W and Project Sub Committees. It provides an update on the project programme and release funding to salvage existing historic materials. These will be reused for the implementation of the project and therefore this approach strongly supports the circular economy. An Update report is to be submitted in Summer 2022.
<p>Beech Street Transport and Public Realm Improvements</p> <p>Air quality and public realm enhancements. Incorporates Barbican and Golden Lane section of Barbican & Smithfield - Healthy Streets Plan.</p>	2018/19	2023/24	G	The experiment concluded in September 2021. The results of the experiment and the public consultation were presented in an Issues Report in December '21. Members agreed that the public should now be consulted on whether they want a permanent scheme based on the design of the experiment. Preparation for this informal consultation is underway.
<p>Barbican & Golden Lane Zero Emission Zone and Healthy Streets Plan</p>	2020/21	2021/22		This project is due to be restarted at the end of January. Funding is for the completion of the plan only and future capital bids will be made to deliver any subsequent projects.

Minor Schemes Programme				
Project description	Start date	End date	Q3 RAG	Q3 Update (Oct – Dec)
<p>Healthy Streets minor schemes</p> <p>Small scale interventions at targeted locations to reduce road danger, improve accessibility, enhance the walking and cycling experience, and/or deliver bus priority, people walking.</p>	2019/20	Ongoing	R	<p>There is still a lack of funding for Golden Lane to be completed. The Fann Street raised carriageway works are now complete and work has started on the Brackley Street raised carriageway.</p> <p>Further schemes are still dependent on funding, and currently TfL funding is on hold.</p>
<p>Charterhouse Square School</p> <p>'School street' traffic restrictions to improve safety for pupils arriving at and departing from the school.</p>	2020/21	2022/23	G	<p>Surveys carried out and the 'School Street' experiment is still operating with some enhancements to signage. A report on the findings and recommendation is being prepared for Streets and Walkways Sub-committee</p>

Cycling Programme				
Project description	Start date	End date	Q3 RAG	Q3 Update (Oct – Dec)
<p>City Cycle Network Phase 1 scheme implementation:</p> <p>Route 1: CS1 to Monument via Bank</p> <p>Route 2: Aldgate to Blackfriars via Bank (including improvements at Mansion House junction with TfL)</p>	2019/20	2022/23	G	<p>Route 1 – CS1 to Monument. Scheme continues to be on hold until we fully understand what the permanent Bishopsgate scheme is and the impacts it will have on this route.</p> <p>Route 2 – Aldgate to Blackfriars. Consultant (NRP) has been commissioned via the T&PR framework to carry out the traffic modelling assessment</p>
<p>City Cycle Network Phase 1 scheme development:</p> <p>Route 3: Duke’s Place to St Paul’s Gyratory</p> <p>Route 4: Bank to Holborn</p>	2021/22	2024/25	G	<p>Progress on Bevis Marks scheme detailed below (which is part of Route 3).</p>
<p>City Cycle Network</p> <p>Bevis Marks</p> <p>Queen Victoria Street</p> <p>Protected cycle lane provision</p>	2021/22	2022/23	G	<p>TfL has approved the TMAN and monitoring strategy for the Bevis Marks protected cycle lane. Traffic signal modifications are being designed and costed by TfL. Delivery will then follow.</p> <p>Queen Victoria Street – the temporary scheme is being retained in the short term. A decision on a permanent layout will be made following further assessments as part of the Aldgate to Blackfriars design</p>

Cycling Programme				
Project description	Start date	End date	Q3 RAG	Q3 Update (Oct – Dec)
Cycle Parking Implementation of additional space for standard and dockless cycles	2020/21	2020/21	G	Delivery of approx. 12 additional bays to have an expected delivery of late Spring 2022.

Public Realm Programme				
Project description	Start date	End date	Q3 RAG	Q3 Update (Oct – Dec)
Riverside Walkway Globe View section Reinstatement and improvement of Thames path for public access	2019/20	2021/22	G	Gateway 5 report has been approved and construction pack is being finalised with the aim of starting on site in Feb 2022.
Moor Lane Meanwhile project followed by permanent public realm enhancements	2021/22	2022/23	G	Consultation on the permanent scheme was completed on 31 December. The responses are being analysed and designs will be finalised accordingly. Works on site are scheduled to start in August 2022, subject to 21 Moorfields development programme.
Mark Lane area Public realm and walking improvements	2020/21	2020/21	G	Phase 2 works ongoing in New London Street. Works on Mark Lane will follow. Delegated report for Phase 3 works in the surrounding area (raised carriageways, kerb build out etc.) to be submitted early Jan 2022 and works will follow.
Barts Close public realm improvements	2017/18	2020/21	G	Project completed and GW 6 approved in Dec 2021.

Public Realm Programme				
Project description	Start date	End date	Q3 RAG	Q3 Update (Oct – Dec)
Creed Court Public realm improvements	2020/21	2022/23	G	The implementation is scheduled for March 2022 in accordance with the latest programme received from the developer. Procurement of material and booking of road closures is underway.
22 Bishopsgate public realm improvements	2020/21	2022/23	G	Works adjacent to the development at 6-8 Bishopsgate, at the southernmost part of Undershaft, will be completed upon a completion of this development (currently December 2022)
150 Bishopsgate public realm improvements	2020/21	2021/22	G	Works have been substantially completed, including snagging. Resurfacing of Houndsditch will take place in Feb - Mar, with G6 report rescheduled to summer 2022.
100 Minorities Public realm enhancements	2019/20	2022/232	G	Phase 1: Developer has made payment to enable completion of S278. Programme to be developed for works to commence in spring 2022. Phase 2: Design being progressed
Mansion House Station Environs Walking and public realm improvements, including routes to rail stations	2019/20	2022/23	G	Design development to be recommenced with the aim of incorporating climate resilience measures. Issues report planned for May 2022.
Middlesex Street (Petticoat Lane Market) Public realm improvements to support a rejuvenated market and increase pedestrian priority at key locations	2020/21	2022/23	G	Works at the northern section of Middlesex Street will start in January 2022. The second phase of works (Harrow Place / Gravel Lane) will commence in Autumn 2022.

Public Realm Programme				
Project description	Start date	End date	Q3 RAG	Q3 Update (Oct – Dec)
Middlesex Street Area: Artizan St Phase 1: Landscaping Phase 2: New entrance canopy, signage and improvements	2017	2021/22	G	Architect has been appointed and design work is to be commenced on final phase.
Public Realm SPD and Technical Manual update	2020/21	2022/23	G	Draft Stage 2 document has been produced and internal consultation is planned for Feb 2022.

Strategic Transport Programme				
Project description	Start date	End date	Q3 RAG	Q3 Update (Oct – Dec)
Future Transport Programme	2019/20	Ongoing	G	E-scooter trial ongoing, with more than 500,000 recorded trips across the boroughs participating in the trial. Future Transport Programme partnership under development.
City Wide 15 mph speed limit Schemed development; implementation and education programme	2019/20	2022/23		The application was submitted to the Department for Transport in September. The Secretary of State for Transport has however declined this request. We will continue to look at how we can achieve effective speed reduction on our streets.
Sustainable logistics centre Co-location major suppliers including, waste collection, courier services,	2020/21	2030	G	Bearing Point consultants were appointed in November to carry out a study into the longer-term viability of a sustainable logistics centre, along with short to medium term actions to promote and encourage freight and servicing consolidation.

Strategic Transport Programme				
Project description	Start date	End date	Q3 RAG	Q3 Update (Oct – Dec)
(feasibility and scheme development; implementation to follow by 2030)				The consultancy study is progressing well, with case study examples of UK and international consolidation centres, along with stakeholder engagement with business improvement districts and neighbouring London boroughs.
CoLSAT audit and delivery plan	2021/22	2021/22	G	Staff training on the tool was completed in November, and a wider rollout with external parties is being planned for early 2022.
Sustainable Servicing Programme policy and guidance working with TfL	2019/21	2022/23		No activity programmed in this quarter as delayed due to TfL lead on the project delayed. Now intended to start work within current financial year unilaterally as ties in with kerbside review actions
Shared use Review for walking and cycling - Policy and design guide	2022/23	2022/23	G	No activity programmed in this quarter; project to recommence next financial year if funding and staff resource agreed.
Last mile delivery hubs Two 'last mile' logistics hubs in underutilised City Corporation assets by 2022. A further three hubs by 2025	2019/20	2022/23	A	Approval for the contract and operator for the London Wall last mile hub was agreed in early 2020; operator is now awaiting Planning permission for change of use of the part of the car park under lease agreement. This is scheduled to go to Committee in April or May 2022. Work to identify suitable additional sites is progressing.
Kerbside Review Comprehensive review of on-street parking and loading activity	2019/20	2022/23	G	Actions are progressing where possible, but some have been delayed by funding and resourcing constraints. An assessment of on-street disabled parking provision is progressing with recommendations to ensure adequate provision in the right locations.

Strategic Transport Programme				
Project description	Start date	End date	Q3 RAG	Q3 Update (Oct – Dec)
EV Infrastructure Action Plan Assessed demand for infrastructure completed with a number of actions during 2020/21 to assist with delivering sufficient new charging capacity; including innovative projects	2019/20	2022/23	G	Baynard House EV charge points are expected to be available from April 2022. All work is nearing completion. Assessment of additional on-street rapid charging sites is in progress.

Events and Campaigns				
Project description	Start date	End date	Q3 RAG	Q3 Update (Oct – Dec)
Sculpture in the City annual programme Temporary public art installations in the City Cluster area	2019/20	2022/23	G	Planning for future events of the project have commenced.
Lunchtime Streets City Cluster and Chancery Lane Carter Lane and Cheapside.	2019/20	Ongoing	G	The latest Lunchtime Streets events ended in September. No planned activity for this quarter.
Road Danger Reduction Campaigns Behaviour change and community engagement, (including working with City of London Police)	2019/20	Ongoing	G	The City of London Police continue to undertake road checks for dangerous behaviour and vehicles, including speeding. Additional regular security marking and behaviour messaging for cycle and e -scooters activity takes place with the Community Policing team.

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Agenda Item 9

Committee(s) Planning & Transportation Committee	Dated: 22 February 2022
Subject: Business Plan 21/22 – Q3	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	N/A
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain’s Department?	N/A
Report of: Executive Director, Environment Juliemma McLoughlin	For Information
Report author: Elisabeth Hannah	

Summary

This report sets out the progress made during Q3 of the 2021/22 Departmental Business Plan. This report continues to build on our new approach to share high level data, awards and results as infographics (Appendix A), you will find further details and additional information at Appendix 2.

At the end of December 2021, the Environment Department was £2.167m (24%) underspent against the local risk budget to date of £9.083m, over all the services managed by the Executive Director Environment within the Planning & Transportation Committee. Appendix B sets out the detailed position for the individual services covered by this department.

Overall the Executive Director Environment is currently forecasting a year end overspend of £34k (0.3%) for her City Fund and Bridge House Estate services.

Recommendation

Members are asked to:

- Note the report and appendices.

Main Report

Background

1. The 2020/21 Business Plan of the Department of the Built Environment was approved by this committee on 26 January 2021.

Current Position

2. Appendix A shows our Infographic approach to presenting departmental high-level data, awards and results. The work of the department continues to support City of London's Corporate Plan and key adopted strategies.
3. The end of Quarter3 20/21 monitoring position for the Department of Built Environment services within Planning & Transportation Committee is provided at Appendix B.

Key Updates

4. The Environment department TOM is undergoing staff consultation following approval at Establishment Committee, with staff consultation ending on February 27th and the final structure being implemented by April 4th, 2022.
5. P&T Committee in December agreed to pause the City Plan to enable further technical work on tall buildings, post Covid planning, climate action and to consider potential changes in national policy. We envisages City Plan being brought back to Committee in Oct 2022, with consultation from Dec 2022 and Examination in 2023.
6. Nine Year 1 projects underway incorporating SuDS, climate resilient planting and monitoring sensors into public realm sites across the City. Six additional sites identified and prioritised for Year 2 Awaiting Gateway 3-4 approval.
7. Public realm projects have been completed at Bernard Morgan House, Barts Close and the COVID-19 Phase 3 workstream inc. Asphalt Art. Implementation of projects at 2-6 Cannon Street and Mark Lane continue. A wide ranging public consultation exercise was completed for the Moor Lane project.
8. During Q3 there was an increase in requests for Con29 searches following the relaxing of Covid restrictions. We experienced several technical issues with the Con29 system which has slowed down the ability to respond. These technical issues have been addressed and adjustments to the computer system put in place which has resulted in a speeding up of response times. The Property Searches team comprises a single officer which has led to resilience issues, but additional support has now been put in place to cover for absences which should reduce any potential delay. Officers are working to further automate systems and build greater resilience into the system to ensure that response times can be brought back on target.

Transport Strategy Updates

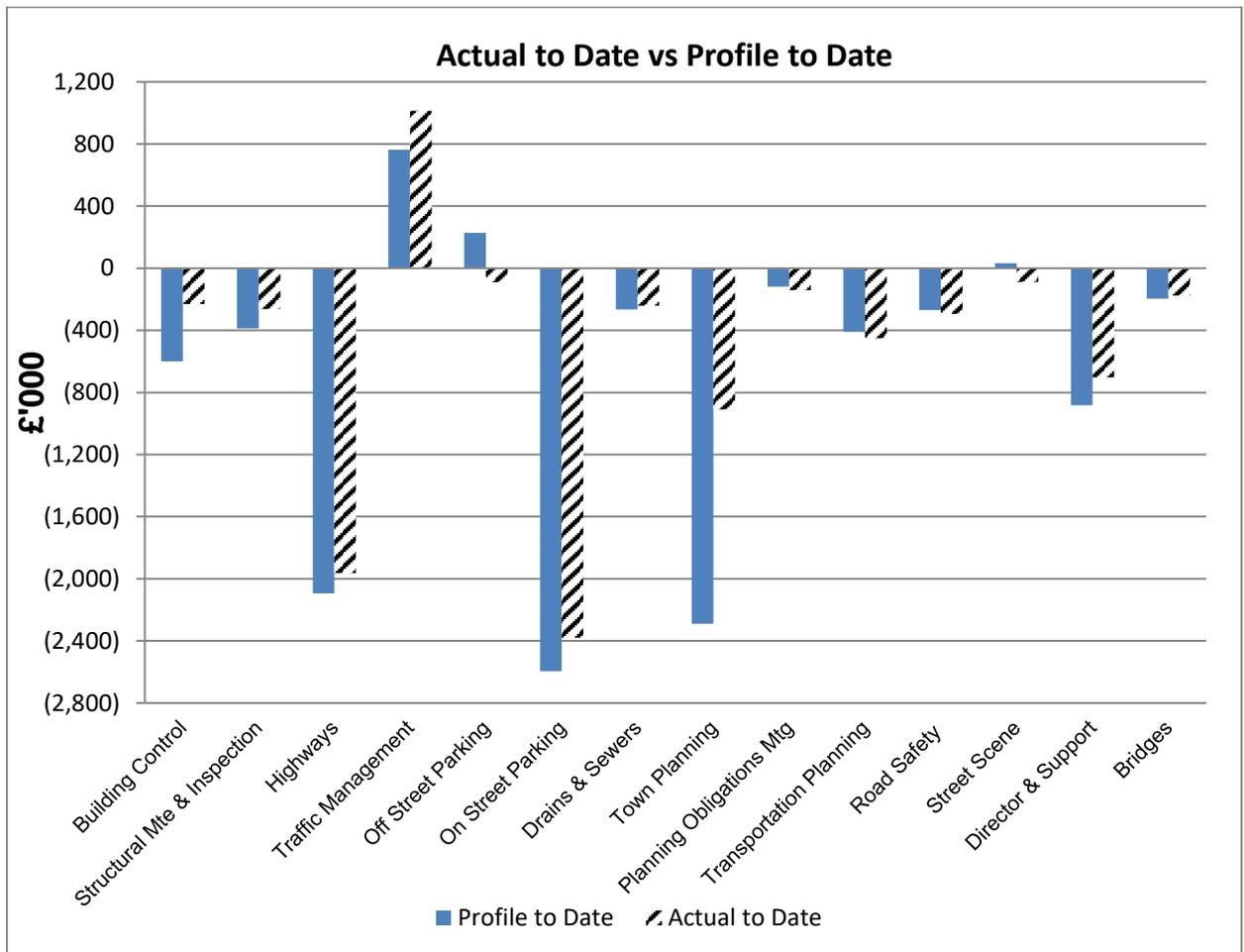
9. Following the decision being agreed at September's Planning & Transportation committee, the review period for the Transport Strategy has been extended to Spring 2023. Some progress has been made on some workstreams to feed into this with officer meetings and partnership coordinative with external groups. Further updates are detailed in the Q3 Transport Strategy update paper.

Staff Development

10. Prior to her retirement, Kay English received the British Empire Medal for her services to transport management in the City of London including during the Covid-19 pandemic.
11. Katie Lawman and Abi Strangwick, Level 3 Business Administration apprentices completed their apprenticeships with Distinctions. Both were successfully appointed into new roles with the department.
12. Assistant District Surveyor, Tim Gillooly, has been awarded the inaugural national Local Authority Building Control (LABC) Jim King Leadership Award in Building Control recognising his outstanding work with Building Control apprentices, trainees, and graduates across the industry.
13. Assistant District Surveyor, Mark Pundsack has been awarded the Scouts Medal of Merit for his volunteering.
14. Halle Sprott was runner up Apprentice of the Year award at the Celebrate Our People Awards held in the Guildhall in October.

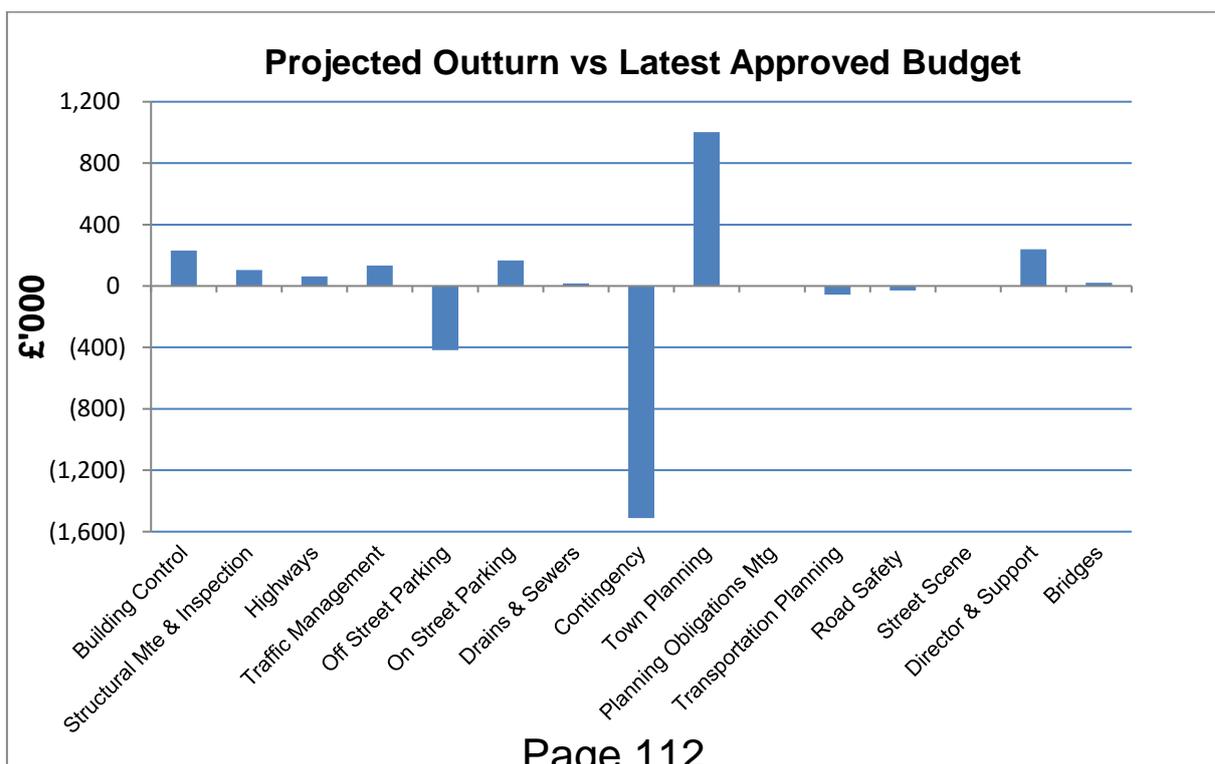
Detailed Finance Information

15. The end of December 2021 monitoring position for the Environment Department services within Planning & Transportation Committee is provided at Appendix B. This shows a net underspend to date for the Department of £2.167m (24%) against the overall local risk budget to date of £9.083m for 2021/22.
16. Overall the Executive Director Environment is currently forecasting a year end overspend position of £34k (0.3%) for her City Fund and Bridge House Estate services.



Notes:

1. Graph shows the actual local risk net position against the profiled budget to date for each Division.
2. A position above the baseline shows overall net income.
3. A position below the baseline shows overall net expenditure.
4. DBE total actual to date net exp of £6.916m is £2.167m under the profiled budget to date of £9.083m.



Notes:

1. Zero is the baseline latest approved budget for each Division of Service.
 2. Graph shows projected outturn position against the latest approved budget.
 3. A variance above the baseline is favourable ie either additional income or reduced expenditure.
 4. A variance below the baseline is unfavourable is additional expenditure or reduced income.
 5. Overall the Department is forecasting an overspend of £34k at year end.
-
17. The reasons for the significant budget variations are detailed in Appendix B, which sets out a detailed financial analysis of each individual Division of Service reporting to this Committee, for the services the Executive Director Environment manages.
 18. The better than budget position at the end of December 2021 is mainly due to staffing savings due to vacancies held throughout the Department, and additional income from Planning Application fees, Planning Performance Agreements, Building Regulation Fees and the Thames Tideway SLA.
 19. These underspends to date are partly offset by reductions in car parking income due to the ongoing impact of COVID-19, under recovery of staff costs recharged to capital projects due to reduced activity as a result of COVID-19 together with current staff vacancies within the Department, and increased variable On-Street Parking enforcement costs.
 20. The Executive Director of Environment anticipates that the underspends and overspends to date set out in the preceding paragraphs will largely continue to year end, but that the overall budget position will turn to a small overspend by year end due mainly to the 12% TOM savings still to be delivered.
 21. The projected overspend has reduced by £685k from the position reported at the end of September.

Appendices

- Appendix A – Infographic
- Appendix B – Finance Report

Background Papers

DBE Business Plan 2021/22
Transport Strategy Q3 Update

Elisabeth Hannah
Business Manager

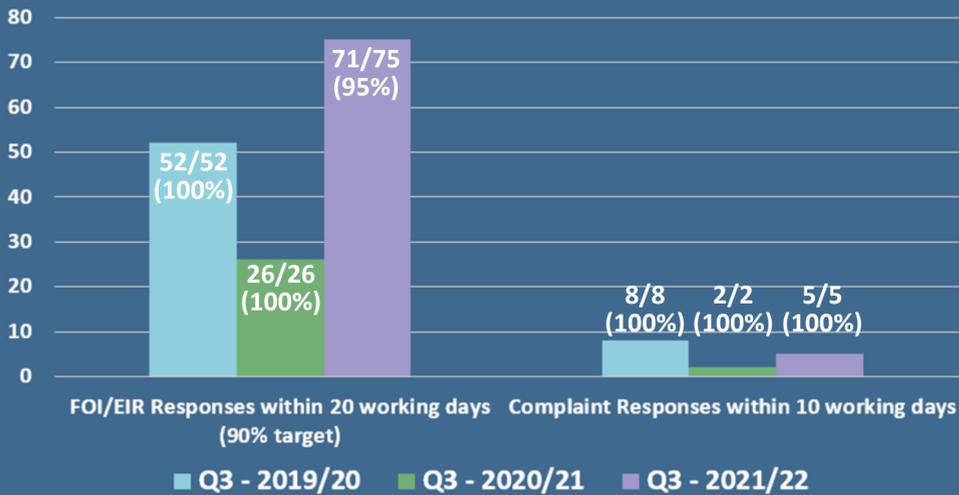
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FOIs & Complaints



Number of fatal casualties and serious injuries on City of London streets: **41**



100% Building Regulation completion certificates issued within **10 days**

Planning applications determined within agreed timescales:



100% - Major (Target 100%)
77% - Minor (Target 65%)
80% - Other (Target 75%)

Building Control performance



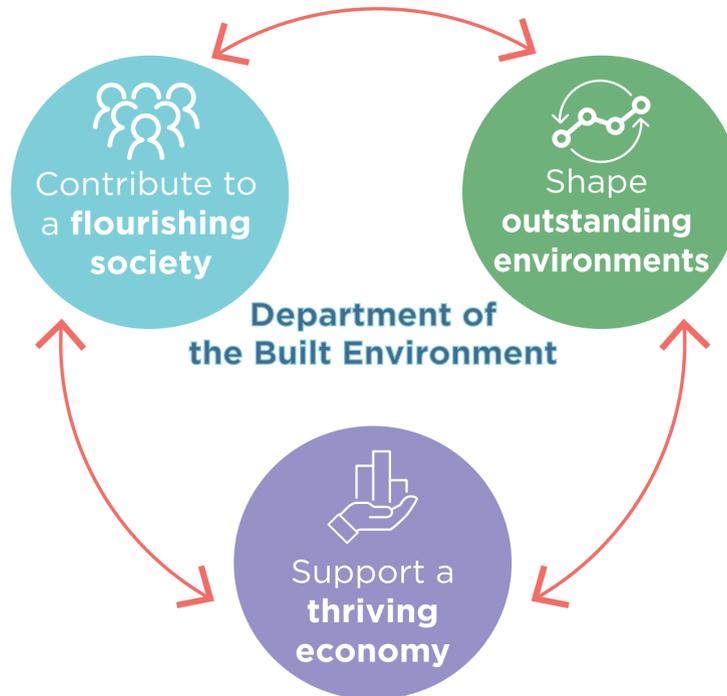
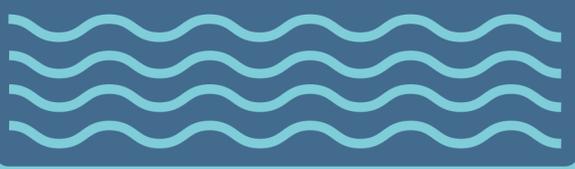
88% - Applications processed within 19 days
73% - Applications processed within 26 days
100% - Completion certificates issued within 10 days

Staff Development:



Two apprenticeships completed with Distinction
Two new apprentices appointed

88% of **SuDS** consultations responded to within **21** working days



CON29 property searches returned within*

19.3 days



13% reduction in motorised freight vehicles during "October 2021" peak hours



Number of cyclists: **44,000**
 "October 2021"



10 new trees
9 planters installed



100% of reported dangerous structures responded to within **2** hours



Building Control Applications



Valid Planning Applications



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Department of Built Environment Local Risk Revenue Budget - 1st April to 31st December 2021
(Expenditure and unfavourable variances are shown in brackets)

Appendix B

	Latest Approved Budget 2021/22 £'000	Budget to Date (Apr-Dec)			Actual to Date (Apr-Dec)			Variance Apr-Dec £'000	Forecast for the Year 2021/22			Notes
		Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000	Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000		LAB £'000	Forecast Outturn £'000	Better / (Worse) £'000	
Planning & Transportation (City Fund)												
Building Control	(668)	(1,267)	668	(599)	(1,136)	906	(230)	369	(668)	(437)	231	1
Structural Maintenance & Inspection	(614)	(403)	16	(387)	(339)	74	(265)	122	(614)	(510)	104	2
Highways	(2,870)	(3,010)	915	(2,095)	(2,707)	744	(1,963)	132	(2,870)	(2,808)	62	3
Traffic Management	987	(731)	1,494	763	(724)	1,737	1,013	250	987	1,121	134	4
Off Street Parking	466	(1,932)	2,160	228	(1,937)	1,848	(89)	(317)	466	49	(417)	5
On Street Parking	(3,669)	(2,598)	3	(2,595)	(2,384)	5	(2,379)	216	(3,669)	(3,502)	167	6
Drains & Sewers	(362)	(458)	192	(266)	(502)	261	(241)	25	(362)	(345)	17	
Recoverable Works	0	(600)	600	0	(720)	720	0	0	0	0	0	
Contingency	1,511	0	0	0	0	0	0	0	1,511	0	(1,511)	7
Town Planning	(3,085)	(2,908)	618	(2,290)	(2,489)	1,579	(910)	1,380	(3,085)	(2,082)	1,003	8
Planning Obligations Monitoring	0	(118)	0	(118)	(141)	0	(141)	(23)	0	0	0	
Transportation Planning	(611)	(2,035)	1,626	(409)	(1,775)	1,324	(451)	(42)	(611)	(667)	(56)	9
Road Safety	(315)	(300)	30	(270)	(324)	30	(294)	(24)	(315)	(344)	(29)	
Street Scene	(70)	(354)	387	33	(503)	416	(87)	(120)	(70)	(70)	0	
Director & Support	(1,267)	(882)	0	(882)	(704)	0	(704)	178	(1,267)	(1,027)	240	10
	(10,567)	(17,596)	8,709	(8,887)	(16,385)	9,644	(6,741)	2,146	(10,567)	(10,622)	(55)	
Planning & Transportation (BHE)												
London Bridge	(87)	(62)	0	(62)	(46)	0	(46)	16	(87)	(69)	18	
Blackfriars Bridge	(60)	(36)	0	(36)	(30)	0	(30)	6	(60)	(54)	6	
Southwark Bridge	(52)	(38)	0	(38)	(33)	0	(33)	5	(52)	(47)	5	
Millennium Bridge	(82)	(60)	0	(60)	(61)	0	(61)	(1)	(82)	(82)	0	
Bridges General	0	0	0	0	(5)	0	(5)	(5)	0	(8)	(8)	
17	(281)	(196)	0	(196)	(175)	0	(175)	21	(281)	(260)	21	
TOTAL PLANNING & TRANSPORTATION CTTEE	(10,848)	(17,792)	8,709	(9,083)	(16,560)	9,644	(6,916)	2,167	(10,848)	(10,882)	(34)	

Notes:

- Building Control** - projected underspend due to salary underspends and additional Building Regulation Fees.
- Structural Maintenance** - projected underspend due to income from Thames Tideway SLA.
- Highways** - the projected year end underspend is mainly due to salary underspends due to staff vacancies and energy cost savings. This is partly offset by a shortfall in capital project fees as a result of staff vacancies and planned income from advertising on City subsoil which will now not be achieved due to COVID-19.
- Traffic Management** - the projected year end underspend is mainly due to additional income from Hoarding & Scaffolding Licences, Road Closures and Thames Tideway SLA, together with staff vacancies.
- Off Street Parking** - projected overspend due to effects of COVID-19 on car park income, together with increased management contract costs. This has been partly offset by premises savings.
- On Street Parking** - projected underspend due to staff vacancies and reductions on a wide range of running costs, partly offset by an increase in variable contract costs.
- Contingency** - projected overspend relates to P&T DBE TOM 12% savings £1.365m and vacancy factor to be achieved for 2021/22.
- Town Planning** - projected underspend mainly due to staff vacancies and additional income from Planning Application Fees/Planning Performance Agreements from large planning applications in the pipeline, plus further large additional income from the Thames Tideway Tunnel SLA. This is partly offset by increased advertising costs and savings to be applied as part of the TOM.
- Transportation Planning** - projected overspend is mainly due to under recovery of staff costs from capital projects due to staff vacancies, maternity leave and incomplete timesheets. This is partly offset with salary savings due to vacant posts.

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Committee(s)	Dated:
Planning & Transportation Committee	22 February 2022
Subject: Department of the Built Environment Risk Management – Quarterly Report	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	N/A
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain’s Department?	N/A
Report of: Executive Director, Environment	For Information
Report author: Elisabeth Hannah	

Summary

This report has been produced to provide the Planning & Transportation Committee with assurance that risk management procedures in place within the Department of the Built Environment are satisfactory and that they meet the requirements of the corporate Risk Management Framework.

This report only considers risks managed by the Department of the Built Environment that fall within the remit of the Planning & Transportation Committee. Parallel reports regarding risks that fall within the remit of the Port Health & Environmental Health Committee are submitted to that Committee.

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

Since the last report the Executive Leadership Board (ELB) have, following a revised assessment of the progress being made to manage this risk by the department, agreed to de-escalate the CR20 Road Safety risk to departmental level. The Audit and Risk Management Committee on the 18 January 2021 endorsed the decision of the ELB. The road safety risk (DBE20 formally known as CR20) remains one of the top departmental level risks and will continue to be regularly reviewed by Environment’s Senior Leadership Team (SLT). Should circumstances change the road safety risk may be recommended for inclusion on the corporate risk register.

There is one Departmental RED Risk managed by the Department of the Built Environment, this is the Road Safety risk (DBE09) which was the subject of a deep dive by the Audit and Risk Committee last autumn.

Recommendation

Members are asked to:

- Note the report and the actions taken in the Department of the Built Environment to monitor and manage effectively risks arising from the department's operations.

Main Report

Background

1. The Risk Management Policy and Strategy of the City of London Corporation requires each Chief Officer to report regularly to Committee the risks faced in their department.
2. Risk owners are consulted, and risks are routinely reviewed with the updates recorded in the Corporate (Pentana) system.
3. Each risk managed by the Department of the Built Environment is allocated to either the Planning & Transportation Committee or the Port Health & Environmental Services Committees. **This report only considers risks managed by the Department of the Built Environment that fall within the remit of the Planning & Transportation Committee.**

Parallel periodic reports are submitted to the Port Health & Environmental Services Committee.

Current Position

4. This report provides an update on the current risks that exist in relation to the operations of the Department of the Built Environment that fall within the remit of the Planning & Transportation Committee.
5. In order to reduce the volume of information presented, and accordance with the Corporate Risk Management Strategy 2021, this report includes all Corporate and Departmental level risks but not Service Level risks (unless there are changes which are considered to be likely to be of interest to Members).
6. The risk register captures risk across all four divisions within the department, (Transportation & Public Realm, District Surveyor, Development and Policy & Performance), risks relating to the City Property Advisory Team are managed by the City Surveyor. The department provides advice relating to the City bridges to the City Surveyor's department, but the risks are owned by the City Surveyor.
7. As part of the TOM a project is underway, with support from the Corporate Risk Manager, to re-identify risks to fit in with the new structure and to ensure that risks from across DBE, Open Spaces and Port Health and Public Protection are captured in the Environment Department risk register.

Summary of Key Risks

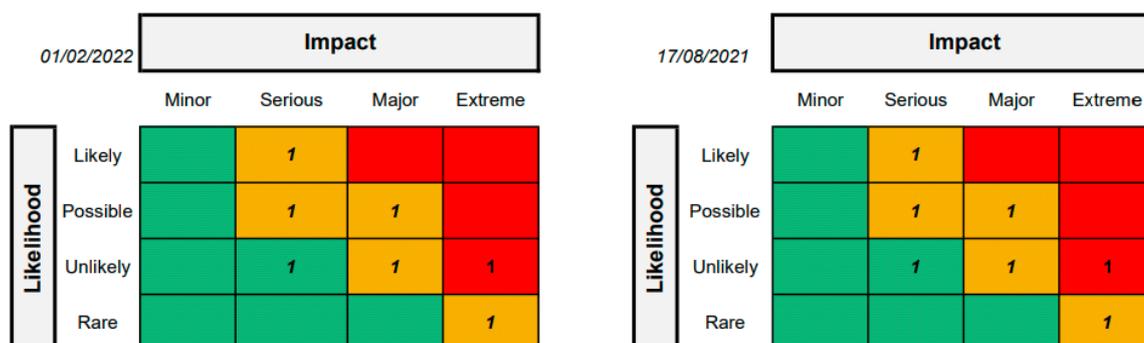
8. The departmental RED risk **DBE09 Road Safety (formally CR20)** has been deescalated from a Corporate risk to a Departmental risk.
9. Since the last report the Executive Leadership Board (ELB) have, following a revised assessment of the progress being made to manage this risk by the department, agreed to de-escalate the CR20 Road Safety risk to departmental level. The Audit and Risk Management Committee on the 18 January 2021 endorsed the decision of the ELB. The road safety risk (DBE20 formally known as CR20) remains one of the top departmental level risks and will continue to be regularly reviewed by Environment's Senior Leadership Team (SLT). Should circumstances change the road safety risk may be recommended for inclusion on the corporate risk register.
10. This risk score has been assessed as 16 (RED) with a Likelihood of Unlikely (2) and an Impact of Extreme (8). This is in line with the Target Risk score of 16 and unchanged since September 2021. This risk continues to be kept under review as our understanding of post-pandemic travel patterns continues to develop.

The following mitigation measures are currently being implemented:

- Continuing to progress All Change at Bank and Pedestrian Priority Programme
- Cycle training provisions and supporting the CoLP's education, engagement, and enforcement activities
- Analysis of the location, pattern and nature of collisions has been commissioned to identify future projects and campaigns and engagement to reduce collisions and casualties.

Heatmap

11. The following heatmaps show a graphical summary of the current departmental risks as presented in Appendix 1 (departmental risks). A comparison with the those presented at the last report is included. Note that this is a snapshot comparison of our risk profile.



Significant Risk changes and other items of particular interest to Members

12. Regular review of risks has identified no Departmental Level risks where the Current Risk score has changed. The Target Risk Ratings/Scores have also been reviewed since the last report to Members and no changes have been identified.

Risk Management Process

13. Risk and control owners are consulted regarding the risks for which they are responsible at appropriate intervals based on the level of risk and the likelihood that this level will change. In general, RED risks are reviewed monthly; AMBER risks are reviewed quarterly; and GREEN risks are reviewed quarterly, 6 monthly or annually depending on the likelihood of change.
14. Members will notice that some risks reported are already at the Target Risk Rating & Score and are only subject to Business As Usual actions. These risks are included in accordance with the Corporate Guidance to assist this committee fulfil the role of Service Committees (as defined in the Corporate Risk Management Strategy) to “Oversee the significant risks faced by the Departments in the delivery of their service responsibilities.”
15. Work is being undertaken with the department and the Corporate Risk Manager to create the new Environment Department Risk Register and updates will be presented to Committees in the second half of 2022.

Key Data

Not Applicable

Corporate & Strategic Implications

- Strategic implications – Not Applicable
- Financial implications – Not Applicable
- Resource implications – Not Applicable
- Legal implications – Not Applicable
- Risk implications – Not Applicable
- Equalities implications – Not Applicable
- Climate implications – Not Applicable
- Security implications – Not Applicable

Conclusion

16. Members are asked to note that risk management processes within the Department of the Built Environment adhere to the requirements of the City Corporation’s Risk Management Framework and that risks identified within the

operational and strategic responsibilities of the Executive Director, Environment are proactively managed.

Appendices

- Appendix 1 – Register of DBE Corporate and Departmental risks (Planning & Transportation Committee)

Background Papers

- Audit and Risk Management Committee, 18 January 2022, agenda item 10

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DBE Committee Report (P and T only) Corporate & Departmental)

Report Author: Elizabeth Hannah

Generated on: 03 February 2022

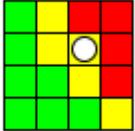
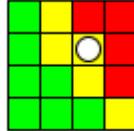


Rows are sorted by Risk Score

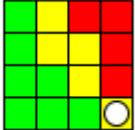
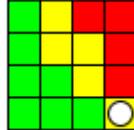
Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Flight path
DBE-09 (Formerly DBE-020) Road Safety Page 125 23-Oct-2015 Ian Hughes;	<p>Cause: Limited space on the City’s medieval street network to cope with the increased use of the highway by vehicles, pedestrians and cyclists within the City of London. Interventions and legal processes take time to deliver safely and effectively.</p> <p>Event: The City Corporation’s statutory duties and the measures outlined in the Transport Strategy are not fully and effectively implemented.</p> <p>Effect:</p> <ul style="list-style-type: none"> •The number of casualties occurring on the City’s streets rises or remains unchanged instead of reducing •The safety and feeling of safety of the City’s communities is adversely affected (Corporate Plan Outcome 1) •Physical or mental harm suffered by those involved in collisions and their associates •Economic costs of collisions impact on individuals, City businesses and wider society •The City Corporation’s ability to improve road safety is adversely impacted with 	Likelihood Impact	16	The risk assessment remains at 16 (Impact 8 - Extreme, Likelihood 2 – Unlikely). This reflects the current lower number of people using the City’s streets and associated reduction in the likelihood of a fatal collision occurring. This will be kept under review as our understanding of post-pandemic travel patterns continues to develop. Mitigating actions include continuing to progress All Change at Bank and Pedestrian Priority Programme. We also continue to provide cycle training and support the CoLP’s education, engagement and enforcement activities. Analysis of the location, pattern and nature of collisions to identify future projects and campaigns and engagement to reduce collisions and casualties has been commissioned and is expected to be completed by March 2022. 03 Feb 2022	Likelihood Impact	16	Accept	

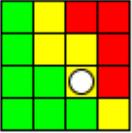
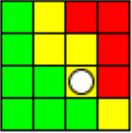
Bruce McVean	businesses and/or the public by virtue of loss of credibility and/or authority						
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Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
DBE09l (formally CR20) Road danger reduction and Vision Zero	<p>A programme of projects to reduce road danger on the City's streets including:</p> <ul style="list-style-type: none"> • Bank on Safety and All Change at Bank • RDR engineering programme • 15mph traffic limit • Ludgate Circus (lead by TfL) 	Continuing to progress All Change at Bank, with works expected to start in April, and Pedestrian Priority Programme – ETOs are now in place for Phase 1 schemes. A revised capital bid for St Paul's Gyratory has been submitted. Analysis of the location, pattern and nature of collisions to identify future projects to reduce collisions and casualties has been commissioned and is expected to be completed by March 2022.	Ian Hughes	03-Feb-2022	31-Mar-2022
DBE09m (formally CR20) Road danger Reduction campaigns and engagement	<p>Campaigns and engagement activities to encourage safe behaviours and promote safe vehicles, including:</p> <ul style="list-style-type: none"> • Active City Network • User and stakeholder liaison • Schools programme 	Opportunities for campaigns, training and engagement continue to be limited due to lack of TfL grant funding this financial year. A new programme of education and engagement activities, to be launched in March 2022, is being developed by the Road Danger Reduction Partnership. In the meantime, we continue to provide cycle training and support the CoLP's education, engagement and enforcement activities and TfL's engagement and campaigns. Analysis of the location, pattern and nature of collisions to identify future campaign and engagement activities to reduce collisions and casualties has been commissioned and is expected to be completed by March 2022.	Ian Hughes	03-Feb-2022	31-Mar-2022

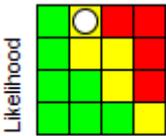
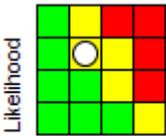
Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Flight path
DBE-PP-01 Adverse planning policy context 06-Mar-2015	Cause: A desire in Government and others to change the existing planning system in a way which may be detrimental to the City Event: Changes detrimental to the City are implemented Impact: Adverse changes cannot be prevented using local planning control	Likelihood  Impact	12	The risk is considered to be unchanged. Permitted development rights removal will take effect in August 2022, subject to no intervention by Government before then. The target date has been changed to Dec 2022. 02 Feb 2022	Likelihood  Impact	12	Accept	

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-PP-01a Business as usual mitigating controls	(1) Ongoing monitoring of government regulations; (2) continue monitor progress of, and seek to influence, forthcoming legislation	Permitted development rights removal will take effect in August 2022, subject to no intervention by Government before then.		18-Nov-2021	31-Dec-2022

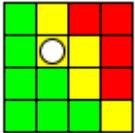
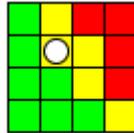
Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Flight path
DBE-02 Service/Pipe Subways 02-Dec-2015 Ian Hughes; Giles Radford	Cause: Provide safe access and egress for utilities and maintenance functions, whilst having operatives entering the confined space to undertake checks. Event: A lack of Oxygen, poisonous gases, fumes and vapour, liquids and solids that suddenly fill spaces, Fire and explosions, hot conditions, Entrapment and falling debris. Impact: Fatality / Major Injury / Illnesses	Likelihood  Impact	8	No Further Update 02 Feb 2022	Likelihood  Impact	8	Accept	

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Flight path
<p>DBE-DS-01 The District Surveyor's (Building Control) Division becomes too small to be viable</p> <p>25-Mar-2015 Gordon Roy</p>	<p>Cause: Reduced Income causes the service to be unviable Event: Development market fails to maintain momentum or our market share shrinks Impact: Reduced staffing levels do not provide adequate breadth of knowledge and experience</p>	 <p>Likelihood</p> <p>Impact</p>	<p>8</p>	<p>The risk has been reviewed and the scoring is unchanged.</p> <p>The plans to create of a Local Authority Trading Company are still on hold and are being reviewed in the light of expected changes in the Building Control Regulation regimen that arise following the publication of the Hackett Report (on the Grenfell fire) and the Building Safety Bill. The proposed new Act is anticipated to receive Royal Assent by April 2022, with expected implementation for Building Control around April 2023. In parallel the City of London is working with other Boroughs under the London District Surveyors Association to deliver the anticipated new work under the Building Safety Bill across London, which is expected to commence April 2023.</p> <p>An additional strand to the BAU control has been added. Involvement with developers as part of the planning application process and appears to be working well</p> <p>02 Feb 2022</p>	 <p>Likelihood</p> <p>Impact</p>	<p>8</p>	<p>Accept</p>	

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-DS-01a Business as usual mitigating controls	(1) Continue to provide excellent services [evidenced by customer survey]; (2) Maintain client links with key stakeholders; (3) Continue to explore new income opportunities; (4) Continue to undertake cross-boundary working. (5) Involvement with developers as part of the planning application process.	Business as usual controls have been reviewed and are suitable.	Gordon Roy	02-Feb-2022	31-Dec-2022
DBE-DS-01c Business Plan development	Following approval of Summit Group, a Business Plan is being developed and to be presented to members for consideration in due course.	Awaiting for government guidance. Due summer 2021.	Gordon Roy	08-Mar-2021	30-Apr-2022

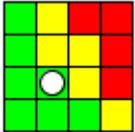
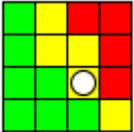
Risk no, Title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Flight path
DBE-TP-03 Major Projects and key programmes not delivered as TfL funding not received 27-Mar-2015 Bruce McVean	Cause: City of London fail to bid at the appropriate time or City of London lose credibility with TfL or Reduced funding from TfL Event: TfL funding for Local Investment Plan ceased or significantly reduced Impact: Unable to deliver highway investment & improvement programmes	 Likelihood	8	Assessment is unchanged. This reflects ongoing uncertainty around TfL funding and the unsuccessful 2022/23 capital bid to mitigate potential lack of funding Healthy Streets Minor Schemes programme. If TfL funding is not available for this programme then it is likely we will receive stakeholder complaints and will be less able to deliver localised accessibility and road danger reduction improvements. Lack of TfL funding next year will also impact other key programmes and activities such as the Transport Strategy review and road danger reduction campaigns.	 Likelihood	6	30-Nov-2021	
							Reduce	

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-TP-03a Annual Spending Submission	Send Annual Spending Submission to TfL	2022/23 Annual Spending Submission has been submitted to TfL, but funding available is still uncertain,	Bruce McVean	23-Nov-2021	30-Nov-2022
DBE-TP-03b TfL meetings	Conduct quarterly meetings with TfL-	Regular meetings not currently required due to limited funding provided this year.	Bruce McVean	03-Aug-2021	31-Mar-2022
DBE-TP-03c TfL Bid Process	Submit bid(s) in line with TfL timetable (e.g. Liveable Neighbourhoods)	Opportunities to participation in future bidding rounds will be kept under review. Opportunities are expected to be limited in 2022/23.	Bruce McVean	23-Nov-2021	30-Nov-2022

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Flight path
DBE-PL-02 23-Mar-2015 Gwyn Richards	<p>Cause: Staff are badly briefed in relation to the planning development needs of the City as a world business centre</p> <p>Event: Perception that we are not responsive to the planning development needs of the City as a world business centre</p> <p>Impact: The City's reputation suffers and we fail to deliver buildings that meet the needs of the City as a world business centre</p>	 <p>Likelihood</p> <p>Impact</p>	6	<p>Impact continues to be reviewed in relation to OMICRON variant, PSG groups have stood down given the improving picture though the position is under continuous review</p> <p>02 Feb 2022</p>	 <p>Likelihood</p> <p>Impact</p>	6	Accept	

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-PL-02a Business as usual	(1) Continue to work closely with other parts of the department; the City Property Advisory Team; other City of London	The Business As Usual controls have been reviewed in the light of COVID-19 recovery and we continue to work closely, with the City Property Association and co-ordinate with the Recovery Taskforce.	Gwyn Richards	02-Feb-2022	31-Dec-2022

mitigating controls	Departments; & the Greater London Authority. (2) To work closely with the development industry, the City Property Association and hold regular meetings with City agents. (3) Participation at MIPIM. (4) Co-ordination with the Recovery Taskforce	MIPIM 2022, albeit smaller in scale, will be taking place in Cannes. The implications of legislative changes (both those that have already been introduced and those which are the subject of the White Paper) have been assessed and staff have been briefed. The City participated, through the Planning Policy Team, in the Government's consultation.			
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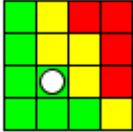
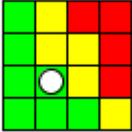
Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Flight path
CVD19 SGPS 25 Failure by BRONZE to deliver the Highways, Parking & Enforcement service required by COVER (DBE) (RECOVERY) 17-Apr-2020 Ian Hughes	Cause: <ul style="list-style-type: none"> The pandemic leads to a critical number of staff (employed by our highway term contractor J B Riney) being unable to attend work due to illness/self-isolation/caring responsibilities. The pandemic leads to a critical number of staff (employed by our parking contractor Saba) being unable to attend work due to illness/self-isolation/caring responsibilities. The pandemic leads to a critical number of City of London staff being unable to attend work due to illness/self-isolation/caring responsibilities. The pandemic leads to a failure of the supply chain of our highway term contractor (J B Riney) Event: Our contractors and/or City of London staff are unable to provide a highway maintenance and/or parking service.		4	This impact has been and continues to be reviewed in light of the ongoing impact of OMICRON variant. To this point absence levels have been manageable and no significant changes to services have been required.		8		
							Accept	

Impact:

- Failure to maintain the highway in a safe state leading to personal damage injuries. (1, 3 and 4)
- Increased inability to manage car parks leading to increases potential for crime and anti-social behaviour, increased fire risk and associated loss of income (2 and 3).
- Failure to manage on-street parking leading to loss of access by emergency services to residential and business premises (2 and 3).
- Failure to monitor 3rd party on-street activities licenced by the City of London leading to unsafe systems of work.

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
CVD19 SGPS 25a Contractor liaison	Working with contractors to ensure that they are adequately forecasting staff or supply chain issues to ensure that the City received adequate warning of the need to decrease service levels any further allowing decisions to be taken in a timely and reasonable manner. Where works are continuing we have worked with the contractor to ensure that they have adequate risk assessments and method statements in place to minimise the infection and other risks to staff.	Works are continuing as scheduled – BAU	Ian Hughes	02-Feb-2022	31-Dec-2022
CVD19 SGPS 25b City staff resilience	Reducing the overall number of City of London staff on duty in the City at any one time. This reduces the risk to individual members of staff and therefore the risk of staff shortage in the future. Monitoring of the	Staff monitoring on-street activities by developments, utilities and City contractors continues. Staff have been reminded to continue to follow best practice guidelines including protocols. Risk assessments up to date. Staff returning 2 day minimum return from Feb as per request by Town Clerk.	Ian Hughes	02-Feb-2022	31-Dec-2022

	full range of on-street activities is being achieved by sharing of resource between teams on a rota.				
CVD19 SGPS 25c Saba staff resilience	Enforcement of the Bank on Safety scheme traffic order transferred to working from home. Appropriate policies and procedures have been put in place to ensure compliance with data protection legislation.	Normal services for both enforcement of on-street parking/moving traffic contraventions and car parks (off street parking).	Ian Hughes	02-Feb-2022	31-Dec-2022
CVD19 SGPS 25e Public communication of change	Where there are alterations to services have been authorised by Members/GOLD we are issuing clear public communications on the City website, social media and email to interest groups.	The City's website continues to be updated throughout the Covid-19 period	Ian Hughes	02-Feb-2022	31-Dec-2022

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Flight path
DBE-PL-06 DBE Controls 06 Nov-2018 David Horkan; Gwyn Richards	Cause: Disjointed control mechanisms in relation to processing and monitoring S106 agreements. Event: Failure to implement Audit recommendations. Effect: Loss of funds; non-compliance with agreements and reporting; potential reputational damage	 Likelihood	4	The risk has been reviewed and the likelihood and impact remain unchanged at Unlikely (2) and Serious (2). The risk remains GREEN. 02 Feb 2022	 Likelihood	4	Accept	

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-PL-06c Interaction with software supplier & Chamberlain's Finance	There is a need to (a) import data from CBIS into Exacom to ensure that it contains up to date expenditure and allocation information; and (b) prepare the necessary budget reports from Exacom.	Due to the mechanisms within the Chamberlain's department whereby expenditure is apportioned to S106 and CIL annually and not in real time the recommendations relating to this in the Internal Audit report are not deliverable at present. This is to be the subject of a discussion between the Chamberlain's finance staff for DBE and Internal Audit to consider if the recommendations need to be reviewed. Due to competing pressures this discussion has not yet taken place, but discussions have taken place with Chamberlain's which are ongoing . Once this is complete we will review the need for interaction between Exacom and CBIS and the options for reporting.	Gwyn Richards	12-Mar-2021	31-Mar-2022

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PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

Item	Date	Action/ Responsible Officer	Progress Update and Date to be progressed/completed
1	18 March 2019 2 April 2019 30 April 2019 24 May 2019 18 June 2019 9 July 2019 30 July 2019 10 Sept 2019 1 Oct 2019 22 Oct 2019 5 Nov 2019 12 Dec 2019 28 Jan 2020 18 Feb 2020 6 March 2020 2 June 2020 23 June 2020 14 July 2020 8 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 align="center"><u>Daylight/Sunlight – Alternative Guidelines</u></p> <p align="center">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>	UPDATE (20 July 2021) – see action 1a)

	<p>30 March 2021 22 April 2021 12 May 2021 8 June 2021 29 June 2021 20 July 2021 7 Sept 2021 21 Sept 2021 26 Oct 2021 16 Nov 2021 14 Dec 2021 11 Jan 2022 1 Feb 2022</p>		
1a)	<p>5 March 2020 30 March 2021 22 April 2021 12 May 2021 8 June 2021 29 June 2021 20 July 2021 7 Sept 2021 21 Sept 2021 26 Oct 2021 16 Nov 2021 14 Dec 2021 11 Jan 2022 1 Feb 2022</p>	<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 (21 September 2021) - The Chief Planning Officer and Development Director underlined that, ultimately, Officers would be producing a planning advice note in order to create more clarity on the methodology and that they were still working through this with the BRE and other stakeholders to deliver this. He added that, to date, Officers had not had any pushback from the industry when requiring the provision of radiance studies for relevant planning applications.</p> <p>To be completed: Further report to Committee setting out/providing updates on these points by Winter 2021.</p>
2	<p>6 March 2020 2 June 2020 23 June 2020</p>	<p style="text-align: center;"><u>Member Training</u></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</p>

	<p>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 8 June 2021 29 June 2021 20 July 2021 7 Sept 2021 21 Sept 2021 26 Oct 2021 16 Nov 2021 14 Dec 2021 11 Jan 2022 1 Feb 2022</p>	<p style="text-align: center;">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 Planning & Transportation Committee are expected to undertake regular training.</p>	<p>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 2021 with a view to implementing this for the new municipal year.</p>
3.	<p>11 Jan 2022 1 Feb 2022</p>	<p style="text-align: center;"><u>Sustainability SPD</u></p> <p style="text-align: center;">Chief Planning Officer and Development Director</p> <p>A Member questioned whether the production of a Sustainability SPD could feature on the list of outstanding actions.</p> <p>The Chief Planning Officer and Development Director stated that he would be liaising with his</p>	

		sustainability officers to provide a more targeted timeline around the production of the Sustainability SPD and agreed to include this information in the list of outstanding actions.	
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Committee(s)	Dated:
Planning and Transportation	22 nd February 2022
Subject: Delegated decisions of the Chief Planning Officer and Development Director	Public
Report of: Chief Planning Officer and Development Director	For Information

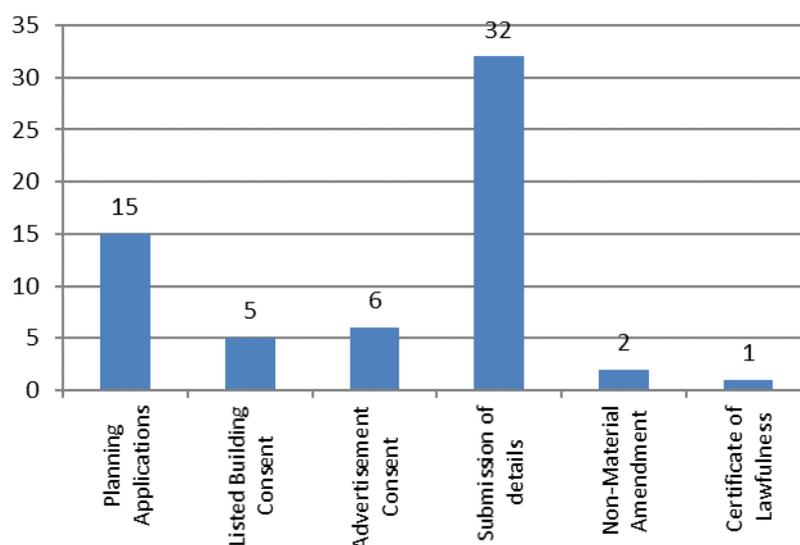
Summary

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 One (61) matters have been dealt with under delegated powers. Five (5) relate to works to Listed Buildings, Six (6) applications for Advertisement Consent, Thirty Two (32) relate to conditions of previously approved schemes, Two (2) relate to Non-Material Amendment and One (1) Certificate of Lawfulness for Proposed Development.

Fifteen (15) Full applications for development have been approved, with 18393sq.m of created floorspace.

Breakdown of applications dealt with under delegated powers



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

Details of Decisions

Registered Plan Number & Ward	Address	Proposal	Decision & Date of Decision	Applicant/ Agent Name
21/01085/ADVT Aldgate	Site Bounded By 19-21 & 22 Billiter Street, 49 Leadenhall Street, 108 & 109-114 Fenchurch Street, 6-8 & 9-13 Fenchurch Buildings London EC3	Installation and display of ten non-illuminated hoarding advertisements comprising of: At Leadenhall Street -1.6m high by 39m wide; Billiter Street- 2.25m high by 12m wide; 2.25m high by 40m wide; 2.25m high by 20m wide; Fenchurch Street 2.25m high by 15m wide; 2.25m high by 15m wide; 1.55m high by 233m wide; 2.25m high by 9m wide; Fenchurch Buildings 2.25m high by 54m wide; 2.25m wide by 31m all at 2.25m above ground floor level.	Approved 25.01.2022	Vanquish Properties UK Ltd
21/01089/LDC Aldgate	71 Fenchurch Street London EC3M 4BR	Submission of details of the fire and waterproofing works to be undertaken between lower ground and basement level pursuant to condition 2(e) of 20/00414/LBC dated 7th September 2021.	Approved 03.02.2022	LR Group Services Ltd
21/00976/PODC Bassishaw	City Tower And City Place House 40 - 55 Basinghall Street London EC2V	Submission of the Demolition Local Procurement Strategy and the Local Training Skills and Job Brokerage Strategy (Demolition) pursuant to Schedule 3 Paragraphs 2.1 and 3.2 of the Section 106 Agreement dated 29 September 2021 (Planning Application Reference 21/00116/FULMAJ).	Approved 18.01.2022	Knighton Estates Ltd

21/00981/MDC Bassishaw	City Tower And City Place House 40 - 55 Basinghall Street London EC2V	Submission of a pre-demolition material audit pursuant to the discharge of condition 2 of planning permission dated 29th September 2021 (ref. 21/00116/FULMAJ).	Approved 25.01.2022	Knighton Estates Ltd
21/00982/MDC Bassishaw	City Tower And City Place House 40 - 55 Basinghall Street London EC2V	Submission of a noise, dust and vibration monitoring plan pursuant to the discharge of condition 5 of planning permission dated 29th September 2021 (ref. 21/00116/FULMAJ).	Approved 25.01.2022	Knighton Estates Ltd
19/00807/MDC Billingsgate	20 Eastcheap London EC3M 1EB	Details of fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors from the Class A use pursuant to condition 11 of planning permission 18/01138/FULL and condition 3 of planning permission dated 23.01.2020 19/01090/FULL.	Approved 20.01.2022	Rocket Leisure Eastcheap Limited
21/00695/ADVT Bishopsgate	222 Bishopsgate London EC2M 4QD	Installation and display of two sets halo back lit illuminated fascia letters each measuring 0.4 m high by 1.122m wide at a height of 2 metres above ground floor level.	Approved 27.01.2022	Daniel Watney LLP
21/00936/FULL Bishopsgate	Eldon House 2 - 3 Eldon Street London EC2M 7LS	Installation 2no. external condenser units at roof level.	Approved 18.01.2022	Eldon Street Limited

21/00992/MDC Bishopsgate	150 Bishopsgate London EC2M 4AF	Submission of details pursuant to condition 16 of planning permission ref. 21/00663/FULL, dated 28/09/2021, relating to BREEAM Certificate and Code for Sustainable Homes (CfSH) Certificates.	Approved 18.01.2022	DP9 Limited
21/01132/NMA Bishopsgate	Eldon House 2 - 3 Eldon Street London EC2M 7LS	Non-material amendment under S.96A of the Town and Country Planning Act 1990 to planning permission 21/00300/FULL, dated 20.08.2021, to vary the wording of conditions 2 and 3 relating to Deconstruction and Construction Logistics Plans.	Approved 20.01.2022	Eldon Street Limited
22/00023/MDC Bishopsgate	Brushfield House 12 Brushfield Street London E1 6AN	Details of a Written Scheme of Investigation for archaeological evaluation pursuant to condition 15 of planning permission dated 15 October 2021 (application number 21/00549/FULL)	Approved 08.02.2022	Mediatel
21/01004/FULL Bread Street	Christchurch Court 10 - 15 Newgate Street London EC1A 7HD	Replacement of the existing hoarding and railings with a new set of metal anodised aluminium railings.	Approved 18.01.2022	Shiyng Property London Limited
21/00947/FULL Broad Street	60 London Wall London EC2M 5TQ	Installation and placement of furniture, fixtures and fitting to the external terrace areas of the 9th & 10th Floors at 60 London Wall. This includes fixed joinery items with built-in low-level lighting, such as a Laptop High Table and a Meeting Bar, plus free-standing seating, tables, planters and lighting features. The proposal also includes a glazed shelter (canopy) integrated within one of the existing planters.	Approved 25.01.2022	Mondrian Investment Partners

21/00984/LBC Broad Street	14 Austin Friars London EC2N 2HE	Internal partitioning and other minor works to enable change of use to dental practice.	Approved 27.01.2022	CAP City Dental
21/00987/ADVT Broad Street	16 Blomfield Street London EC2M 7AJ	Installation and display of: (i) One internally illuminated fascia sign measuring 0.67m high by 2.756m wide by 0.06m deep at a height above ground of 3.1m; and (ii) Two internally illuminated projecting signs measuring 0.59m high by 0.61m wide by 0.12m deep at a height above ground of 3.14m.	Approved 03.02.2022	Charles Tyrwhitt
21/00455/MDC Castle Baynard	Blackfriars Bridge London EC4Y 0DH	Submission of a long term maintenance plan pursuant to condition 14 of planning permission 18/00455/FULEIA dated 7 September 2018.	Approved 20.01.2022	Illuminated River Foundation
21/00533/MDC Castle Baynard	Blackfriars Bridge London EC4Y 0DH	Submission of details of the final lighting scheme pursuant to condition 7 of planning permission 18/00455/FULEIA dated 7th September 2018.	Approved 20.01.2022	Illuminated River Foundation
21/00811/PODC Castle Baynard	Land Bounded By Fleet Street, Salisbury Court, Salisbury Square, Primrose Hill & Whitefriars Street, London, EC4Y	Submission of the Highways Schedule of Condition Survey pursuant to Schedule 5 Paragraph 3.5 of the Unilateral Undertaking dated 28 July 2021 (Planning Application Reference 20/00997/FULEIA).	Approved 18.01.2022	City of London Corporation
21/00790/MDC Castle Baynard	Boswell House 8 - 9 Gough Square London EC4A 3DG	Details of plant noise and mechanical sound and vibration from plant pursuant to conditions 4 and 5 of planning permission ref 20/00882/FULL dated 07 May 2021.	Approved 25.01.2022	Hybrid Planning & Development Limited

19/00753/FULL Cheap	Wax Chandlers' Hall Gresham Street London EC2V 7AD	Change of use of fourth floor from Livery Hall (Sui Generis) to office (Class E) (108sqm); and erection of an extension at fourth floor level (22sq.m) for office use (B1).	Approved 03.02.2022	The Worshipful Company of Wax Chandlers
21/00628/ADVT Cheap	46 Gresham Street London EC2V 7AY	Installation and display of: One externally illuminated fascia sign measuring 0.455m high by 0.675m wide by 0.1m deep at a height above ground of 2.71m.	Approved 18.01.2022	Shanghai Land (City) Ltd
21/00629/ADVT Cheap	48 Gresham Street London EC2V 7AY	Express consent is sought for the installation and display of: One externally illuminated fascia sign measuring 0.43m high by 0.64m wide by 0.1m deep at a height above ground of 2.785m.	Approved 18.01.2022	Shanghai Land (City) Ltd
21/00788/FULL Cheap	107 Cheapside London EC2V 6DN	Alterations to the main building entrance comprising: (i) installation of new revolving door and pass doors; (ii) installation of new glazing, cladding and paving; and (iii) installation of lighting within the recessed entrance.	Approved 27.01.2022	Cheapside SARL
21/00857/MDC Cheap	81 Newgate Street London EC1A 7AJ	Submission of details of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects pursuant to condition 6 of planning permission 20/00311/FULMAJ dated 11.09.2020.	Approved 20.01.2022	NG Devon Limited
21/00879/MDC Cheap	81 Newgate Street London EC1A 7AJ	Submission of details of measures to resist structural damage arising from an attack pursuant to condition 20 of planning permission 20/00311/FULMAJ, dated 11 September 2020.	Approved 25.01.2022	NG Devon Limited

21/00880/MDC Cheap	81 Newgate Street London EC1A 7AJ	Submission of circular economy statement pursuant to condition 9 of planning permission 20/00311/FULMAJ dated 11.09.2020.	Approved 04.02.2022	NG Devon Limited
21/00935/MDC Cheap	81 Newgate Street London EC1A 7AJ	Submission of a deconstruction logistics plan pursuant to condition 3, methods to accommodate freight vehicle movement during demolition and construction pursuant to condition 11 and construction logistics plan pursuant to condition 13 of planning permission 20/00311/FULMAJ dated 11.09.2020.	Approved 01.02.2022	NG Devon Limited
21/00950/MDC Cheap	81 Newgate Street London EC1A 7AJ	Details of the removal and storage of the commemorative plaque pursuant to condition 39 (in part) of the planning permission dated 11/09/2020 (application number 20/00311/FULMAJ).	Approved 27.01.2022	NG Devon Limited
21/00972/MDC Cheap	81 Newgate Street London EC1A 7AJ	Submission of details of SuDS pursuant to condition 22 of planning permission 20/00311/FULMAJ dated 11.09.2020.	Approved 25.01.2022	NG Devon Limited
21/00973/MDC Cheap	81 Newgate Street London EC1A 7AJ	Submission of details of tree protection pursuant to condition 41 (in part) of planning permission 20/00311/FULMAJ dated 11.09.2020.	Approved 04.02.2022	NG Devon Limited
21/01024/FULL Cheap	17 - 20 Ironmonger Lane London EC2V 8EP	Installation of new timber full height replacement windows at ground floor rear elevation.	Approved 08.02.2022	City Arts Club
21/00298/FULL Coleman Street	1 Ropemaker Street London EC2Y 9AW	Temporary use of part of Citypoint Plaza, outside 1 Ropemaker Street for Artwork called 'Bricolage' for a period between 17 June 2021 and 31 October 2021.	Approved 18.01.2022	Brookfield Properties

21/00960/LBC Coleman Street	73 Moorgate London EC2R 6BH	Internal shop fitting at ground floor and basement levels; and installation of two internally illuminated fascia signs and one non illuminated projecting sign.	Approved 03.02.2022	Luxottica UK Retail Ltd
21/01005/MDC Coleman Street	London Metropolitan University 84 Moorgate London EC2M 6SQ	Details of an archaeological watching brief and foundation design pursuant to conditions 2 and 3 of planning permission dated 04.03.2021 (application number 20/00673/FULL)	Approved 28.01.2022	The Mayor And Commonalty And Citizens of The City of London
21/01008/FULL Coleman Street	Basildon House 7 - 11 Moorgate London EC2R 6AF	Refurbishment works to basement, lower ground and ground floor levels of Basildon House, including (i) removal of external non-original goods lift and associated making good to north elevation with new railings and window to match, (ii) replacement cabling boxes, and (iii) new external lighting to basement level.	Approved 08.02.2022	7 Moorgate SARL
21/01009/LBC Coleman Street	Basildon House 7 - 11 Moorgate London EC2R 6AF	Refurbishment works to basement, lower ground and ground floor levels of Basildon House, including (i) internal alterations to re-align partition wall and amend entrance lobby, (ii) removal of external non-original goods lift and associated making good to north elevation with new railings and window to match, (iii) replacement cabling boxes, (iv) new external lighting to basement level, and (v) new externally illuminated sign to north elevation railings.	Approved 08.02.2022	7 Moorgate SARL
21/01011/MDC Coleman Street	London Metropolitan University 84 Moorgate London EC2M 6SQ	Submission of details of a Construction Traffic Management Plan pursuant to condition 7 of planning permission dated 04/03/2021 (app. no. 20/00673/FULL).	Approved 01.02.2022	The Mayor And Commonalty And Citizens of The City of London

21/01019/ADVT Coleman Street	73 Moorgate London EC2R 6BH	Installation and display of: (i) two internally illuminated fascia signs measuring 0.3m high by 3m wide at a height above ground of 4.3m; (ii) one non-illuminated projecting sign measuring 0.6m high by 0.6m wide at a height above ground of 3.2m; (iii) one non-illuminated advert hoarding measuring 2.16m high by 2.96m wide; (iv) one non-illuminated advert hoarding measuring 2.16m high by 3.5m wide; (v) one non-illuminated advert hoarding measuring 2.16m high by 2.69m wide; (vi) one non-illuminated advert hoarding measuring 2.16m high by 2.61m wide; ; (vii) one non-illuminated advert hoarding measuring 1.83m high by 1.332m wide; associated with the development of the site.	Approved 03.02.2022	Luxottica UK Retail Ltd
21/01013/FULL Cordwainer	3 Queen Victoria Street London EC4N 4TQ	Change of use to class E to accommodate partial separate building access/egress and partial TV studio and ancillary functions (371.6 sq. m GIA).	Approved 20.01.2022	Del King
19/01279/MDC Cripplegate	Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ	Details of brickwork, bond and pointing; windows and a Green Procurement Plan pursuant to parts (a), (c), and (e) of condition 25 of planning permission 17/00770/FULL dated 19th July 2018.	Approved 08.02.2022	ISG
20/00847/MDC Cripplegate	Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ	Submission of details of the design and treatment of the ground floor elevations of the commercial units pursuant to part k) of condition 25 and condition 33 of planning permission 17/00770/FULL dated 19th July 2018.	Approved 08.02.2022	ISG

21/01138/MDC Cripplegate	Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ	Submission of details of external doors on the residential/commercial building pursuant to part (d) of condition 25 of planning permission 17/00770/FULL dated 19th July 2018.	Approved 08.02.2022	ISG
22/00016/MDC Cripplegate	Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ	Submission of details of the parapet of the residential/commercial building pursuant to part (n) of condition 25 of planning permission 17/00770/FULL dated 19th July 2018.	Approved 08.02.2022	ISG
21/00792/NMA Farringdon Within	Stonecutter Court 1 Stonecutter Street London EC4A 4TR	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 18/00878/FULMAJ dated 28th March 2019 to allow alterations to part of the glazing at levels 12 and 13 fronting Harp Alley, together with the creation of internal double height space.	Approved 01.02.2022	Stonecutter Court Unit Trust
21/00903/MDC Farringdon Within	Stonecutter Court 1 Stonecutter Street London EC4A 4TR	Submission of a scheme for the provision of sewer vent pursuant to condition 9 of planning permission 18/00878/FULMAJ dated 28th March 2019.	Approved 01.02.2022	The Stonecutter Court Unit Trust
21/00951/CLOPD Farringdon Within	60 Holborn Viaduct London EC1A 2FD	Application for a Certificate of Lawful Development for confirmation that the site falls under Use Class E under the Use Classes Order 2020 amendment.	Approved 18.01.2022	NBIM Eleanor
21/00952/MDC Farringdon Within	150 Aldersgate Street 3-4 Bartholome w Place London EC1A	Details of archaeological evaluation pursuant to condition 13 of planning permission dated 20 May 2021 (application number 20/00371/FULMAJ)	Approved 20.01.2022	Arindel Properties Limited

21/01012/LBC Farringdon Within	Flat 7 The Gallery 38 Ludgate Hill London EC4M 7DE	Retention of internal alterations to kitchen / lounge layout, removal of false wall (erected during previous alterations) and changes to services.	Approved 27.01.2022	Mrs Natasha Bennett
21/01050/MDC Farringdon Within	Blackfriars Tavern 174 Queen Victoria Street London EC4V 4EG	Retrospective details of the final schedule of works, the mosaic repairs, the particulars and samples of new materials and the repair and replacement of the windows pursuant to conditions 3 (a), 3 (b), 3 (c) and 3 (d) of listed building consent 20/00790/LBC dated 17.12.20.	Approved 08.02.2022	Mitchells & Butlers Retail Ltd
21/00800/FULL Farringdon Without	General Market And Annexe West Smithfield London EC1A 9PS	(i) Works to the General Market roof to include partial removal, repair and refurbishment of the perimeter roof, installation of new rooflights, service dormers, a lift overrun, louvres and access steps and the formation of new areas of flat roof and glazed roof; (ii) works to the pavement lights including replacement and extension plus works of highway resurfacing; (iii) works to the Snow Hill ramp to include new services openings, insertion of louvres and alteration of levels; (iv) insertion of a new escape door in the Snow Hill elevation of the Fish Market.	Approved 27.01.2022	Museum of London
21/00845/FULL Farringdon Without	3 Pair North 3 Dr Johnson's Buildings Inner Temple London EC4Y 7BA	Change of use from residential flat (Use Class C3) to overnight accommodation (Use Class C1) (64sq.m).	Approved 20.01.2022	The Honourable Society of The Inner Temple

21/00846/LBC Farringdon Without	3 Pair North 3 Dr Johnson's Buildings Inner Temple London EC4Y 7BA	Internal alterations associated with change of use from residential flat (Use Class C3) to overnight accommodation (Use Class C1) (64sq.m).	Approved 20.01.2022	The Honourable Society of The Inner Temple
21/00874/FULL Farringdon Without	St Andrews Church 5 St Andrew Street London EC4A 3AF	Removal of part of the existing wall and provision of a new door for access into the crypt of St Andrew Holborn within an existing blocked opening; and installation of a CCTV camera on the eastern elevation near to the new door.	Approved 27.01.2022	Guild Church of St Andrew Holborn
21/00949/FULL Farringdon Without	Temple Bar House 23 - 28 Fleet Street London EC4Y 1AA	Change of use of rear of Class E retail unit to C1 hotel accommodation associated with hotel at 23-28 Fleet Street	Approved 25.01.2022	Z Hotels Ltd
21/00954/MDC Farringdon Without	Chancery House 53 - 64 Chancery Lane London WC2A 1QS	Submission of details (samples and details of all new external materials) reserved by Condition 2 (a) of Application Ref: 20/00909/FULL.	Approved 18.01.2022	Chancery House London Nominee 1 Limited
21/00955/MDC Farringdon Without	Chancery House 53 - 64 Chancery Lane London WC2A 1QS	Submission of details (particulars and samples of all external surfaces, ground and upper level treatments) reserved by Condition 2 of Application Reference 20/00910/FULL.	Approved 18.01.2022	Chancery House London Nominee 1 Limited
21/01129/MDC Farringdon Without	100 And 108 Fetter Lane London EC4A 1ES	Details of an archaeological watching brief pursuant to condition 12 of planning permission dated 29 September 2021 (application number 21/00454/FULMAJ).	Approved 08.02.2022	BREO Hundred Ltd

21/00854/FULL Langbourn	150 - 152 Fenchurch Street London EC3M 6BB	Use of basement and ground-floor for uses within Class E; retention of retail unit at ground floor; change of use of upper floors to apart-hotel (Class C1) with 18no rooms; extension at rear of ground floor; creation of a mansard style roof extension at fifth floor; creation of a fifth floor roof terrace to the rear and plant enclosure to front; works of repair to front elevation glazed screen to 152, and other associated works.	Approved 01.02.2022	Thackeray Estates Fenchurch Limited
21/00892/MDC Lime Street	Leadenhall Court 1 Leadenhall Street London EC3V 1PP	Submission of details of SuDS Drainage Strategy pursuant to condition 22 of planning permission 18/00740/FULEIA dated 28th March 2019.	Approved 27.01.2022	1 Leadenhall Limited Partnership
21/00906/FULL Queenhithe	99 Queen Victoria Street London EC4V 4EH	Provision of new rooftop terrace, green roof system and courtyard at level 4; alterations to building entrance lobby and facade; reconfiguration and replacement of plant equipment; associated internal alterations to provide bicycle parking, end trip facilities and additional office floorspace; and associated works.	Approved 18.01.2022	99 Queen Victoria Street 1 and 3
21/01087/PODC Tower	Emperor House 35 Vine Street London EC3N 2PX	Submission of the carbon dioxide emissions assessment of the completed development and calculation of the Carbon Offsetting contribution pursuant to Schedule 3 Paragraph 10 of the Section 106 Agreement dated 09 November 2017 (Planning Application Reference: 17/00239/FULMAJ as amended by 18/00193/FULMAJ).	Approved 18.01.2022	Urbanest UK Vine Street

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Agenda Item 13

Committee(s)	Dated:
Planning and Transportation	22 nd February 2022
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
22/00034/FULL Billingsgate	The Minster Building, 21 Mincing Lane, London, EC3R 7AG	External alterations to openings on the western elevation at 5th floor level, together with associated works to existing terrace.	19/01/2022	3 Minster Court Unit Trust Limited
21/01079/FULL Bishopsgate	Pavement O/S 18 Liverpool Street, London, EC2M 7PD	Proposed installation of 1no. new BT Street Hub, incorporating 75" LCD advert screens plus the removal of associated BT kiosk(s).	19/01/2022	BT Telecommunications Plc

21/01081/FULL Bishopsgate	Pavement O/s, 125 - 129 Middlesex Street, London, E1 7JF	Proposed installation of 1no. new BT Street Hub, incorporating 75" LCD advert screens plus the removal of associated BT kiosk(s).	19/01/2022	BT Telecommunications Plc
21/01051/FULL Bishopsgate	135 Bishopsgate, London, EC2M 3TP	The use of private land to which the public have access as Class E for the setting out of a fixed seating area, retractable butterfly awnings, planting and screening ancillary to the Class E unit at the ground floor level of 135 Bishopsgate.	20/01/2022	Eataly Retail UK Limited
21/01052/FULL Bread Street	Pavement O/S, Old Change House, 128 Queen Victoria Street, London, EC4V 4BJ	Proposed installation of 1no. new BT Street Hub, incorporating 75" LCD advert screens plus the removal of associated BT kiosk(s).	19/01/2022	BT Telecommunications Plc
21/01073/FULL Bread Street	Pavement Outside Christchurch Court, On Warwick Lane, London, EC1A 7HD	Installation of metal grille in the pavement on Warwick Lane to allow for extract from basement level.	02/02/2022	Shiying Property London Limited

22/00036/FULL Bridge And Bridge Without	41 Botolph Lane, London, EC3R 8DL	Replacement ground floor frontage, replacement windows, replacement roof level plant equipment and associated signage.	19/01/2022	The Royal Town Planning Institute
22/00027/FULL Broad Street	21 Great Winchester Street, London, EC2N 2JA	External alterations to the main entrance including: a new door and removal of glazing above and introduction of step; changes to the first floor window; and introduction of ramp above an existing lightwell to provide step-free access and associated changes to the existing railings.	14/01/2022	Franzisca Mercker
21/01054/FULL Castle Baynard	Pavement O/S, 6 New Bridge Street, London, EC4V 6AB	Proposed installation of 1no. new BT Street Hub, incorporating 75" LCD advert screens plus the removal of associated BT kiosk(s).	19/01/2022	BT Telecommunications Plc
22/00054/FULL Cheap	150 Cheapside, London, EC2V 6ET	Shopfront alterations comprising replacement of existing manual doors with automatic sliding bi-part doors and glazed shopfront.	25/01/2022	Pegasus Planning Group Ltd

21/01058/FULL Coleman Street	Pavement O/S 120 Moorgate, London, EC2M 6UR	Proposed installation of 1no. new BT Street Hub, incorporating 75" LCD advert screens plus the removal of associated BT kiosk(s).	19/01/2022	BT Telecommunications Plc
21/00598/FULL Coleman Street	46 Moorgate, London, EC2R 6EL	Internal refurbish and re- arrangement of the existing building associated with a proposed change of use from office accommodation (Class E-g) to a hotel (C1) on levels 2 to 7, with a ground floor entry/lobby and separate restaurant/bar (Class E-b) on the basement levels, ground and first floor of the building; The existing level 8 plant room removed and replaced with the upper part of a duplex hotel suite with associated external alterations (rendering, new windows, infilling of existing window openings, and installation of black metal railings); Installation of new PV Panels on the roof level; and other associated works.	25/01/2022	Mel Serps

21/01083/FULL Cordwainer	Pavement O/S 60 Queen Victoria Street, London, EC4N 4TZ	Proposed installation of 1 no. new BT Street Hub, incorporating 75" LCD advert screens plus the removal of associated BT kiosk(s).	19/01/2022	BT Telecommunications Plc
22/00020/FULL Cripplegate	8 Wallside, Barbican, London, EC2Y 8BH	Alterations and repair works including the removal and replacement of the existing, front, painted softwood glazed patio doors and fixed side windows on the top floor with new varnished hardwood sliding patio doors and fixed side windows; Removal and replacement of the existing, rear, painted softwood windows on the 5th floor with new varnished hardwood bottom hinged windows; Removal and replacement of the existing painted timber and glass roof lantern on the top floor with a new curved, powder coated metal and glass roof lantern of the same height.	12/01/2022	Mr and Mrs Niall and Quynh Y Conlon

21/01077/FULL Farringdon Within	Pavement O/s, 20 Holborn Viaduct, London, EC1A 2AT	Proposed installation of 1no. new BT Street Hub, incorporating 75" LCD advert screens plus the removal of associated BT kiosk(s).	19/01/2022	BT Telecommunications Plc
21/01097/FULL Farringdon Without	North Wing, St Bartholomews Hospital, West Smithfield, London	Provision of an external ramp to improve access configuration to the Wellbeing Hub located in West Pavilion of the North Wing, for a temporary period until 31/07/2023.	21/01/2022	Barts Health NHS Trust
21/01007/FULL Portsoken	506 Marlyn Lodge, 2 Portsoken Street, London, E1 8RB	Change of use of a flat from residential (C3) to short-term let accommodation (more than 90 days per year) (Class C3).	17/01/2022	Mr Stephen Hartigan
21/01062/FULL Tower	Pavement O/s, 19 - 21 Great Tower Street, London, EC3R 5AR	Proposed installation of 1no. new BT Street Hub, incorporating 75" LCD advert screens plus the removal of associated BT kiosk(s).	19/01/2022	BT Telecommunications Plc

22/00035/FULMAJ Tower	122 Minories And 14 Crosswall, London, EC3N 1NT	Application under S73 of the Town and Country Planning Act 1990 (as amended) to allow variation of condition 36 (approved plans) of planning permission 18/00144/FULMAJ dated 30th September 2021 to allow the corners of the building to be chamfered.	31/01/2022	Estreetbrand Ltd
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