



Planning and Transportation Committee

Date: FRIDAY, 4 OCTOBER 2024
Time: 1.45 pm
Venue: COMMITTEE ROOM 3 - 2ND FLOOR WEST WING, GUILDHALL

Members:

Deputy Shравan Joshi MBE (Chairman)	Antony Manchester
Graham Packham (Deputy Chairman)	Deputy Brian Mooney
Deputy Randall Anderson	Deputy Alastair Moss
Ian Bishop-Laggett	Eamonn Mullally
Michael Cassidy	Alderman Jennette Newman
Mary Durcan	Deborah Oliver
Deputy John Edwards	Judith Pleasance
Anthony David Fitzpatrick	Deputy Henry Pollard
Deputy John Fletcher	Alderman Simon Pryke
Deputy Marianne Fredericks	Ian Seaton
Jaspreet Hodgson	Hugh Selka
Amy Horscroft	Tom Sleigh
Alderman Robert Hughes-Penney	Luis Felipe Tilleria
Alderman Elizabeth Anne King	Shailendra Kumar Kantilal Umradia
Deputy Natasha Maria Cabrera Lloyd-Owen	William Upton
Deputy Charles Edward Lord	Jacqui Webster

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Ian Thomas CBE
Town Clerk and Chief Executive

AGENDA

NB: Certain matters for information have been marked * and will be taken without discussion, unless the Committee Clerk has been informed that a Member has questions or comments prior to the start of the meeting. These information items have been collated in a supplementary agenda pack and circulated separately.

Part 1 - Public Agenda

1. **APOLOGIES**

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

3. **MINUTES**

To agree the public minutes and summary of the meeting held on 23 July 2024.

For Decision
(Pages 5 - 24)

4. *** OUTSTANDING ACTIONS**

Report of the Town Clerk.

For Information
(Pages 25 - 26)

5. **CITY FUND HIGHWAY DECLARATION: ONE BISHOPSGATE PLAZA, 80 HOUNDSDITCH, LONDON, EC3A 7AB**

Report of the City Surveyor and Executive Director Property.

For Decision
(Pages 27 - 34)

6. **CITY FUND HIGHWAY DECLARATION: 160 QUEEN VICTORIA STREET, LONDON, EC4V 4BF**

Report of the City Surveyor and Executive Director Property.

For Decision
(Pages 35 - 42)

7. *** TO NOTE THE DRAFT MINUTES OF THE STREETS AND WALKWAYS SUB-COMMITTEE MEETING HELD ON 9 JULY 2024**

For Information

8. *** REPORT OF ACTION TAKEN**

Report of the Town Clerk.

For Information

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

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

11. **EXCLUSION OF THE PUBLIC**

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

For Decision

Part 2 - Non-public Agenda

12. **REVIEW OF PUBLIC CAR PARK PROVISION IN THE CITY**

Joint report of the Executive Director - Environment and the City Surveyor and Executive Director - Property

For Decision
(Pages 43 - 60)

13. **NON-PUBLIC MINUTES**

To agree the non-public minutes of the meeting held on 23 July 2024.

For Decision
(Pages 61 - 62)

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

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

PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 23 July 2024

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

Present

Members:

Deputy Shравan Joshi MBE (Chairman)	Deputy Natasha Maria Cabrera Lloyd-Owen
Deputy Randall Anderson	Deputy Charles Edward Lord
Michael Cassidy	Deputy Brian Mooney BEM
Mary Durcan	Eamonn Mullally
Deputy John Edwards	Alderwoman Jennette Newman
Deputy John Fletcher	Deborah Oliver
Deputy Marianne Fredericks	Alderman Simon Pryke
Jaspreet Hodgson	Ian Seaton
Amy Horscroft	William Upton KC
Alderman Robert Hughes-Penney	Jacqui Webster

Officers:

Polly Dunn	- Interim Assistant Town Clerk
Zoe Lewis	- Town Clerk's Department
Baljit Bhandal	- Comptroller and City Solicitor's Department
Katie Stewart	- Executive Director, Environment
Gudrun Andrews	- Environment Department
Gordon Roy	- Environment Department
David Horkan	- Environment Department
Ian Hughes	- Environment Department
Tom Nancollas	- Environment Department
Rob McNicol	- Environment Department
Bruce McVean	- Environment Department
Aggie Minas	- Environment Department
Rachel Pye	- Environment Department
Taluana Patricio	- Environment Department
Gwyn Richards	- Environment Department
Samantha Tharme	- Environment Department
Peter Wilson	- Environment Department

1. APOLOGIES

The Chairman welcomed Katie Stewart, the new Executive Director of Environment to her first meeting of the Committee.

Apologies were received from Ian Bishop-Laggett, Alderwoman Elizabeth King, Deputy Alastair Moss, Graham Packham, Judith Pleasance, Deputy Henry Pollard, Hugh Selka and Shailendra Umradia.

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

There were no declarations.

3. **MINUTES**

RESOLVED – That the public minutes of the previous meeting held on 16 May 2024, be approved as an accurate record.

4. **WARDMOTE RESOLUTIONS**

To consider the following Resolution from the Ward of Aldersgate – 20 March 2024

“This Wardmote resolves to request the Corporation of the City of London to fully implement its Considerate Lighting Charter in the Barbican+Golden Lane Neighbourhood immediately by: To consider the following Resolution from the Ward of Aldersgate – 20 March 2024.

“This Wardmote resolves to request the Corporation of the City of London to fully implement its Considerate Lighting Charter in the Barbican+Golden Lane Neighbourhood immediately by:

- i) measuring the baseline levels of pollution from artificial light at night in Aldersgate and Cripplegate;
- ii) setting a target for reducing such light pollution within 12 months; and
- iii) adequately resourcing and running a pilot project, with community involvement, to achieve the target.”

An Officer stated the proposal in the wardmote resolution would involve substantial resources, would be challenging to achieve and went beyond the Corporation’s environmental health and planning functions. He advised that the Lighting Charter was intended to be a voluntary charter with the Corporation encouraging businesses to sign up in order to contribute to the wider aims of the Lighting Strategy. A round table had been held with occupiers, building managers and others to understand practical steps that could be taken to encourage sign-up to the Charter. This provided useful feedback on the Charter itself including potential tweaks that could assist in gaining further traction by those businesses and occupiers. The Corporation was also continuing to explore signing up to the Charter as a property owner. A report would be submitted to the Resource Allocation Sub-Committee in September 2024. Alongside this, the Planning Department continued to implement the Lighting Supplementary Planning Document which set out the steps developers were expected to take when designing their new buildings in respect of lighting. Environmental Health Officers were also having direct discussions with business operators in the Barbican area to address specific issues in that location.

A Member queried what recourse there was if residents were suffering as a result of light pollution. An Officer stated that light could be a statutory nuisance if it was quite a significant intrusion e.g. a security light shining into a window, rather than general light pollution. Residents who were disturbed by light pollution could contact public protection on public.protection@cityoflondon.gov.uk. The Director of Planning and

Development stated that under planning conditions a light management plan was now required for each planning permission granted and where this was not being followed, enforcement action could be taken.

In response to a Member's question as to whether a baseline measurement could be set, an Officer commented that this would be technically challenging and substantial resources would be required. Other actions were being taken to encourage businesses to sign up to the Charter and to specifically look at the issues arising in the Barbican and Golden Lane neighbourhood. Following discussion, the Officer stated that options and costs could be explored and reported back to the Committee. A Member suggested that the Climate Change funding could be considered for a pilot scheme.

A Member stated that it would be useful to know which buildings had signed up to the Charter and the reasons why other buildings had not signed up. The Officer stated that the buildings concerned in the Barbican and Golden Lane neighbourhood had not signed up to the Charter, however Officers were taking a targeted approach and working directly with these businesses to understand the actions that could be taken to improve the situation in the specific area, along with promoting the Charter more broadly.

A Member welcomed the initiative but raised concern that work on the Lighting Charter was not yet complete after having been started four years ago to address issues in Farringdon.

In response to a question from the Chairman about the routing of a possible report, the Officer stated that the Communications and Corporate Affairs Sub-Committee had an interest in the Lighting Charter as there was a promotional communications aspect. Also, the Resource Allocation Sub-Committee was involved in relation to the Corporation signing up to the Charter. The Port Health and Environmental Services Committee might also be impacted and have an interest in this area. The Officer stated that this could be outlined in the report to ensure a collective view was being taken.

In response to a Member's question, the Director of Planning and Development stated the report could outline the schemes in the vicinity of the Barbican and Golden Lane neighbourhood which were subject to the lighting management plan condition. He added that it was not possible to retrospectively attach conditions to previous consented schemes.

Following a discussion on costs, the Chairman requested that Officers find resources from within the organisation, ascertain what action was possible and report back to the Committee.

To consider the following Resolution from the Ward of Bassishaw – 21 March 2024

"That the Corporation of London be asked to urgently expedite the review of restrictions at Bank Junction and that Black Cab access be restored to the Bank Junction 24/7 and 365 days per year".

To consider the following Resolution from the Ward of Candlewick – 21 March 2024

“Since the introduction of restrictions on Black Cabs across Bank Junction, both businesses and residents have suffered, most especially those who are less physically able and visitors who travel into the City from one of the London airports. We therefore resolve that the Corporation of London be asked to urgently expedite the review of these restrictions and that Black Cab access be restored to the Bank Junction 24/7 and 365 days per year”.

To consider the following Resolution from the Ward of Cordwainer - 21 March 2024

“That the Corporation of London be asked to urgently expedite the review of Bank Junction restrictions and that Black Cab access be restored to the Bank Junction 24/7 and 365 days per year”.

To consider the following Resolution from the Ward of Langbourn – 20 March 2024

“That the Corporation of London be asked to urgently expedite the review of the Bank Junction restrictions and that Black Cab access be restored to the Bank Junction 24/7 and 365 days per year”.

To consider the following Resolution from the Ward of Lime Street – 20 March 2024

“The Lime Street Wardmote resolved that:

“The City of London Corporation be asked to expedite the review these restrictions and that Licenced “Black Cabs” access to bank junction be restored 24/7 and 365 days of the year”.

To consider the following Resolution from the Ward of Walbrook – 20 March 2024

“That the Corporation of London be asked to urgently expedite the review of these restrictions and that Black Cab access be restored to the Bank Junction 24/7 and 365 days per year”.

To consider the following Resolution from the Ward of Tower – 20 March 2024

“This Wardmote resolves that the City Corporation be asked diligently to expedite its review of the traffic arrangements at Bank.”

In relation to the above wardmote resolutions on the restrictions at Bank Junction and Black Cab access, the Chairman stated the matter had been resolved at the Court of Common Council and therefore he did not propose discussing the matter further until there was further clarity through the Streets and Walkways Sub-Committee.

To consider the following Resolutions from the Ward of Cripplegate - 2 November 2023 and 20 March 2024

- i) "This Wardmote respectfully requests that the Corporation of London acknowledges the important role of the Barbican & Golden Lane Neighbourhood Forum in local plan-making and policy development by:
- a) Reflecting that role within the Corporation's 'Statement of Community Involvement'.
 - b) Reflecting that role within the text of the City Plan 2040, placing the Forum on a par with the non-statutory Business Improvement Districts in the City.

The Barbican & Golden Lane Neighbourhood Forum, under the Localism Act 2011, has statutory standing as a consultee in City planning policy and development control from the date of designation by the City, and not from the date of the Neighbourhood Plan. The City owes the Forum a statutory duty of cooperation from that same date."

- (ii) "The Wardmote resolves to request the Corporation of the City of London to fully implement its Considerate Lighting Charter in the Ward and surrounding neighbourhood by :-
- (i) Measuring the baseline levels of pollution from artificial light at night in Aldersgate and Cripplegate; and
 - (ii) To set a target for reducing such light pollution within 12 months; and
 - (iii) To adequately resource and run a pilot project, with community involvement, to achieve the target".

The Officer stated that the second part of the resolution had been covered in the Officer response to the Aldersgate wardmote resolution. He stated that the request to ensure that the Statement of Community Involvement reflected the establishment of the Barbican and Golden Lane Neighbourhood Forum and this should be satisfied through the proposed changes to the appendix of the Statement of Community Involvement to be considered under Item 10 - Updates to the Statement of Community Involvement Appendices and the local development scheme later in the agenda.

In response to the request to update the text of the City Plan 2040 to reflect the establishment of the Barbican and Golden Lane Neighbourhood Forum, Members were informed that the Forum had provided an extensive response to the City Plan which Officers were taking into consideration. The wardmote would also be included as a response to the City Plan consultation.

A Member queried the neighbourhood forum being included as if it were a resident association. The Officer stated that the categories in the appendix of the Statement of Community Involvement did not amend or alter the weight given to the representations.

To consider the following Resolution from the Ward of Tower – 20 March 2024

"That the City Corporation be urged to recommend changes to the proposed City Plan 2040 before its submission to the Secretary of State to ensure that the area bounded by Minories, Aldgate High Street, Jewry Street, Crutched Friars, Coopers Row and the City's southern boundary continues to be designated as an area for office-led development"

An Officer stated that this motion was put at the Policy and Resources Committee on 22 February 2024 when the plan was considered prior to the Regulation 19 consultation. The motion was not supported by the Committee at the time but the wardmote resolution could be included as a response to the regulation 19 consultation which would then be submitted to the Secretary of State along with the other responses and the City Plan.

RESOLVED – That Members of Sub-Committee

1. note the wardmote resolutions and
2. request that a report addressing the points raised by Members of the Committee on the Lighting Charter be submitted to the Committee; and
3. request that the Officer responses and Member's points be conveyed to the relevant ward Members and Aldermen and Alderwomen.

5. *** OUTSTANDING ACTIONS**

The Committee received a report of the Town Clerk, setting out the outstanding actions.

The Director of Planning & Development advised that following a Member's question that a wider deeper dive be undertaken into planning training, Officers were in discussions with two external bodies who provided training sessions, and were scoping the costs.

RESOLVED – That the report be noted.

6. **TRANSPORT STRATEGY - REVISED DRAFT AND CONSULTATION REPORT**

The Committee considered a report of the Interim Executive Director, Environment, which sought approval of the revised Transport Strategy and recommended for adoption by the Court of Common Council.

An Officer stated the Transport Strategy was first adopted in 2019 and a review had taken place over the last 18 months. This had involved a large amount of data collection looking at patterns of travel and work post-pandemic. Work had also taken place with stakeholders through workshops and public opinion had been canvassed. The major changes made to the strategy were approved to go out to consultation by the Planning & Transportation Committee in October 2023. In the consultation process, there was support of the changes.

Members were informed that the Streets and Walkways Sub-Committee had received and commented on the report and the comments were appended to the main report.

The Chairman stated this was an overarching strategic document rather than one which focused in detail on individual modes of transport. He stated that dockless bikes and scooters was a separate piece of work and there was a coordinated approach across the London Councils.

A Member commented that the report lacked a clear strategy about places to park dockless cycles. An Officer stated that this was a 25-year strategy so it would not be appropriate to include this level of detail in the report but work was taking place on this.

The Member also welcomed the work with TfL on step-free access to stations. He stated that the tube stations in the City which did not have step-free access should be named in the document. He added that St Paul's Station was one of these stations and was built with lifts so originally had step-free access and the shafts were likely to still be in place.

A Member queried how this strategy which aimed to reduce motor traffic and increase pedestrian access, conformed to the decision taken to allow black cabs through Bank Junction. An Officer stated this was a long-term strategy document which set out the direction of travel and was agreed prior to the Bank Junction decision. Locations would be considered on a case-by-case basis. Members were informed that the changes at Bank Junction delivered in recent years had considerably improved the pedestrian experience at Bank Junction and this would be retained even with traffic changes. The safety of pedestrians was at the forefront at Bank Junction and across the rest of the City and this wider strategy ensured this would continue to be the case.

A Member commented on the point made by Wheels for Wellbeing in the report on the perceived failure to recognise a practical need for motor transport for some people due to age, mobility issues or circumstance. They had asked if an exemption could be factored in for those using taxis. The Member asked how achievable this would be. An Officer stated that work was taking place with London Councils to see if there was a solution for the City and neighbouring boroughs.

A Member welcomed the increased use of the river both to transport freight and passengers. She stated that making the passenger services more affordable could encourage more accessibility in relation to cost. She also stated the need to mitigate and resolve noise issues from party boats whilst encouraging the utilisation of the river. The Chairman stated that the sustainability agenda had to be considered when looking to utilise the river so the air quality was not compromised. An Officer stated that work took place with environmental health colleagues and the responsibility sat with the Port Health and Environmental Services Committee. The Member stated that encouraging charging points for electric boats should be explored to help reduce air pollution on the river.

A Member commented that there would be increased usage of Tower Bridge when the Silvertown Tunnel opened and asked what was being done to plan for and mitigate against the increase in accidents and incidents, increase in air pollution and traffic. An Officer stated that work was taking place with City Bridge Foundation colleagues.

A Member queried what action was being taken to ensure the road safety risk at Bank Junction remained static or reduced and stated this should be included in the Transport Strategy and risk register. An Officer stated that whilst this

would not be appropriate to include in this strategic document, reports would go to the Streets and Walkways Sub-Committee.

RESOLVED - that Members of the Sub-Committee

1. approve the changes to the Transport Strategy;
2. note the changes requested by the Streets & Walkways Sub-Committee; and
3. agree that, following further consideration of the proposed changes suggested by your Streets & Walkways Sub-Committee by Officers, the approval of any final amendments to the Draft Transport Strategy be delegated to the Town Clerk, in consultation with the Chairman and Deputy Chairman of Planning and Transportation Committee.

7. TRANSPORT STRATEGY: 2023/24 ANNUAL REPORT AND DELIVERY PLAN 2024/25 - 2029/30 5-YEAR PERIOD

The Committee received a report of the Interim Executive Director, Environment, which summarised the Annual Report on progress in delivering the Transport Strategy for 2023/24 and the Delivery Plan for 2024/25 – 2029/30.

A Member raised concern about dockless cycles being left inappropriately and asked about dockless cycle parking provision. An Officer stated that there was a programme for delivering 600 spaces in the current financial year. Also, additional spaces for regular cycles had been installed.

In response to a question about the intended action on the Barbican, Bunhill and Golden Lane Healthy Neighbourhood Plan, an Officer stated that it was intended to submit the draft Healthy Neighbourhood Plan to the October 2024 Streets & Walkways Sub-Committee for approval to consult.

A Member asked for an update on Beech Street tunnel and Little Britain. An Officer stated that Beech Street formed part of the Healthy Neighbourhood Plan and Little Britain was part of the St Paul's Gyratory project.

A Member commented that developers had sprayed fluorescent paint on the new paving stones on Mark Lane and requested that Officers ask the developers to clean it or pay for it to be cleaned.

A Member commented that high kerbs at crossing points should be addressed to make the City more accessible. An Officer responded that this was being addressed through the Healthy Streets Minor Schemes Programme and a report on this could be submitted to the Streets & Walkways Sub-Committee.

RESOLVED - that the report be noted.

8. LIVERPOOL STREET AREA HEALTHY STREETS PLAN

The Committee considered a report of the Interim Executive Director, Environment, in respect of the Liverpool Street Area Healthy Streets Plan,

which provided a framework for improvements to the streets and public realm in the area.

RESOLVED - that the Liverpool Street Area Healthy Streets Plan, as set out in Appendix 1 to the report, be adopted.

9. **COOL STREETS AND GREENING - PROGRAMME UPDATE**

The Committee considered a report of the Interim Executive Director, Environment in respect of the Cool Streets and Greening Programme (CSG), which set out one of the ways in which the City of London Corporation was meeting the aims of its Climate Action Strategy. The report was approved by the Streets and Walkways Sub Committee on 14 May 2024.

A Member informed the Committee that he had made an objection to this scheme which he considered to be misconceived and he raised concerns about the design.

RESOLVED - that Members of the Committee

1. note the content of the progress update report; and
2. note the extension of the Cool Streets and Greening Programme timeframes by 12 months, to March 2026.

10. **UPDATES TO THE STATEMENT OF COMMUNITY INVOLVEMENT APPENDICES AND THE LOCAL DEVELOPMENT SCHEME**

The Committee considered a report of the Planning and Development Director in respect of amendments to the SCI, which would more accurately reflect the different types of stakeholders in the City, current legislation and those on the Local Plan Consultation Database (LPCD). The report also set out some minor updates to the Local Development Scheme (LDS) to reflect the timetable of the City Plan 2040.

An Officer stated that there was currently an inaccuracy in the plan which stated there was no neighbourhood planning forum. The Officer proposed that this be updated to reflect the existence of the Barbican and Golden Lane Neighbourhood Forum.

An Officer stated that the changes in the Statement of Community Involvement were to the appendices to reflect the bodies that had been registered on the local plan consultation database and those consulted on planning applications as well as ensuring that bodies were included in the correct category.

A Member asked if there could be a separate list for neighbourhood forums and Officers confirmed this could be done.

RESOLVED - that Members of the Committee

1. Approve the proposed changes to Appendix A and Appendix B of the Statement of Community Involvement (SCI);
2. Request that the Assistant Town Clerk be requested to incorporate the following into the ongoing review of the Officer Scheme of Delegations (for

approval by the Policy and Resources Committee and the Court of Common Council): *‘the delegation of the review and update of the SCI appendices to the Director of Planning Development, in consultation with the Chair and Deputy Chair of the Planning and Transportation Committee’*; and

3. Agree that the Local Development Scheme (LDS) be updated as set out in Appendix 2 to the report.

11. BUSINESS AND PLANNING ACT 2020 AS AMENDED BY LEVELLING UP AND REGENERATION ACT 2023: PERMANENT PAVEMENT LICENCE REGIME

The Committee considered a report of the Port Health and Public Protection Director, which set out matters considered by the Licensing Service in setting the proposed fees, the rationale for the proposed licence duration, and a review of the City Corporation’s Standard Conditions and Al-Fresco dining policy, which would incorporate the LURA amendments and have regard to the Guidance.

An Officer stated that the government had commenced permanent pavement licensing and all 173 of the current licences within the City expired on 30 September 2024.

A Member raised concern that a small coffee shop would pay the same licence fee as a large restaurant which could present a barrier to them. He asked if provision could be made to reduce the impact on micro-businesses. The Officer stated that post-pandemic licences were provided for free and then for £100 with the New Burdens Funding. The proposed fees were a considerable reduction on the pre-pandemic fees under the Tables and Chairs Licences. Officers would look at whether a lower fee for smaller businesses could be facilitated but highlighted the work involved in the processing, inspection and potential enforcement.

A Member welcomed the ability to bring forward the proposed end time of 23:00 if the licence was close to residential properties. She also queried the additional costs for the cleaning department and the City of London Police. An Officer stated that there was a standard condition that required the business to undertake the cleansing of the area, however a review would be undertaken over the first year of this regime to look at whether there were additional cleansing costs and if so, this could be factored into the fees the following year. The police had not stated any additional costs should be taken into account but Officers could reach out and ask them as part of the consultation.

A Member welcomed the proposal. She commented that the current system had worked well with Officers dealing with applications, consulting residents and negotiating with Transport Officers and she therefore was not in favour of the suggestion that there should be a sub-committee to deal with this.

A Member stated that the suggested sub-committee would be to hear appeals against Officer decisions rather than to make the decisions. An Officer stated that the proposal was to be looked at by Officers and they would then come

back with a series of options for a decision. She stated that the guidance which sat alongside the legislation suggested there should be an appeal process and therefore there was a duty to investigate the options.

A Member asked if there were tables and chairs outside a premises and a person was not making a purchase from the premises, whether they had a right to sit there. An Officers stated that the Business and Planning Act had removed this right.

A Member queried if the consultation on the policy could be extended to include the fees. An Officer stated that the pavement licences for the Business and Planning Act expired on 30 October 2024 and licences had to be renewed before then to enable businesses to keep their furniture outside after this. The fees proposed were at the statutory cap and had been calculated on a cost recovery basis.

AMENDMENT: A Member proposed an amendment that the fees be set and then reviewed in 12 months' time. This was seconded and carried.

Members proceeded to debate the amendment.

A Member commented that Officers would have calculated the fees carefully to ensure they would be recovering costs and not resulting in making a profit.

A Member commented that micro-businesses should not be treated the same as large restaurants.

An Officer stated that a standard annual review was undertaken on all licensing fees and a report would be brought to the Committee in a year's time. The statutory cap was likely to result in a loss so the difference would need to be found. She stated the requested annual review of fees would be appropriate. The Chairman stated that Officers calculated the figures in detail. He suggested Officers come back with a recommendation in 12 months' time.

The Committee agreed the amendment.

In response to a Member's question about the duration of licences, an Officer stated the Government had set a maximum duration of two years. Benchmarking had taken place with neighbouring authorities. There would be a greater administrative burden if the licence duration was set at less than 12 months. 12 months gave enough time to look at any issues or matters arising and enable more proactive enforcement. 12 months would also give adequate time to assess any complaints and the time and resource required to deal with them.

RESOLVED, that Members of the Committee

1. Approve the amendments to the Act as set out in paragraph 2 of the report;

2. Approve the fees set out in sub-paragraph 4.5 of the report subject to a review of the fees in 12 months' time with a report back to the Planning & Transportation Committee;
3. Approve the licence duration period set out in sub-paragraph 5.4 of the report;
4. Approve the City Corporation standard conditions set out in Appendix 1 to the report;
5. Approve the revised draft policy (Appendix 2 to the report) as an interim policy, with immediate effect, with the proviso that the Licensing Service carries out a public consultation for a period of 4 weeks and brings the results of that consultation back to this Committee at its next meeting.
6. Note the proposal in sub-paragraph 9.4; i.e. - for the Licensing Service to explore the option of establishing a new Sub-committee consisting of Members drawn from this Committee and the Licensing Committee, with the purpose of hearing any appeals made by applicants against officer decisions to partly grant or reject pavement licence applications, and to bring a proposal to the next meeting of this Committee.

12. CIL ALLOCATION PROCESS AND POTENTIAL CIL RATES REVIEWS

The Committee considered a joint report of the Chamberlain and the Interim Executive Director, Environment in respect of the CIL allocation process and a potential rates review.

RESOLVED - that Members of the Committee

1. Agree that the quarterly allocation of CIL be temporarily limited to those projects that are 'critical' for supporting the City's development needs;
2. Agree that the City Corporation's Infrastructure Delivery Plan be refreshed;
3. Agree that more specific assessments be introduced to inform prioritising infrastructure projects funded by CIL;
4. Agree that there be wider publicity in terms of how CIL and other developer contributions are being used for public benefit;
5. Agree that a review of CIL rates and the Planning Obligations SPD be undertaken; and
6. Agree that robust mechanisms be put in place for collecting and spending developer contributions related to biodiversity net gain and cultural infrastructure.

13. RESCISSION OF CITY WALKWAY AT HILL HOUSE (LITTLE NEW STREET TO WINE OFFICE COURT)

The Committee considered a report of the Interim Executive Director, Environment, which recommended the rescission of the existing City walkway at Hill House, between Little New Street and Wine Office Court, to enable the redevelopment of Hill House, 1 Little New Street, London, EC4A 3JR.

RESOLVED, that –

1. Conditionally, on the grant and implementation of planning permission (Registered No. 23/01102/FULMAJ) for the development of Hill House, 1 Little New Street, London, EC4A 3JR (“the Hill House Permission”), the resolution of the Court of Common Council dated 5th May 1983 be rescinded, thereby discontinuing the City walkway between Little New Street and Wine Office Court - as shown shaded yellow on the drawing entitled Existing Plan – Upper Ground ref. 6799-A01-APT-XXX-100L-DR-A-PL0040 (at Appendix 1 of the report) in accordance with the resolution set out in Appendix 4 to the report.
2. Authority be delegated to the City Operations Director (City Streets and Spaces) to insert into the Resolution an appropriate date for the variation to come into force, once satisfied that the above pre-conditions have been met.

14. CITY FUND HIGHWAY DECLARATION, 60 ALDGATE HIGH STREET, LONDON, EC3N 1AL

The Committee considered a joint report of the City Surveyor and the Executive Director, Property, which sought to declare a portion of City Fund freehold land (including subsoil) (445 sq.ft.) and a volume of airspace (388 sq.ft.) situated around 60 Aldgate High Street, EC3N 1AL, to be surplus to highway requirements, thereby allowing its disposal in conjunction with the permitted development.

The Committee was informed that Officers were resolving a land issue which had arisen, the implication of which could mean a slightly smaller area might be required than that proposed in the report. Additionally, the Section 106 remained to be sealed although it was expected imminently.

In response to a Member’s question about the size of the smaller area that might be required, an Officer stated that it was likely to be between 10 and 20 square metres of the freehold land and a smaller area of air space.

A Member asked for reassurance that if agreed, the development would come forward. The Director of Planning & Development stated it was beyond the gift of the Planning Department that the scheme would be implemented but there had been a long and convoluted journey with a change in ownership and unlocking the Section 106 agreement. It was anticipated this would be the end of the journey and would trigger the commencement of the scheme.

RESOLVED - that subject to prior issue of the planning permission to:

1. Declare an area of City Fund land (held for highway purposes) measuring a total of (445 sq.ft.) situated around 60 Aldgate High Street, EC3N (shown on the Plan at Appendix A), be declared surplus to highway requirements (to enable its disposal upon terms to be approved under the City Surveyor’s delegated authority) (or such smaller area as may be determined by the City Surveyor following clarification of the extent of the City’s ownership).

2. To declare a volume of City Fund airspace (held for highway purposes) measuring a total of (388 sq.ft.) situated around 60 Aldgate High Street, EC3N (shown on the Plan at Appendix A), be declared surplus to highway requirements (to enable its disposal upon terms to be approved under the City Surveyor's delegated authority) (or such smaller area as may be determined by the City Surveyor following clarification of the extent of the City's ownership).
 3. Delegate authority to the City Surveyor and the City Operations Director, to determine the relevant ordnance datum levels to suitably restrict the vertical extent of the leasehold airspace's demise.
15. * **DISTRICT SURVEYORS ANNUAL REPORT 2023/24**
The Committee received a report of the Planning and Development Director, which updated the Committee on the work of the District Surveyor's office.
- RESOLVED** - that the report be noted.
16. * **ENVIRONMENT DEPARTMENT HIGH-LEVEL BUSINESS PLAN 2023/24 PROGRESS REPORT (PERIOD 3, DECEMBER 2023-MARCH 2024)**
The Committee received a joint report of the Planning and Development Director and the City Operations Director, which provided an update on progress made during Period Three (December 2023-March 2024) towards delivery of the high-level Business Plan 2023/24 for those service areas of the Environment Department which fell within the remit of this Committee.
- RESOLVED** - that the report be noted.
17. * **RISK MANAGEMENT UPDATE REPORT**
The Committee received a joint report of the Planning and Development Director and the City Operations Director, which provided the Planning and Transportation Committee with assurance that risk management procedures in place within the Environment Department were satisfactory and that they met the requirements of the Corporate Risk Management Framework.
- RESOLVED** - that the report be noted.
18. * **REVENUE OUTTURN 2023/24**
The Committee received a joint report of the Chamberlain, Planning and Development Director, City Operations Director, Chief of Staff (Environment) and City Surveyor, which compared the revenue outturn for the services overseen by this Committee in 2023/24 with the final budget for the year.
- RESOLVED** - that the report be noted.
19. * **PUBLIC LIFT & ESCALATOR REPORT**
The Committee received a report of the City Surveyor, which outlined the availability and performance of publicly accessible lifts and escalators, monitored and maintained by City Surveyor's Department, in the reporting period 2 May 2024 to 4 July 2024.

Members discussed whether having a quarterly report was adequate or whether a more regular report should be issued to Members in between Committee meetings. An Officer stated that a monthly report could be provided.

In response to Members' questions about lifts and escalators that were not managed by the Corporation but were publicly accessible, an Officer stated that when the Corporation was in communication with the organisations responsible about issues with lifts and escalators, this could be included as a footnote with the report to Members.

A Member raised concern about lifts which were not in the Corporation's ownership but had been included as a public benefit when granting planning permission, were not functioning as intended. She raised specific concerns about the lift at 70 Mark Lane. The Director of Planning & Development stated a condition was include on any new application for any lifts and escalators to function for the list of the building. If they had broken down or were not functioning enforcement action would be taken. Officers were aware of the issues on Mark Lane and were in discussions with the developer to resolve these.

A Member raised concern about a lack of adequate signage around the new lifts and escalators at the Deutsche Bank building. An Officer stated that Legible London signage would be installed and the delivery would be coordinated with work with TfL to improved Legible London signage in the wider area of Moorgate. It was anticipated that co-ordinating the work would be more cost efficient.

The Chairman suggested the Members be sent monthly Public Lift & Escalator reports for the next six months and the schedule could then be amended if required.

RESOLVED - that Members of the Committee receive a monthly Public Lift & Escalator report for the next six months with a review of the schedule after this.

20. *** TO NOTE THE MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE MEETING HELD ON 30 APRIL 2024**

The Committee received the public minutes of the meeting held on 30 April 2024.

21. *** TO NOTE THE MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE MEETING HELD ON 9 MAY 2024**

The Committee received the public minutes of the meeting held on 9 May 2024.

22. *** TO NOTE THE MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE MEETING HELD ON 11 JUNE 2024**

The Committee received the public minutes of the meeting held on 11 June 2024.

23. *** TO NOTE THE DRAFT MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE MEETING HELD ON 2 JULY 2024**

The Committee received the public minutes of the meeting held on 2 July 2024.

24. *** TO NOTE THE MINUTES OF THE STREETS AND WALKWAYS SUB-COMMITTEE MEETING HELD ON 14 MAY 2024**

The Committee received the public minutes of the meeting held on 14 May 2024.

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

A Member asked for clarification on why the Chairman and Deputy Chairman had voted against the Planning & Transportation Committee's decision at the Court of Common Council's discussion on the issue of black taxis through Bank Junction. He suggested this was unprecedented.

The Chairman stated that the original Court motion was to allow the Court of Common Council to have a debate on whether black taxis should be allowed through Bank Junction. The recommendation endorsed at the Planning & Transportation Committee not to allow taxis through Bank Junction, did not allow this debate. In consultation with the Town Clerk and City Solicitor, wording for an amendment was drafted to enable a debate to take place in line with the original intent of the Court motion.

The Chairman added that each Member had a vote and had a right to put forward amendments at Court and he had followed advice from the Town Clerk and the City Solicitor. As an elected Member, he had the right to vote as an individual and had exercised this right.

A Member commented that she considered that a chairman of a committee should reflect the wishes of the committee and another Member could have moved the amendment.

A Member questioned whether this type of issue was likely to arise again. The Chairman stated this would depend on the will of Court but there were unusual circumstances on this occasion with the report being driven by a Court motion. He added that the report that went forward to Court reflected the Committee's decision.

A Member stated that no Committee Members were bound by the decision of the Committee and all Members were individual Members not required to support the decision of the Committee.

A Member stated that a trial at Bank Junction had been agreed, the specifications of the trial would be for the Streets & Walkways Sub-Committee and possibly the Planning & Transportation Committee to determine so there would be an opportunity to make the trail stringent and for there to be further debate on this. An Officer confirmed that the detail of the scheme and the measures of success would be considered by the Streets & Walkways Sub-Committee. Work was currently taking place with TfL. It was likely there would

be a report to Streets & Walkways at the end of 2024 and another one in early 2025. The Officer stated this matter now sat with the Planning & Transportation Committee and its Sub-Committee rather than Court.

In response to another Member's question about whether Members would be involved in setting the criteria by which the trial would be evaluated an Officer stated that Officers would undertake the work, and report to Members of the Streets & Walkways Sub-Committee to make the decisions.

The Officer stated that at the request of the Chairman of the Streets & Walkways Sub-Committee, there would be a standing item on Bank Junction at each meeting so the Sub-Committee would be kept fully informed. A Member commented that the decision whether to make this through traffic or drop off and delivery should be a main consideration and he raised concern about through traffic resulting in substantially more traffic in the centre of the City.

A Member considered there was capacity within the standing orders to set up a Committee of Court and this might be a consideration the next time a similar debate at Court was required. The Town Clerk stated there was not a distinct provision to make the Court of Common Council a committee. There was a standing order which provided for the ability to suspend standing orders entirely and it would be through that mechanism that a committee of the Court could be set up. This had not happened for 20 years and from a governance perspective Officers would not generally recommend the suspension of the Court-agreed standing orders. The Town Clerk acknowledged the complex debate and stated this was a unique decision. The current standing orders did not enable Court to choose between options so the amendment was put to help facilitate a debate within the parameters of the standing orders. Members were informed that a standing orders review was taking place and feedback would be useful to ensure the best arrangements for supporting Members in their decision making.

The Chairman stated he took advice from the Town Clerk and City Solicitor and acted in the best interest to provide Court with an option to debate the substantive item.

In response to a Member's concern about the decision taken by Members at the Court of Common Council, an Officers stated that the Members had been provided with all the information required to make a decision with the full report replicated in its entirety in the Court papers. There had also been a number of previous reports to the Court.

A Member asked whether the decision made by Members at the Court of Common Council, was based solely on objective information, or also subjective information. An Officer stated that it was the will of the Court to make the decision based on the debate.

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

In response to a question on the timeline, an Officer stated that prior to the implementation date for the experiment which was May 2025, there were three meetings of the Streets & Walkways Sub-Committee. The intention was to submit an update to the October 2024 meeting, a report on the results of the scenario testing and success criteria for consideration in November and it would be established which routes were likely to be opened up to taxis as part of the experiment. In January 2025, there would be a final report, setting out the experiment success criteria for Members approval.

26. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT CONGRATULATIONS TO THE PLANNING TEAM**

The Chairman congratulated the Planning team whose work on the Friary Court scheme was awarded national Planning Permission of the Year at the Planning Awards 2024. He stated the scheme included over 700 student homes supporting Higher Education in London and was the permanent new home for the new Migration Museum. This would provide a fantastic public exhibition with education, skills, training and cultural spaces celebrating migration, the lifeblood of the City. This would also feed directly into the outcomes of the Corporate Plan, to provide a vibrant, thriving destination with excellent services in flourishing public spaces. It would also encourage diverse engaged communities to the City, something the award judges were particularly impressed with.

The Chairman informed the Committee that the Planning team were also awarded a Highly Commended recognition at the Planning awards for the 3D Digital Modelling of view constraints and growth capacity as part of the Local Plan.

The Chairman stated the following entries had been shortlisted for the Building London Planning Awards 2024 (Business London)

- 8 Bishopsgate for Best New Place to Work and Sustainable Planning
- Vine Street Roman Wall Exhibition for Best Heritage or Culture Project
- 3D Digital Modelling of Heritage Constraints and Growth Capacity in the City of London for Best Borough-Led Project
- Lighting SPD

Also, at the international Council for Tall Buildings and Urban Habitats awards, the following City buildings won awards:

- 8 Bishopsgate (best tall building in Europe)
- 21 Moorfields

INTERACTIONS WITH OFFICERS

To try and address a long-standing issue, the Chairman suggested that Members wishing to speak to Officers in person reach out to make an appointment with them. He stated that Officers were exceptionally busy working on the local plan as well as on an unprecedented number of major schemes and they had significant pressures on their time. Making an appointment also ensured the most appropriate Officers could be present.

The Town Clerk stated a review into the Officer-Member Charter was taking place and the Chairman's suggestions aligned to the existing Member-Officer Charter. The Officer-Member Charter set out what Officers and Members could expect from each other. A stakeholder engagement exercise would be undertaken as part of the review.

REQUEST FOR DELEGATED AUTHORITY - (CONSULTATION ON THE NATIONAL PLANNING POLICY FRAMEWORK - NPPF)

An Officer stated that the Government had announced that they would be consulting on revisions to the National Planning Policy Framework over the summer, and this was highly likely to have a deadline before the next Planning and Transportation Committee in the autumn (although timescales had not yet been announced).

In order to submit a response, delegated authority was sought for the Planning & Development Director (in consultation with the Chairman and Deputy Chairman of the Planning & Transportation Committee) to draft and submit a response. A draft response would be circulated to Members of the committee by email for comment.

RESOLVED – That the Committee agree the delegated authority request.

27. EXCLUSION OF THE PUBLIC

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

28. NON-PUBLIC MINUTES

RESOLVED - that the non-public minutes of the meeting held on 16 May 2024 be approved.

29. * DEBT ARREARS - ENVIRONMENT DEPARTMENT (P&T COMMITTEE)

The Committee received a report of the Interim Executive Director, Environment.

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

There were no non-public questions.

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

There was no urgent business.

The meeting closed at 12.45 pm

Chairman

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

PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

Item	Date	Action/ Responsible Officer	Progress Update and Date to be progressed/completed
1	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, 22 Feb 2022, 26 April 2022, 17 May 2022, 7 June 2022 1 July 2022, 19 July 2022, 20 Sept 2022 11 Oct 2022, 1 Nov 2022, 10 Jan 2023 7 March 2023, 11 May 2023, 18 July 2023 3 October 2023 21 November 2023 12 December 2023, 31 January 2024, 5 March 2024, 14 May 2024, 23 July 2024, 4 October 2024	<p style="text-align: center;"><u>Member Training</u></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>UPDATE: (4 OCTOBER 2024): New Committee Members are provided with training on key aspects. A programme of wider Member training was implemented in 2023. A Carbon Options Guidance (COG) PAN 2023 training session for Planning & Transportation Committee Members will take place on 5 November 2024.</p>

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Committee(s): Planning and Transportation Committee – For decision	Dated: 4 October 2024
Subject: City Fund Highway Declaration: One Bishopsgate Plaza, 80 Houndsditch, London EC3A 7AB, London	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	Vibrant Thriving Destination Flourishing Public Spaces
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: City Surveyor and Executive Director Property CS.209/24	For Decision
Report author: Tom Hodgkiss – Principal Surveyor - CPG	

Summary

Approval is sought to declare a volume of City Fund owned airspace measuring 775 sq ft/ 72 sq m, situated at One Bishopsgate Plaza, 80 Houndsditch, London, EC3A 7AB, to be surplus to highway requirements and allow its disposal in conjunction with the permitted development.

The permitted development comprises a canopy above the main entrance to the Pan Pacific Hotel at 80 Houndsditch, the southern elevation of One Bishopsgate Plaza. Planning permission was issued on 19 December 2019 (18/01124/MDC). The canopy, measuring a total of 775 sq ft, encroaches on City Corporation airspace (775 sq ft encroaches into City Fund ownership) and Success Venture Investments (Jersey) Limited are seeking to regularise its use of the airspace.

Before third party interests can be granted in the affected City Fund airspace (held for highway purposes) the areas first need to be declared surplus to highway requirements. The terms for the highway disposal are to be reported separately to the Resource Allocation Subcommittee and will be submitted for approval under the City Surveyor’s Delegated Authority, subject to your approval to declare the affected volume of airspace surplus to highway requirements to regularise the permitted scheme.

Recommendation(s)

Members are asked to:

- Resolve to declare a volume of City Fund owned airspace totalling 775 sq ft (held for highway purposes), situated around 80 Houndsditch, London, EC3A 7AB, surplus to highway requirements to enable its disposal upon terms to be approved under the delegated authority of the City Surveyor.

Main Report

Background

1. 80 Houndsditch, London, EC3A 7AB is situated on the southern elevation of the Bishopsgate tower. The existing building comprises a 43-storey tower at 135 metres tall and 340,000sqft (net). The first 19 storeys are the Pan Pacific Hotel (with 237 rooms), level 20 is residents' amenities and the remainder of space above is 160 flats. The canopy exists above the entrance to the Pan Pacific Hotel and was installed as part of the wind mitigation elements of the development. A roadside image of the canopy is shown in Appendix 1.
2. Planning permission was approved for the proposed canopy on 19 December 2019 (18/01124/MDC). The canopy exceeds 5.7m in height above the ground at all levels and is therefore completely outside the highway stratum. 5.7m is generally agreed to be the upper extent of the highway envelope for lightweight structures, and 5.4m for heavier structures. The canopy has an upper AOD level of 21.46m. Drainage from the canopy is via an internal drainage system and will not impact on public highway. The design detail of the canopy was considered acceptable by the planning officer.
3. The canopy has already been erected by the developer and the development achieved practical completion on 4 June 2021.
4. City Engineers on behalf of the Highway Authority have been consulted on the canopy design and have provisionally authorised the development. Their final approval is subject to the airspace being declared surplus and an appropriate legal interest documented.
5. The canopy measures a total of 775 sq ft and encroaches into City Corporation airspace, with the entirety of space being within City Fund. Success Venture Investments (Jersey) Limited are seeking to regularise its use of this airspace.
6. The affected airspace (City Fund) was acquired by the Commissioner of Sewers (whose functions were transferred to the City Corporation) for highway purposes under the powers granted to it by the Metropolitan Paving Act 1817.

Current Position

7. Success Venture Investments (Jersey) Limited has approached the City Corporation seeking to acquire a suitable interest in the airspace for its approved canopy.
8. In the event of the airspace being declared surplus, its disposal is a matter for the City Corporation as landowner. The City Surveyor will approve the disposal under his Delegated Authority.

9. Before the City Corporation is able to dispose of any interests in City Fund (highway) airspace, your Committee should first agree it is surplus to highway requirements.
10. The proposed surplus declaration does not extend to the highway stratum which will remain as highway and vested in the City Corporation as the highway authority (unless it is ever stopped up, which is not proposed in this disposal).
11. As the canopy's construction is complete, stopping-up of the highway will not be necessary.
12. Detailed research by City Surveyors confirms the City Corporation's ownership of the parcels affected comprise of airspace measuring 775 sq. ft. in total. This is wholly City Fund (Highway) (775 sq. ft.). The plan is attached in Appendix 2.
13. The upper and lower levels of the projection will be governed by Ordnance Datum Newlyn levels. Ordnance Datum Newlyn is the British mainland national geographic height system by reference to which the volume of land or airspace can be defined and identified by its upper and lower levels. The relevant ordnance datum levels to suitably restrict the vertical extent of the leasehold airspace demise are agreed at 20.72m (lower level) and 21.46m (upper level).

Proposals

14. The airspace in question is not considered necessary for the use and the exercise of the public highway. Subject to your agreement to declare the area of City Fund airspace (measuring 775 sq. ft.) surplus to highway requirements, it is proposed the City Corporation disposes of a suitable interest on terms to be approved by the Delegated Authority of the City Surveyor.

Corporate & Strategic Implications

15. Strategic implications –

- Flourishing Public Spaces
- Vibrant Thriving Destination

16. Financial implications –

- The terms of the highway disposal transaction are to be reported to The City Surveyor for approval under his delegated authority and the Resource Allocation Subcommittee, subject to you declaring the affected City Fund airspace to be surplus to highway requirements.

17. Resource implications – None

18. Legal implications –

- Disposal of the interest in the City Fund airspace is authorised by the City of London (Various Powers) Act 1958, Section 9, which allows the City Corporation to dispose of its land or airspace within or outside of the City in such manner and for such consideration and on such terms and conditions as it thinks fit. The disposal terms should have regard to the City Corporation's fiduciary duties.

19. Risk implications – None

20. Equalities implications – No equalities issues identified.

21. Climate implications – None

22. Security implications - None

Conclusion

23. The airspace to be declared surplus to highway purposes is not required for highway functions. If declared surplus, it will be disposed of by appropriate legal interest and commercial terms to regularise the use of the property according to the planning permission granted.

Appendices

- **Appendix 1** – Photo of relevant canopy at One Bishopsgate Plaza, 80 Houndsditch, London EC3A 7AB
- **Appendix 2** – Committee Plan – One Bishopsgate Plaza, 80 Houndsditch, London EC3A 7AB – Entrance Canopy Over sail (City Fund) (4-C-43481 -02)

Tom Hodgkiss

Principal Surveyor
City Surveyor's Department

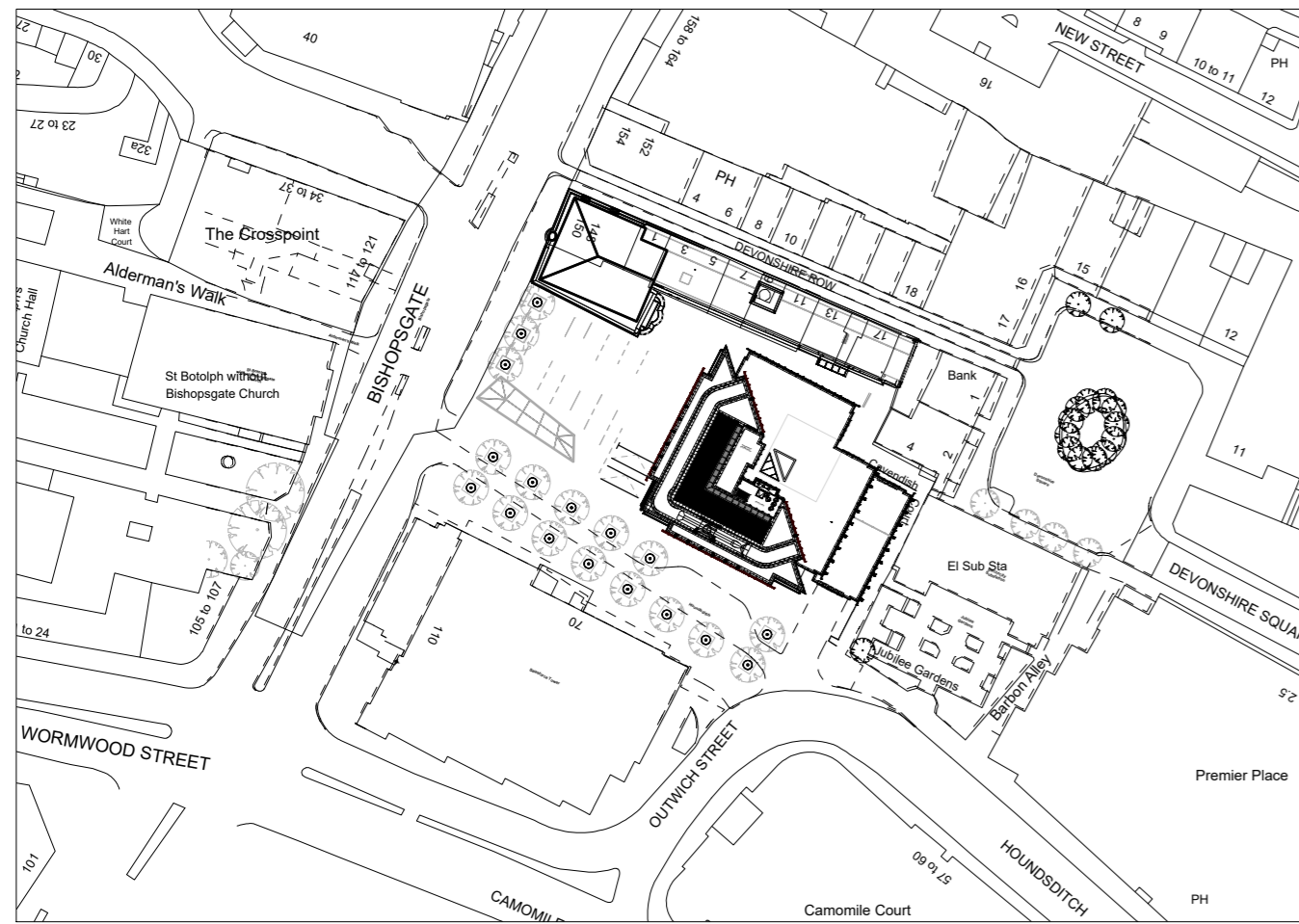
T: 07712235581

E: thomas.hodgkiss@cityoflondon.gov.uk

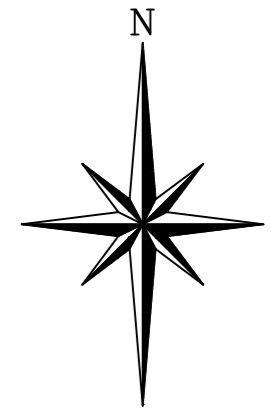
Appendix 1 – Canopy at One Bishopsgate Plaza, 80 Houndsditch, London EC3A 7AB



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Location Plan
Scale 1:1250



Area of oversail of City of London freehold title numbers 366165, 269024 and 272251
 Area = 71.96m² / 775 sq.ft. (City Fund Estate)

 Upper AOD Level of canopy = + 21.46m
 Lower AOD Level of canopy = + 20.72m



Scale 1:200

Drawing layout information supplied by PLP / Architecture. Drawing number A-P-144 Rev 7.
Canopy levels obtained from drawing number A-P-214 Rev 8.

Rev	Drawn	Date


CITY LONDON
P.G. Wilkinson BSc MSc MRICS
City Surveyor
CITY SURVEYOR'S DEPARTMENT
 Corporate Property Group :
 Plans & Records Section

Address :
 150 Bishopsgate
 London EC2

Title :
 Proposed Canopy Oversail

Print Scale :	1 : 1 @ A2	Drawn by :	K.T.
Date :	Aug 2023	Pro code	UPRN
Drawing No. :	4-C-43481 - 02		
Revision			

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Agenda Item 6

Committee(s): Planning and Transportation Committee – For decision	Dated: 4 October 2024
Subject: City Fund Highway Declaration: 160 Queen Victoria St, London EC4V 4BF	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	Vibrant Thriving Destination Flourishing Public Spaces
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: City Surveyor and Executive Director Property CS.223/24.	For Decision
Report author: Tom Hodgkiss – Principal Surveyor – Corporate Property Group	

Summary

Approval is sought to declare a volume of City Fund owned airspace measuring 116.25 sq ft / 10.8 sq m, situated at 160 Queen Victoria St, London EC4V 4BF, to be surplus to highway requirements and allow its disposal in conjunction with the permitted development.

The permitted development comprises a canopy above the main entrance to 160 Queen Victoria Street on the southern elevation of the building. Planning permission was issued on 12 March 2020 (19/01291/FULL). The canopy, measuring a total of 529.91 sq ft, encroaches on City Corporation airspace (116.25 sq ft encroaches into City Fund ownership) and LONDON 1 SARL are seeking to regularise its use of the airspace.

Before third party interests can be granted in the affected City Fund airspace (held for highway purposes) the areas first need to be declared surplus to highway requirements. The terms for the highway disposal are to be reported separately to the Resource Allocation Subcommittee and will be submitted for approval under the City Surveyor’s Delegated Authority, subject to your approval to declare the affected volume of airspace surplus to highway requirements to regularise the permitted scheme.

Recommendation(s)

Members are asked to:

- Resolve to declare a volume of City Fund owned airspace totalling 116.25 sq ft (held for highway purposes), situated around 160 Queen Victoria St, London EC4V 4BF, surplus to highway requirements to enable its disposal upon terms to be approved under the delegated authority of the City Surveyor.

Main Report

Background

1. 160 Queen Victoria Street comprises a 6 storey, 380,000 sq ft multi-let core office building on Queen Victoria Street (site of the former Times Newspaper Headquarters). The building has had a canopy in this location since 2002, however the original was replaced with a new design in 2022 as part of refurbishment works. The outstanding canopy regularisation is representing an encumbrance on the title. The owner is prepared to regularise the over sail by long leasehold interest. A roadside image of the canopy is shown in Appendix 1.
2. Planning permission was approved for the proposed canopy on 12 March 2020 (19/01291/FULL). The canopy exceeds 5.7m in height above the ground and has an upper AOD level of 13.707m. The planning officer considered the new canopy would be more appropriately positioned as it would be clear of vehicular traffic and not at risk of vehicle strikes. The design detail of the canopy was considered acceptable by the planning officer.
3. The canopy has already been erected by the developer and was complete by December 2021.
4. City Engineers on behalf of the Highway Authority have been consulted on the canopy design and have provisionally authorised the development. Their final approval is subject to the airspace being declared surplus and an appropriate legal interest documented.
5. The canopy measures a total of 529.91 sq ft and encroaches into City Corporation airspace. The City Fund portion of effected airspace measures 116.25 sq. ft. The City Cash portion of effected airspace measures 413.66 sq ft. LONDON 1 SARL are seeking to regularise its use of this airspace.
6. The affected airspace in City Fund was acquired under the Highways Act 1959 for highway purposes. The affected airspace in City Cash was acquired by the Metropolitan Board of Works for highway purposes.

Current Position

7. LONDON 1 SARL has agreed to acquire a suitable interest in the airspace for its approved canopy.
8. In the event of the airspace being declared surplus, its disposal is a matter for the City Corporation as landowner. The City Surveyor will approve the disposal under his Delegated Authority.
9. Before the City Corporation is able to dispose of any interests in City Fund (highway) airspace, your Committee should first agree it is surplus to highway requirements.

10. The proposed surplus declaration does not extend to the highway stratum which will remain as highway and vested in the City Corporation as the highway authority (unless it is ever stopped up, which is not proposed in this disposal).
11. As the canopy's construction is complete, no stopping-up of the highway will be necessary.
12. Detailed research by City Surveyors confirms the City Corporation's ownership of the parcels affected comprise of airspace measuring 529.91 sq. ft. in total. 116.25 sq ft is within City Fund (Highway) and 413.66 sq ft is within City Cash (Highway). A plan is attached at Appendix 2.
13. The upper and lower levels of the projection will be governed by Ordnance Datum Newlyn levels. Ordnance Datum Newlyn is the British mainland national geographic height system by reference to which the volume of land or airspace can be defined and identified by its upper and lower levels. The relevant ordnance datum levels to suitably restrict the vertical extent of the leasehold airspace demise are agreed at 12.984m (lower level) and 13.707m (upper level).

Proposals

14. The airspace in question is not considered necessary for the use and the exercise of the public highway. Subject to your agreement to declare the area of City Fund airspace (measuring 116.25 sq. ft.) to be surplus to highway requirements, it is proposed the City Corporation disposes of a suitable interest on terms to be approved by the Delegated Authority of the City Surveyor.

Corporate & Strategic Implications

15. Strategic implications –

- Flourishing Public Spaces
- Vibrant Thriving Destination

16. Financial implications –

- The terms of the highway disposal transaction are to be reported to The City Surveyor for approval under his delegated authority and the Resource Allocation Subcommittee, subject to you declaring the affected City Fund airspace to be surplus to highway requirements.

17. Resource implications – None

18. Legal implications –

- Disposal of the interest in the City Fund airspace is authorised by the City of London (Various Powers) Act 1958, Section 9, which allows the City Corporation to dispose of its land or airspace within or outside of the City in such manner and for such consideration and on such terms and conditions as it thinks fit. The disposal terms should have regard to the City Corporation's fiduciary duties.

19. Risk implications – None

20. Equalities implications – No equalities issues identified.

21. Climate implications – None

22. Security implications - None

Conclusion

23. The airspace to be declared surplus to highway purposes is not required for highway functions. If declared surplus, it will be disposed of by appropriate legal interest and commercial terms to regularise the use of the property according to the planning permission granted.

Appendices

- **Appendix 1** – Photo of relevant canopy at 160 Queen Victoria St, London EC4V 4BF
- **Appendix 2** – Committee Plan – 160 Queen Victoria St, London EC4V 4BF– Entrance Canopy Over sail (City Fund) (4-C-43547 -01)

Tom Hodgkiss

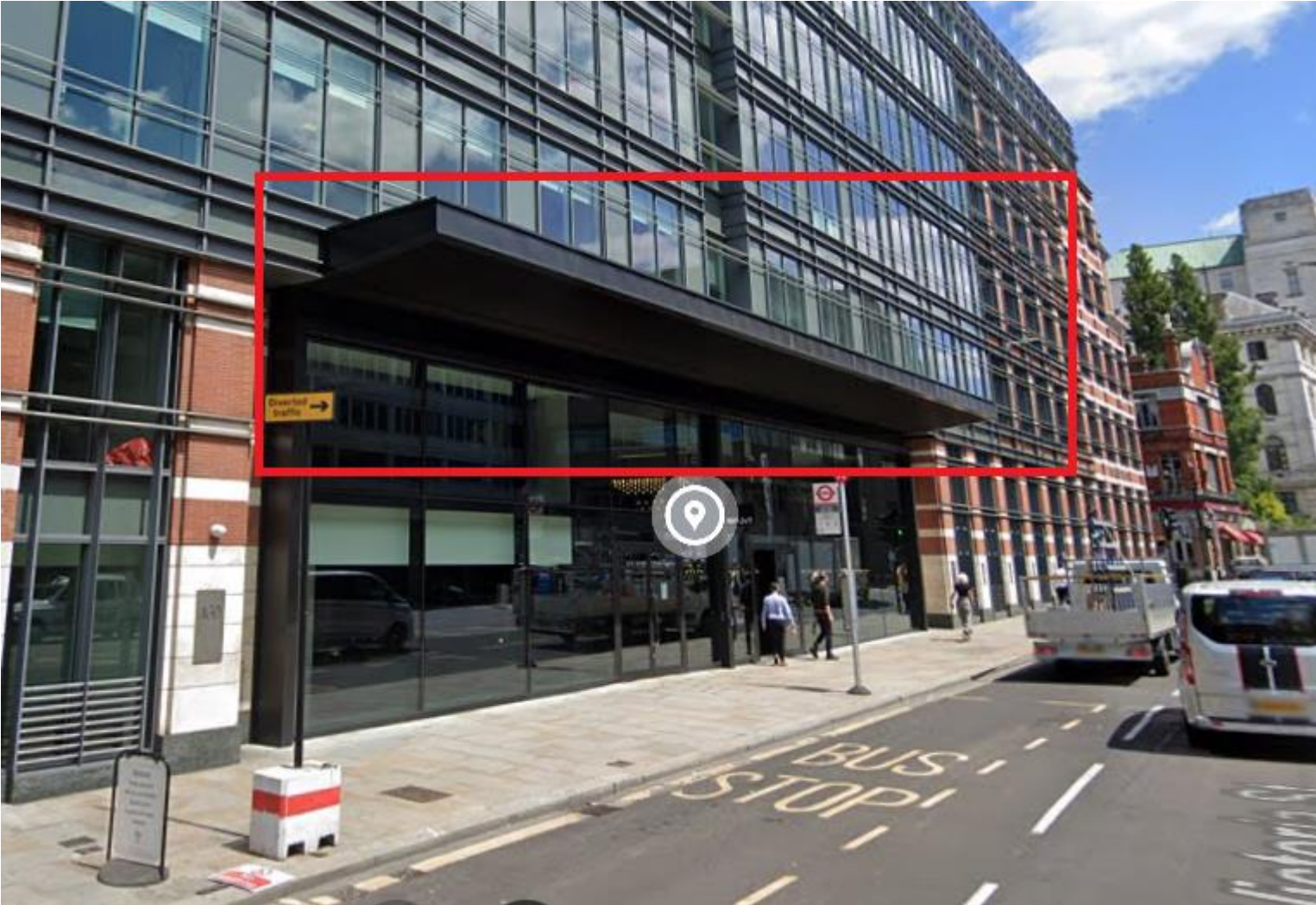
Principal Surveyor

City Surveyor's Department

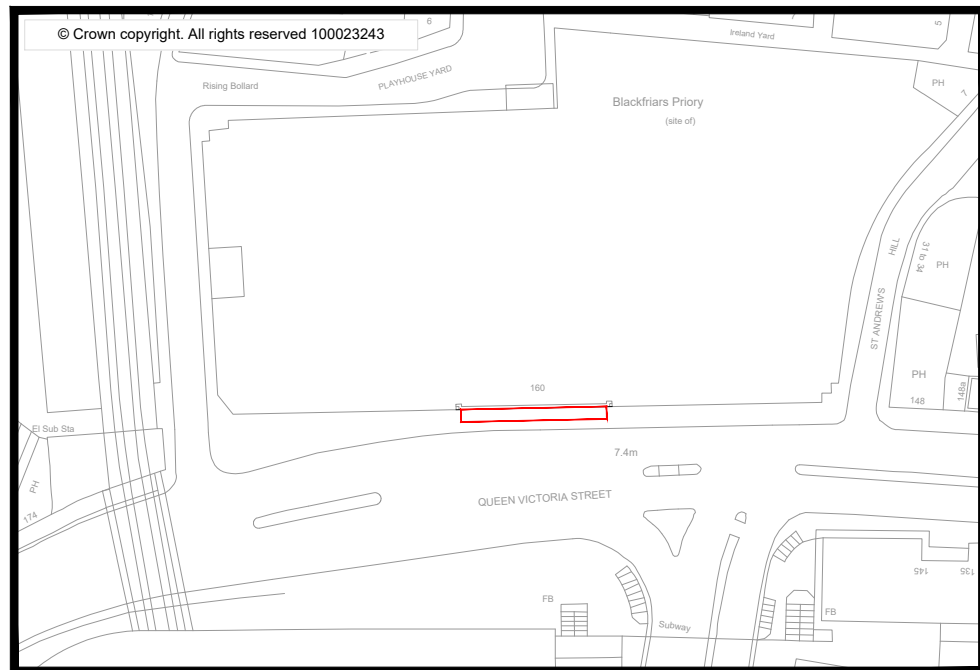
T: 07712235581

E: thomas.hodgkiss@cityoflondon.gov.uk

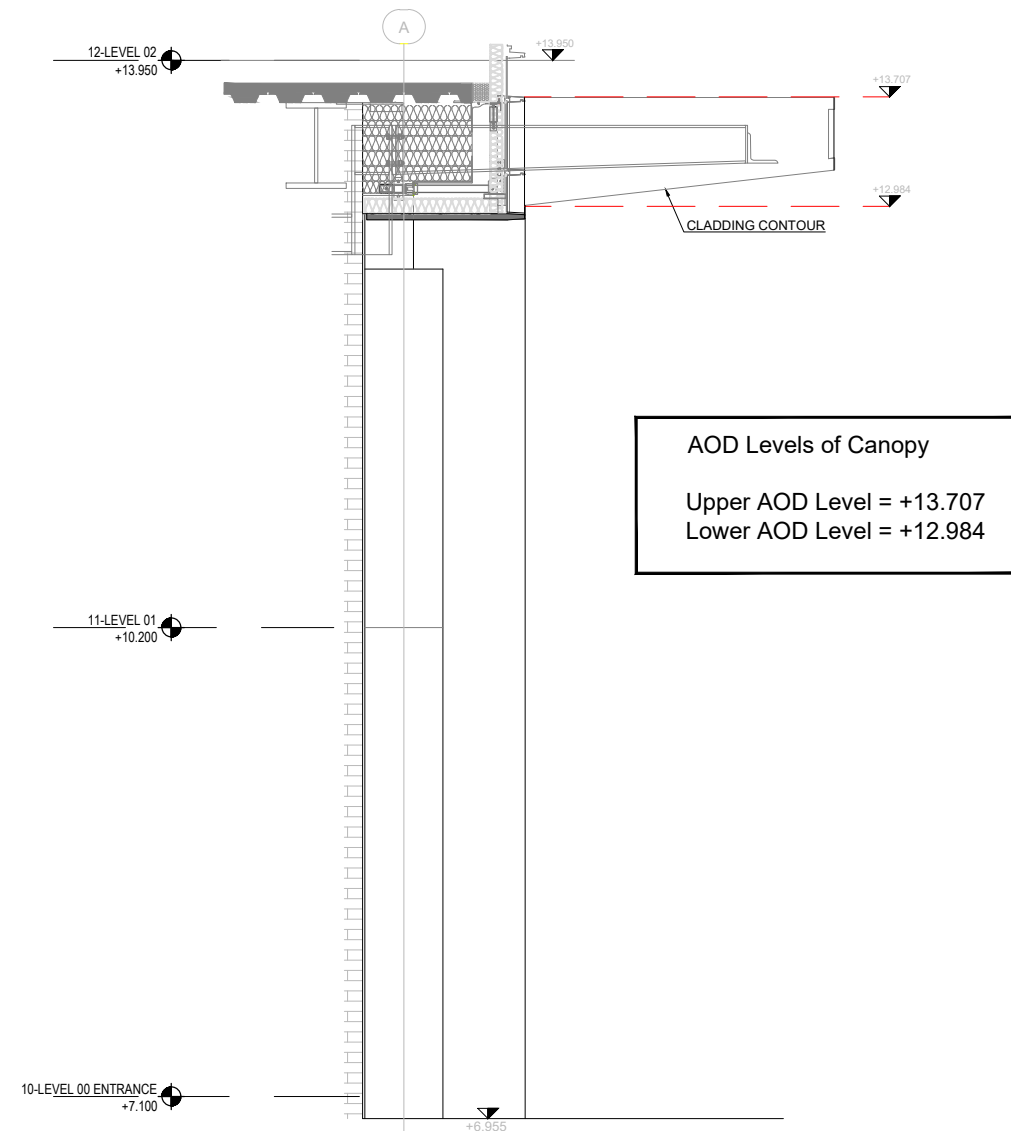
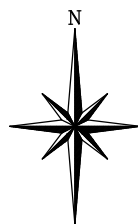
Appendix 1 – Canopy at 160 Queen Victoria St, London EC4V 4BF



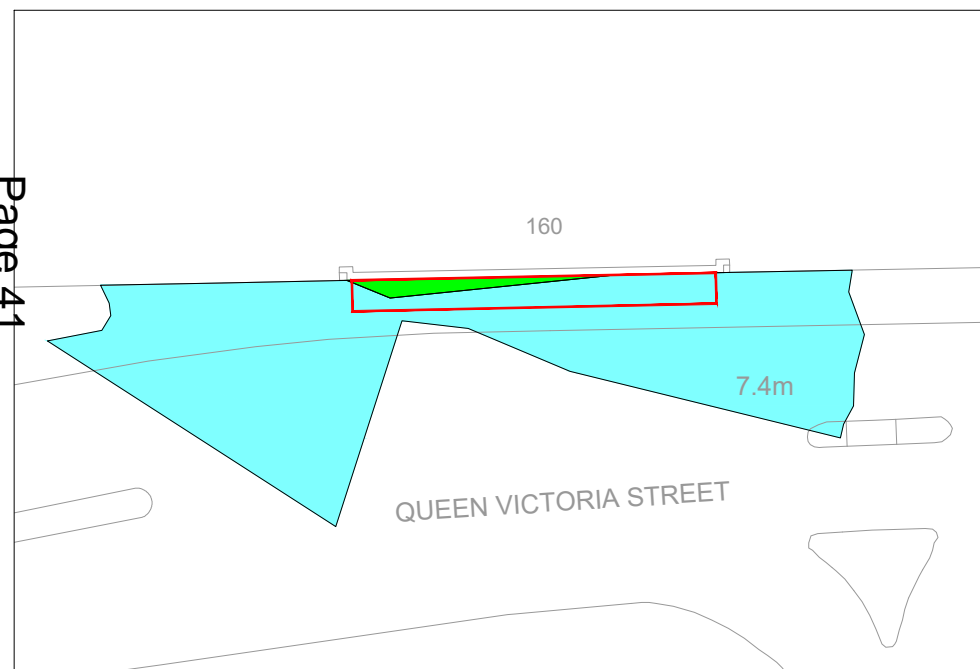
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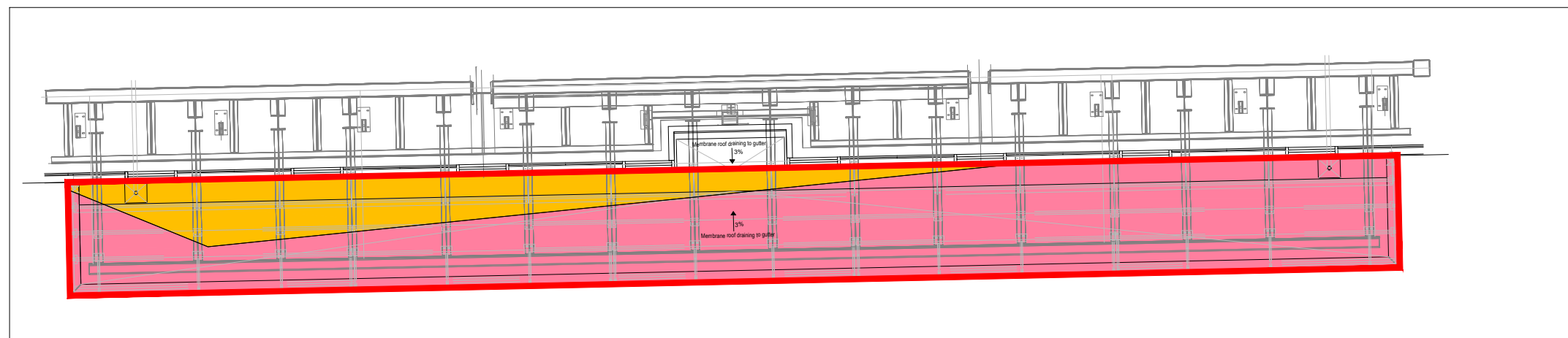
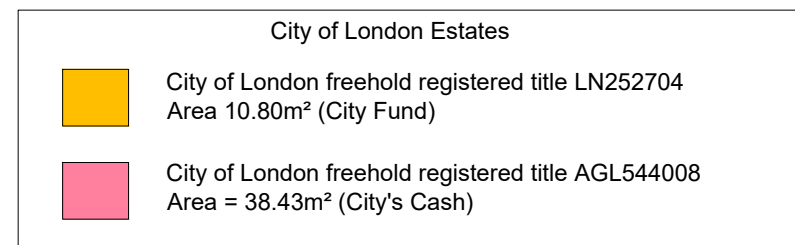
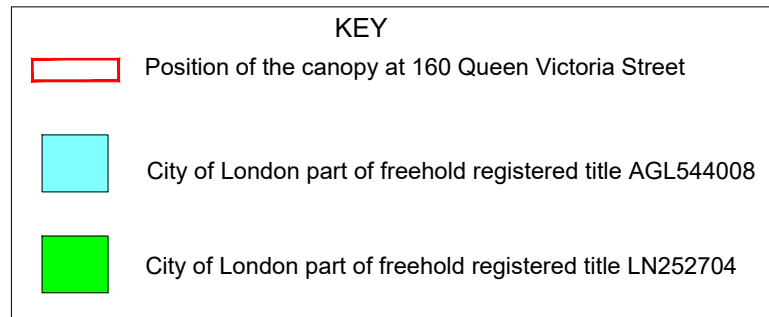
Location Plan
Scale 1:1250



Section through canopy with AOD levels
details from drawing number 3100-DRG-GA-002
Scale 1:50




Location Plan showing the City's Freehold Titles
Scale 1:500



Plan view of the canopy from drawing number 3100-DRG-GA-003
Scale 1:100

Drawing is based upon information shown on land registry freehold titles and CAG Ltd drawings numbers 3100-DRG-GA-002 rev AB & 3100-DRG-GA-003 rev AB

Rev	Drawn	Date


CITY OF LONDON
P.G. Wilkinson BSc MSc MRICS
 City Surveyor
 CITY SURVEYOR'S DEPARTMENT
 Corporate Property Group
 Plans & Records Section

Address:
 160 Queen Victoria Street
 London EC4

Title:
 Canopy Position and
 City of London Ownerships

Print scale: 1:1@A3	Drawn by: KT
Date: Nov 2023	Pro code: UPRN
Drawing No: 4-C-43547 -01	
Revision:	

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of the Local Government Act 1972.

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