

LOCAL PLANS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Wednesday, 19 September 2018

Minutes of the meeting of the Local Plans Sub (Planning and Transportation) Committee held at the Guildhall EC2 at 10.30 am

Present

Members:

Christopher Hayward (Chairman)	Mark Bostock
Deputy Alastair Moss (Deputy Chairman)	Marianne Fredericks
Randall Anderson	Dhruv Patel OBE

Officers:

Gemma Stokley	- Town Clerk's Department
Adrian Roche	- Department of the Built Environment
Paul Beckett	- Department of the Built Environment
Jonathan Blathwayt	- Department of the Built Environment
John Harte	- Department of the Built Environment
Lisa Russell	- Department of the Built Environment
Peter Shadbolt	- Department of the Built Environment
Alanna Coombes	- Department of the Built Environment
Joseph Anstee	- Town Clerk's Department

1. APOLOGIES FOR ABSENCE

Apologies were received from Deputy Keith Bottomley.

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

There were no declarations.

3. MINUTES

The Sub-Committee noted that at the previous meeting they had agreed that the minutes of the discussion in the non-public section at the last meeting should be moved into the public section and asked that the Town Clerk make this change before republishing the minutes.

RESOLVED – That, pending the above correction, the minutes of the meeting held on 18 July 2018 be agreed as a correct record.

4. CITY OF LONDON LOCAL PLAN REVIEW: PROPOSED DRAFT POLICIES

The Sub-Committee considered a report of the Director of the Built Environment, presenting four final sets of draft policies, relating to Planning Contributions; Vehicular Transport and Servicing; Walking, Cycling and Healthy Streets; and the Key Areas of Change, for discussion and agreement.

The Director of the Built Environment advised Members that this would be the last meeting discussing the content of the policies before the full plan was presented to Members ahead of the next phase.

The Chairman explained that he would go through the report policy by policy and take comments.

Core Strategic Policy CSXX: Planning Contributions and Policy DM XX: Viability Appraisals

The Director of the Built Environment advised that the core of the policy was largely the same as the current policy. The policy on viability appraisals took previous feedback on board and increased the requirement to be open and public. Land values would not be a consideration of the appraisals, and a Member suggested that this be made explicitly clear in the policy. The policy was consistent with the Mayor of London's Strategy and the National Planning Policy Framework.

In response to a query from a Member, the Director of the Built Environment responded that the price used for affordable housing was based on that used in 2012 and needed to be revised. As this was part of the relevant Supplementary Planning Document (SPD) this could be enacted through a change to the City of London Corporation website. It was important to do more on viability so that the Corporation could be stronger about onsite affordable housing. A Member suggested that if affordable housing was not provided onsite, then double the number of units should be provided offsite.

A Member asked how officers would establish the independence of valuers. The Director of the Built Environment responded that officers had previously written to valuers asking for bids to provide the service but would refresh and widen this process to make it more formal.

A Member commented that the Sub-Committee had previously agreed to look at land value and not yet done so, and if changes could be made via the SPD then this should be done. The Department of Community and Children's Services could share the build costs for the City of London Primary Academy Islington as an example. The Corporation could be losing out financially if plans were not being updated.

The Director of the Built Environment responded that they would speak to colleagues in DCCS and get their figures and look to incorporate any increase into the SPD. This may require consultation if the increase was significant.

A Member commented that developments were complex, and the starting point was vital for viability considerations. If the Corporation laid down a marker at the outset of a project and examined the approach that a developer planned to take, the Corporation would have more traction on viability considerations later on.

A Member suggested strengthening the language of the paragraph addressing affordable housing. This would help to manage the expectations of developers.

Core Strategic Policy CS XX: Vehicular Transport and Servicing

The Director of the Built Environment advised Members that the key point was that the Local Plan and Transport Strategy were being drafted at the same time. The policy reflected the current draft of the Transport Strategy, which was subject to change.

A Member suggested stronger wording on point 3 to push for more step-free access in the City and hoped that this could be tied in to policy on servicing, as keeping blockages off the road was also important for accessibility.

A Member suggested looking at point 4c and the meaning of 'essential' traffic, as taxis were only essential for disabled passengers. The Chairman added that the word 'essential' could be taken out. This point could be double-checked against the Transport Strategy and given more definition if necessary.

Policy DM X: The impacts of development on transport

A Member queried whether the policy should have regard to the cumulative effects of nearby developments. A Member asked officers to check that 10 units was the correct threshold for requiring a Transport Assessment and Travel Plan, and whether the size of the units had any bearing on this.

A Member suggested strengthening the wording in the first line of the policy to say that development proposals 'must' have a positive impact, rather than 'should', which was weaker.

Policy DM X: Freight and Servicing

A Member commented that point 1 should be more specific about when applicants should consult with the City of London Corporation. A Member added that the policy could go further and deal with logistics plans, and officers responded that they would look at this in relation to the previous policy. The Director of the Built Environment added that officers would look at the point on off-street servicing raised by a Member.

Policy DM X: Vehicle Parking

A Member stressed the importance of long-term strategy in this policy, to account for the increased use of taxi services such as Uber and the potential advent of autonomous vehicles.

A Member commented that existing public car parks should not be redeveloped or sold off, as they would be important going forward. There were a lot of uses for car parks as they provided a large amount of space and would be beneficial long-term. Some car parks were busy at the weekend as a result of the City's burgeoning night-time economy. Members were wary of the use of the term 'meanwhile uses' in point 3, and asked that officers look at this again.

Policy DM X: River Transport

In relation to point 3, Members recommended strengthening the wording by replacing 'should' with 'must'. The Director of the Built Environment confirmed the intention to reinstate river piers like that on Swan Lane.

A Member suggested widening the scope of the policy to encourage developers to use the river for transporting more than construction materials or waste. A Member added that the policy could look at how to protect use of the riverside, particularly to prevent conflicts with residents.

Policy DM X: Aviation Landing Facilities

The Director of the Built Environment confirmed that officers were looking at how the use of drones applied to the policy.

Core Strategic Policy XX: Walking, Cycling and Healthy Streets

The Director of the Built Environment advised Members that the policy reflected the Transport Strategy, and parts of the policy such as maps would slot into the Transport Strategy once it was agreed.

Policy DM X: Pedestrian Movement

A Member commented that the reference in point 1 to Barbican and London Wall needed to be updated.

Policy DMX: Active Travel including Cycling

Members suggested that the policy encourage offices to provide semi-public parking spaces, as this would provide public benefit. Whilst this was already set out in the explanation to the policy, it should be worked into the policy itself, at the design stage.

Core Strategic Policy CSXX: Thames Policy Area

The Director of the Built Environment advised Members that the policy was required as part of the London Plan. A Member commented that the wording of the policy was generally quite woolly and could be more specific.

In response to a query from a Member, the Director of the Built Environment advised that there was work to be done on the 'superblock' concept. This had not yet gone to committee but could be incorporated into the policy in the future.

Core Strategic Policy CSXX: Pool of London

The Chairman commented that he was keen to see regeneration in this area. Referring to points 1 and 5a, Members commented that the wording could be clearer and more specific.

A Member queried whether the policy would do what was intended, as it was not clear that it would. There were other things that could be considered but they would be more expensive. A Member added that Lower Upper Thames Street needed to be taken out of the policy.

Core Strategic Policy CSXX: Aldgate and Tower

A Member advised that the policy needed to be corrected, as Mansell Street was in Portsoken ward. The policy needed to address the air quality around Aldgate bus station, and subway rough sleepers, which had become a problem in the area. The underpass itself was closed, making the subway redundant and should be sealed off.

A Member added that Middlesex Street had significant car park facility which could be utilised. A Member commented that officers should work with the Tower of London to improve air quality around Aldgate bus station. A key part of the policy would be signposting, which needed improving in the area. The aim should be to visibly encourage people to walk into the City. Improving walkways and accessibility would also be important to this end. A Member also suggested that Tower Place needed livening up, and could be a good location to hold food markets.

Core Strategic Policy CSXX: City Cluster

A Member commented that point 4 was insufficiently bold and needed to go further as it was important to understand the significant increase in pedestrian numbers that would be coming. The Chairman added that when the towers in the Eastern Cluster were all built, if the area was not pedestrianised it would be a problem. The area would have the density of Manhattan but without the broad pavements, and this needed to be mitigated against.

The Director of the Built Environment responded that the policy would reflect the Transport Strategy. A Member stated that the policy needed to be able to adapt and change, as some places were already crowded, and suggested that the Corporation needed to be asking developers for amelioration measures. A Member added that the problem was cumulative impact.

The Chairman asked that officers think about the points raised, as the policy needed to ensure that the Corporation was not left with potential problems in the future.

Core Strategic Policy CSXX: Smithfield and Barbican Key Area of Change

A Member asked that the phrasing of the point relating to Golden Lane and Barbican pedestrian permeability be reconsidered, as it was slightly misleading. The strategy for Key Areas of Change should also address air quality issues. A Member suggested reconsidering the wording of the point on Beech Street Tunnel.

At this point, the Chairman left the meeting and the Deputy Chairman assumed the Chair.

Core Strategic Policy CSXX: Smithfield

Members commented that the main policy needed to be clear that this policy applied elsewhere and was not specific to Smithfield. A Member suggested mentioning the Centre of Excellence in the policy.

Core Strategic Policy CSXX: Moorgate-Liverpool Street

A Member said that they were pleased that this had been included. The policy should account for the full impact of Crossrail and would be a Key Area of Change. The policy needed to be conscious of Broadgate. Enhancing Petticoat Lane Market would also improve the whole of Middlesex Street, and this could be referenced in the policy for Aldgate and Tower.

The Deputy Chairman advised Members that the Sub-Committee would consider the finalised Local Plan at its meeting on 9 October 2018.

RESOLVED – That, subject to the feedback given by Members, the Sub-Committee agree the proposed draft policies set out at Appendices 1-4 of the report.

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

There were no questions.

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

There was no other business.

7. **EXCLUSION OF THE PUBLIC**

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

Item No.

8 – 9

Exempt Paragraphs

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

There were no questions.

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

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

The meeting closed at 11:45am.

Chairman

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