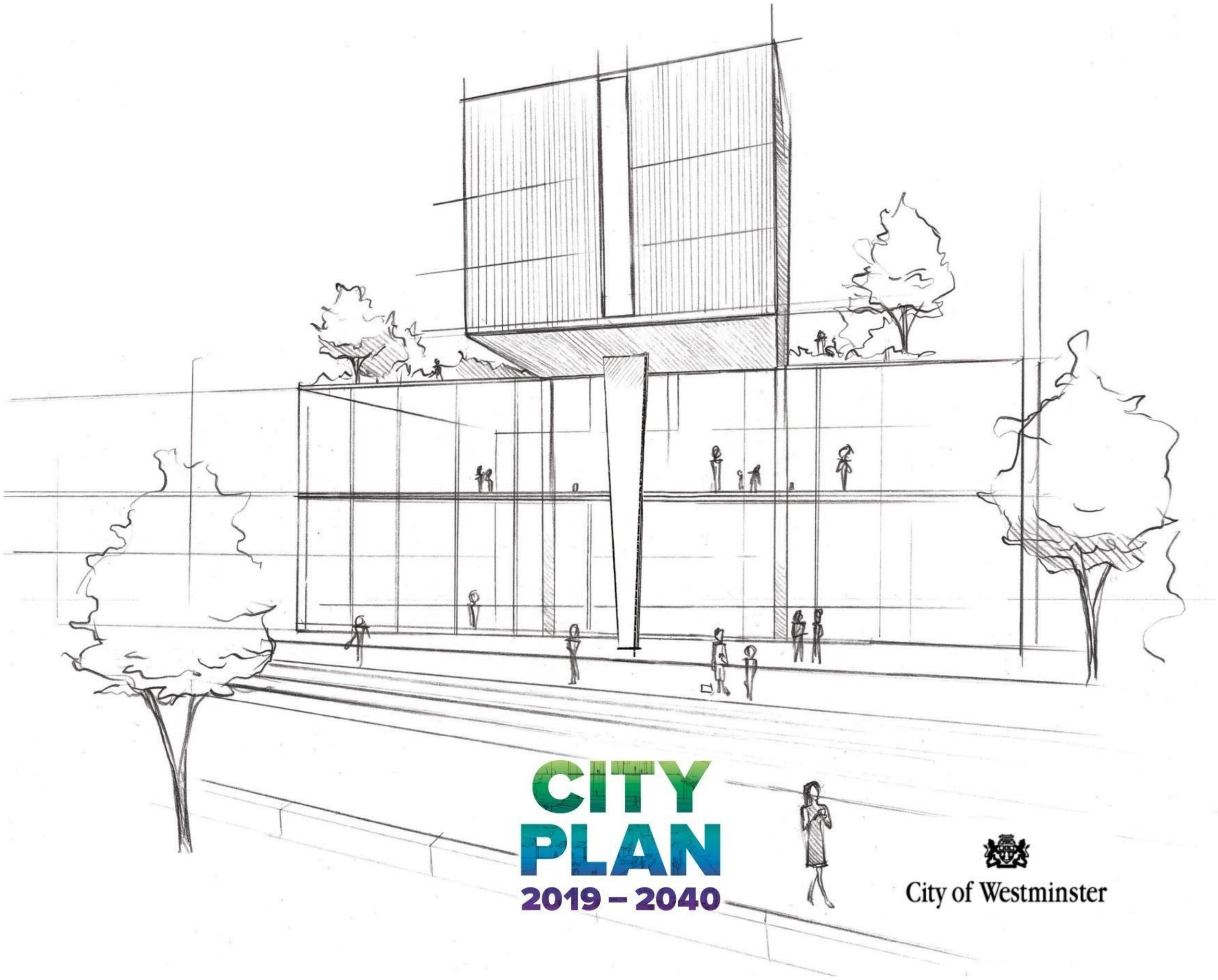
Authority Monitoring Report 2021-2022

Westminster City Council, March 2023



Contents

1 Introduction

Welcome to Westminster City Council's Authority Monitoring Report – the AMR. This is a statutory document that describes progress on planning policy document preparation and reports how planning policies are performing in practice.

The City Plan 2019-2040 was adopted in April 2021. This brings a step change to planning in Westminster, with a fresh vision, new policies, and overall new approach to planning. The new City Plan also comes with a new set of Key Performance Indicators – measures that we report on in this document to see if we are on track to deliver the targets and ambitions in the City Plan.

The data in this AMR covers the period 1st April 2021 to 31st March 2022. Information on planning policy is up to date at the time of publication. We aim to update this document annually with the latest data and information.

For any questions or comments in relation to this AMR, please get in touch via planningpolicy@westminster.gov.uk.

2 Executive Summary

Plan progress

A partial review of the City Plan is underway, it aims to put a greater focus on affordable housing and sustainable development through encouraging retrofitting before redevelopment. We concluded a Regulation 18 consultation in November 2022.

We've introduced two Article 4 Directions to remove permitted development rights for the change of use of Class E to Class C3 to enable us to manage Westminster's commercial stock.

We supported designated Neighbourhood Forums to adopt their Neighbourhood Plans: Soho, Queen's Park, Fitzrovia West and Pimlico all adopted neighbourhood plans.

Housing

Since the pandemic the construction of houses across London has slowed down, the slow post-pandemic economic recovery is a factor in this. We were just under halfway (46%) in meeting our housing target in this period. Delivery of affordable housing has been worst hit; we met 6% of our target and only intermediate housing was delivered.

The council's housing delivery programme is making good progress as construction on the Ebury Bridge estate is starting soon.

Employment

Unemployment has been dropping steadily since March 2021, but it hasn't reached pre-COVID numbers. There's been an increase of professional jobs and a drop in retail, accommodation & food services jobs.

Air Quality

CO_2 emissions have dropped by almost a fifth, we're making progress towards becoming net zero by 2040.

Transport

During the Covid-19 pandemic eleven new temporary cycling lanes were opened. These will be made permanent to make cycling easier and safer. There are now over 3,200 new cycle parking spaces as well. Plus, over 1,400 new electric vehicle charging points were installed across Westminster, encouraging the uptake of sustainable modes of transport.

Sustainability and green spaces

Westminster continues to nurture good design, sustainability, and conservation. There have been several public realm projects which have reached completion including Strand Aldwych and Church Street Green Spine (Phase 1). 37 gardens, cemeteries and heritage sites have been awarded a Green Flag award. 47 major developments were BREEAM certified Excellent or above. A few years ago, there were only three, which again demonstrates the significant impact Westminster's policies are having.

3 Westminster's planning policies

3.1 Current planning policies

At the national level, the **National Planning Policy Framework** was revised on 20 July 2021, replacing the previous version published in February 2019. The NPPF can be found on the Government's website.

In London, the Statutory Development Plan consists of three tiers with the London Plan as the Spatial Strategy prepared by the Mayor of London, Local Plans prepared by Local Authorities and Neighbourhood Plans prepared at the neighbourhood level.

The Mayor of London formally published the new **London Plan** on 2 March 2021, replacing the 2016 version of the London Plan. More information on the London Plan can be found on the Mayor's website.

Westminster City Council adopted its new **City Plan 2019-2040** on 21 April 2021, which replaces the 2016 version of the City Plan and saved policies of the Unitary Development Plan. The City Plan and information on its previous stages can be found on our website.

To support the implementation of the environment policies in the City Plan, we prepared the **Environment Supplementary Planning Document (SPD)**. This supports our aspirations to create a greener, cleaner and healthier city and was adopted on 28 February 2022. The Environment SPD can be found on our website.

There are currently six formally made **neighbourhood plans** in Westminster. More information can be found in the neighbourhood planning section of this document and on our website.

Figure 1: Westminster's Development Plan and associated documents

3.2 Emerging planning policies

The **Local Development Scheme** sets out the programme of planning policy documents to be delivered in the future by the council to support the implementation of the City Plan. The Local Development Scheme was reviewed in late 2022 and can be found on our website.

Currently a partial review of the City Plan is under way to reflect new council priorities. Being partial in nature the review will focus on changes to affordable housing policy in order to deliver a greater quantity of social housing. In light of climate change the review is also seeking to introduce a new policy prioritising retrofit and refurbishment of existing buildings where appropriate.

The reviewed plan will also include site allocations, previously to be published separately. The site allocations will identify key development sites that can make a substantial contribution towards the City Plan growth targets. It will provide site specific guidance and requirements for individual sites to ensure development comes forward in a manner that ensures each site fulfils its potential and properly responds to context.

The call for sites initially took place in January 2022 and has been reopened as part of the review.

As part of the Regulation 18 consultation, we collected responses until the 18th of November 2022. A Regulation 19 Draft Plan will be published for consultation in late 2023, then Submission to Secretary of State is expected in 2024 with adoption in Summer 2025.

In addition, other key planning documents being prepared include:

- **Planning Obligations and Affordable Housing SPD** – this document sets out the policy context for the collection of Planning Obligations (PO) and the delivery of Affordable Housing (AH). We will be launching the second around of consultation in Winter/Spring 2023 and adoption is expected in Spring/ Summer 2023.
- **Public Realm SPD** – this document provides a consolidated and up-to-date guidance on the implementation of adopted City Plan policies related to the public realm. It will set out the council's agreed approach to making, changing, and managing public realm. We will be launching formal consultation on the document in Spring 2023.
- **Environmental SPD** - The Environmental SPD was adopted in 2021. Changes to evidence and new priorities mean a review is necessary. The new document will provide additional guidance to support the implementation of environment policies in the City Plan. The SPD is currently being scoped and evidence gathering will begin in Spring/Summer 2023. A public consultation is expected in Winter 2023 and adoption in Summer 2024.
- **Statement of Community Involvement** – this document sets out how we engage with communities and stakeholders in our planning functions. It was last reviewed in 2014, and therefore needs to be updated to take account of the emergence of new technological innovations in engagement and additional requirements as determined by new Neighbourhood Planning Regulations. Consultation will take place in early 2023 and the adoption is expected in Spring 2023.

All these documents are on track to be delivered according to the timescales set out in the latest version of the Westminster Local Development Scheme (2022 – 2025).

4 Neighbourhood planning

4.1 Neighbourhood areas and forums

Neighbourhood planning allows communities to develop a vision for their neighbourhood and shape the development and growth of their local area. The designation of neighbourhood areas and forums allows communities to develop neighbourhood plans which, when adopted, will be part of the statutory development plan.

There are twenty-one designated neighbourhood areas within Westminster, of which fifteen have recognised neighbourhood forums, and one is designated as a Community Council. Collectively, the neighbourhood areas cover the vast majority of the geographic boundaries of Westminster.

During this period no new neighbourhood areas or forums were designated, however St John's Wood was re-designated.

A map of the current neighbourhood areas, forums and Community Council can be seen below.

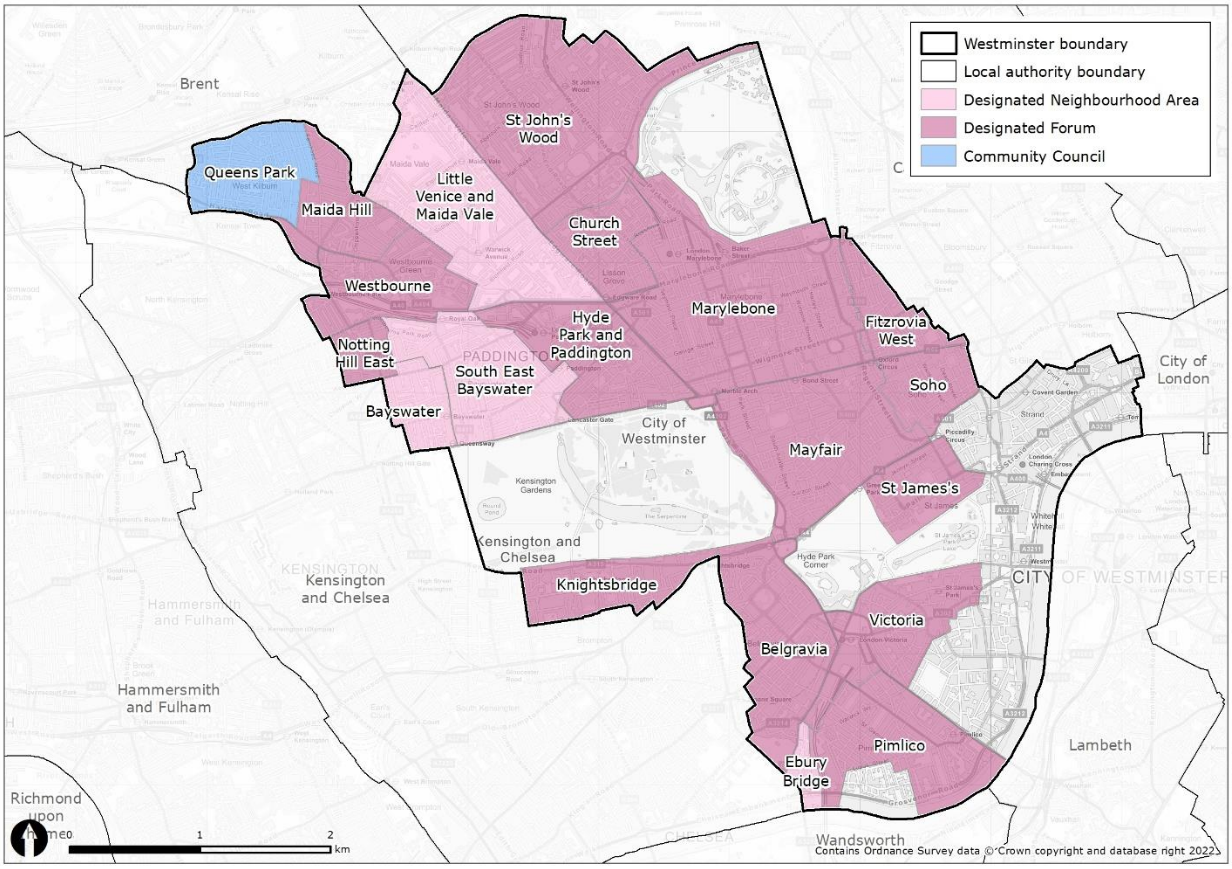


Figure 2: Westminster's neighbourhood areas and forums

4.2 Neighbourhood plans

Since April 2021 to the publication of this report four new neighbourhood plans were formally adopted:

- **Pimlico Neighbourhood Plan:** Adopted 7th Dec 2022
- **Queen's Park Neighbourhood Plan:** Adopted 25th November 2021

- **Fitzrovia West Neighbourhood Plan:** Adopted 8th October 2021
- **Soho Neighbourhood Plan:** Adopted 8th October 2021

The Knightsbridge Neighbourhood Plan was adopted on 11th December 2018 and the Mayfair Neighbourhood Plan was adopted 24th December 2019.

We are aware of several other plans currently being drafted by neighbourhood forums. The council supports forums in the preparation of their plans and we have prepared a neighbourhood planning guide to help forums during the different stages of the neighbourhood planning process, which can be found on [our website].

A map of the areas covered by neighbourhood plans can be seen below.

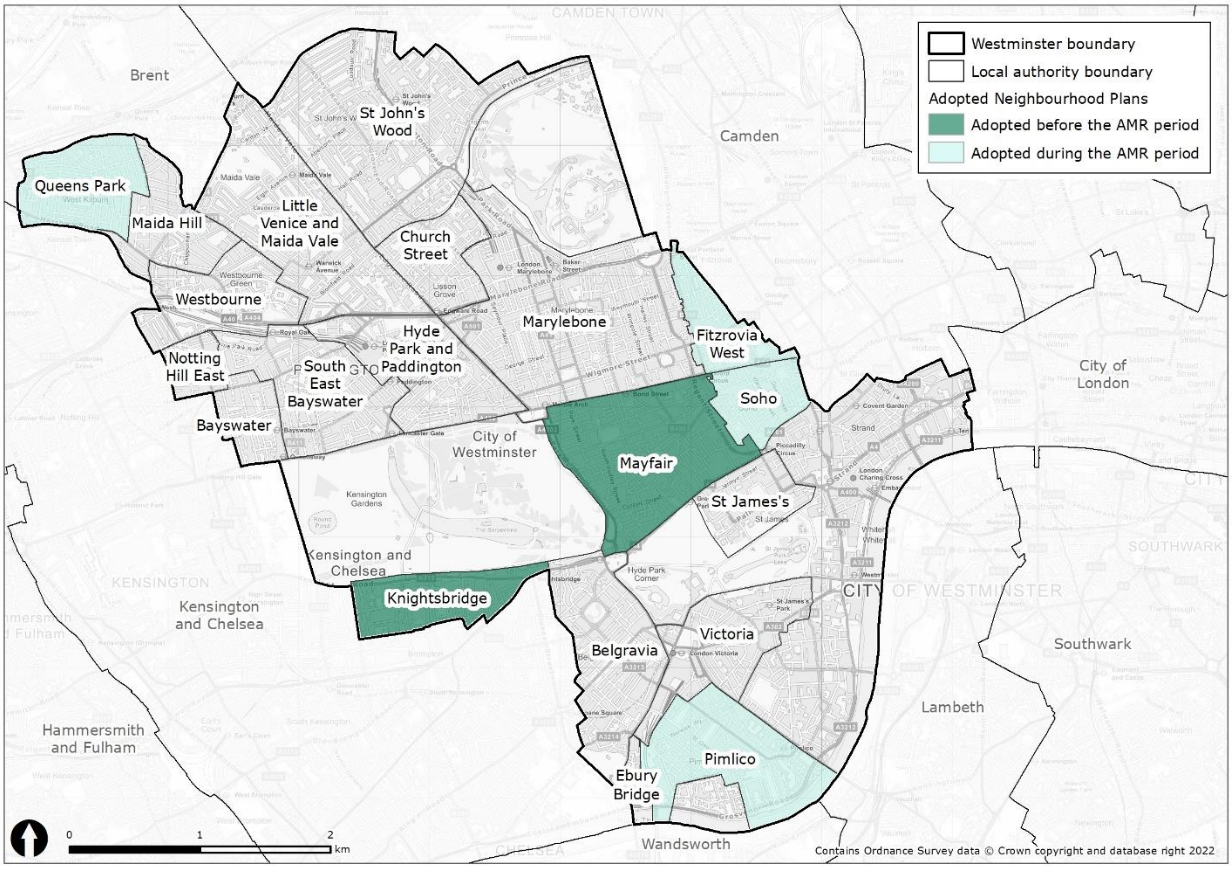


Figure 3: Westminster's adopted neighbourhood plans

4.3 Neighbourhood CIL

The neighbourhood portion of the Community Infrastructure Levy (CIL) allows local community organisations to bid for funding for local infrastructure projects.

The council during the latest reporting period (April 2021 to March 2022) collected £3.3 million in Neighbourhood CIL, allocated £3.1 million to projects and spent over £920,000. Money allocated is money that's been marked for projects but not yet spent. Money allocated and spent during this period isn't necessarily money collected during the same period, it can be money left from previous periods.

We have a highly democratised approach to local infrastructure planning and work closely with local stakeholders and Ward Members to bring forward proposals and take them through to implementation.

Some of the latest examples of our Neighbourhood CIL projects include:

- Star Street Green Space Improvements
- Mayfair Green Route
- Ebury Street and Lower Belgrave Street Public Realm
- St Marylebone CE School Science Block
- Blomfield Road Public Realm

More information on Neighbourhood CIL, including the application process and available funds for each area can be found on our website.

5 Consultation and engagement

5.1 Partnership working

We work closely with our partners and consult them in the adoption of planning documents. In recent months we have consulted partners on the partial review of the City Plan via the Regulation 18 consultation that closed in November 2022. We engaged with statutory bodies such as the Mayor of London, Environment Agency, Historic England as well as Neighbourhood Forums. We will continue to engage them throughout the review process and value their input.

Similarly, we will soon be consulting our partners on the emerging Public Realm SPD and the Planning Obligations and Affordable Housing SPD.

We continue to work with our partners on strategic planning issues under the 'Duty to Co-operate', and look for new ways to engage with communities and the development industry in planning matters. We do this through regular meetings with other boroughs as part of the Association of London Borough Planning Officers (ALBPO) and London-wide networks, as well as targeted engagement with partners on particular strategic matters.

5.2 Consultations

We consulted on a number of planning matters, using a variety of methods. Eight consultations were carried out since April 2021.

Significant consultations that took place during since the start of the AMR period include:

- the Environment SPD consultation, which received 49 respondents, and led to the adoption of the new Environment SPD in 2022; and

- The City Plan Partial Review Reg 18 consultation, which received 48 respondents.

Consultation	From	To	Method
City Plan Partial Review Reg 18 consultation	07 October 2022	18 November 2022	Emails, webpage, Workshops, Social Media
Planning Obligations and Affordable Housing SPD	18 March 2022	29 April 2022	Emails, webpage
Informal Planning Guidance Note on Affordable Workspace	18 March 2022	29 April 2022	Emails, webpage
Article 4 Direction for Class E to C3 outside the Central Activities Zone	06 December 2021	17 January 2022	Emails, webpage
Article 4 Direction for Class E to C3 inside the Central Activities Zone	21 July 2021	01 September 2021	Emails, webpage
Pimlico Neighbourhood Plan consultation Reg 16	28 June 2021	23 August 2021	Emails, webpage
St Johns Wood Redesignation	07 June 2021		Emails, webpage
Environment SPD Consultation	17 May 2021	28 June 2021	Emails, webpage

Figure 4: Planning consultations since April 2021

6 Monitoring the City Plan

The following sections report on the performance of the City Plan policies based around the Key Performance Indicators (KPIs) set out in the Implementation and Monitoring section of the City Plan. The data focuses on the financial years 2021/22.

Much of the data originates from the council's own planning decisions analysis system and pipeline data, but external data sources have also been used. Besides presenting the data, the next sections provide context around the data, and are, where relevant, supported by examples and case studies. The following sections follow the chapters of the City Plan.

Legend for the graphs:

- 19/20C – Construction completion in 2019/20 financial year
- 20/21C – Construction completion in 2020/21 financial year
- 21/22C – Construction completion in 2021/22 financial year
- U/C – Under construction
- U/P – Planning permission granted but construction not yet started

Non-Residential development is all non-residential development other than retail and office.

7 Spatial Strategy

The City Plan sets out a positive vision for Westminster in 2040 based around the themes **homes and communities**, **a healthier and greener city**, and **opportunities for growth.**

The spatial strategy in the City Plan sets out how Westminster will continue to grow, thrive and inspire at the heart of London as a World City. It sets out the framework for new development building on policies in the City Plan. It identifies key areas for growth and sets out spatial development priorities for these areas.

The following sections will provide an overview of the progress against the priorities for each of the areas, and where relevant looks ahead at the future. The areas are:

- **West End** Retail and Leisure Special Policy Area and Tottenham Court Road
- **Paddington** Opportunity Area
- **Victoria** Opportunity Area
- **North West** Economic Development Area
- **Church Street** / Edgware Road Housing Renewal Area
- **Ebury Bridge** Housing Renewal Area

The growth areas and other policy designations in the City Plan can be seen on the interactive Policies Map.

7.1 West End

Figure 5: Soho

Source: visionforsoho.co.uk

The West End is a showcase for London on the international stage, with one of the largest and most diverse concentrations of jobs in the UK. The City Plan seeks to intensify the West End Retail and Leisure Special Policy Area, including through new jobs and homes in the Tottenham Court Road Opportunity Area.

The London Plan has set Westminster a target of building 150 new homes in the Tottenham Court Road Opportunity Area between 2016 and 2041. During this period Tottenham Court Road saw no increase in homes delivered (in the Westminster portion of the Opportunity Area) but 87 units are under construction at the Tottenham Court Road Western Ticket Hall site bounded by Dean Street, Oxford Street, Diadem Court and Great Chapel Street.

Office floorspace in the area increased by over 2,400 net sqm during this period creating over 220 jobs. Retail also saw an increase of over 1,400 net sqm. The 70-88 Oxford Street development increased Class E floorspace in the area by over 5,500 sqm.

Looking forward to schemes under construction, over 7,100 sqm net office floorspace is being built which will lead to over 650 jobs. At the same time retail will see a slight net decline of 270 sqm of floorspace. The development at 17-23 Oxford Street will deliver almost 18,000 sqm of Class E floorspace.

Therefore, this indicates a positive period for the West End in terms Class E floorspace delivered (and subsequent jobs created as a result).

7.2 Paddington

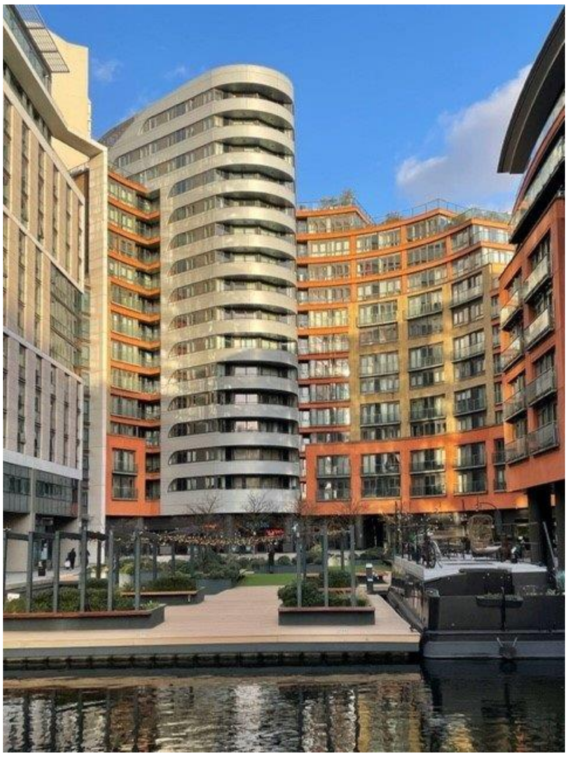


Figure 6: Paddington

The London Plan has set Westminster a target of building 1,000 new homes in the Paddington Opportunity Area between 2016 and 2041. Since 2019, 258 homes have been delivered in this area of which 7 were delivered during this period. There are a further 341 homes under construction.

Paddington Opportunity Area has during this period seen an increase in floorspace for office, retail and other non-residential use. 1,854 net sqm of office floorspace has been delivered resulting in approx. 170 jobs being created. Retail saw an increase of 735 net sqm of floorspace whereas other non-residential development increased by 1,403 net sqm.

The largest Class E scheme was 50 Eastbourne Terrace that delivered over 10,000 sqm of floorspace.

Significantly there is over 66,400 net sqm of office floorspace under construction, which will lead to approx. 6,090 jobs being created. Retail will also see a significant increase in the future as over 8,500 net sqm of retail floorspace is currently under construction. Finally other non-residential developments will also see an increase by just over 800 net sqm.

Two of the largest schemes currently under construction are Paddington Square (over 42,500 sqm of Class E floorspace) and Paddington Triangle (over 34,100 sqm of Class E floorspace).

Looking ahead to schemes granted planning permission where construction has not started, both retail and other non-residential floorspace is planned, around 500 and 400 net sqm respectively. There will be a small reduction of office floorspace as 950 net sqm will be lost.

During this period Paddington saw no delivery of hotel floorspace but has over 35,200 sqm of hotel floorspace under construction. The two largest schemes are 1A Sheldon Square (almost 14,700 sqm) and 40 Eastbourne Terrace (over 12,400 sqm).

In conclusion there have been modest gains in Paddington during this period but the short to medium term outlook is very positive. A significant increase in residential units is expected. Office, retail, and hotel schemes under construction are also expected to deliver significant increase in Class E floorspace and therefore number of jobs created in the area.

7.3 Victoria

Figure 7: Victoria Station

Source: www.futurevictoria.org.uk

The London Plan has set Westminster a target of building 1,000 new homes in the Victoria Opportunity Area between 2016 and 2041. There are 381 units are under construction in the area and 1 unit with planning permission.

From schemes under construction there is a net loss of approx. 21,800 net sqm of office floorspace, this will result in a loss of approximately space for 2,000 jobs based on employment density assumptions. However, 30,935 net sqm of office floorspace has been granted planning permission which could lead to an estimated net increase of approximately 2,840 jobs. Construction on these schemes has not yet started. Therefore, it's expected in the long term there will be a net increase in office floorspace and jobs created.

Currently, the three largest developments delivering Class E floorspace are 105 Victoria Street (over 14,400 sqm), Bressenden Place (over 12,200 sqm) and Nova Place (over 10,200 sqm)

According to the schemes granted planning permission it is expected there will be 12,800 sqm of net retail floorspace lost if these schemes are constructed. In the short term 6,600 net sqm of retail floorspace is under construction. There will be an overall net loss if all these permissions are built out.

During this reporting period Victoria saw a modest 342sqm of net hotel floorspace delivered. Over 18,000 sqm of hotel floorspace is currently under construction on Wilton Road; the One Neathouse Place development.

Victoria is for the short to medium term seeing an increase of residential units and hotel floorspace. In the longer term it expected losses in office floorspace will recover eventually creating net 840 jobs, however retail floorspace is expected to drop in the longer term.

7.4 North West

Figure 8: Harrow Road

Source: harrowroad.org

The City Plan supports and encourages the regeneration of the North West Economic Development Area to improve job opportunities for local residents, and support further development that improves the quality of life of residents in the area.

Since 2019/20 there have been 179 residential units delivered, 42 of which were delivered during this AMR period. 12% of these homes were family sized units. 231 residential units are under construction with a further 164 units granted planning permission. 61 of the homes under construction will be family sized units and 71 units (31%) will be either social or intermediate rented.

50 sqm of community floorspace was completed during this period as part of the Saint Mary Magdalene Church extension and 400 net sqm is currently under construction (the largest scheme being the redevelopment of the Moberly Sports Centre). Further over 380 net sqm has planning permission. Being a predominantly residential neighbourhood in nature, the community will benefit from these developments.

It is a priority for the area to create new employment opportunities. However, during this period there was a net decrease of approx. 2,300 sqm of Class E floorspace (retail, office, non-residential).

Similar losses are expected from schemes under construction and with those granted permission; 2,500 and 2,300 net sqm respectively.

Almost 12,000 net sqm of hotel floorspace was created on Woodfield Road during this period.

In the short to medium term the area has benefited from the new hotel on Woodfield Road and will benefit from an increase in residential units. However, given the current and expected losses in Class E floorspace there will be a net decrease in jobs in the area with no long-term increases in the pipeline.

7.5 Church Street

Figure 9: Artist impression of Church Street regeneration

Source: churchstreet.org

The redevelopment of the Church Street / Edgware Road Housing Renewal Area is a key priority for the council, which will deliver at least 2,000 homes and 350 new jobs in the area. The masterplan that sets out the vision for the area was published in 2017.

Since 2019, 88 new residential units have been delivered. 7 units were delivered during this period of which 3 were affordable intermediate rented. In the next few years, a further 1,192 units currently under construction will be delivered. 25% of these units will be affordable and 23% of the total units will be family sized homes. Finally, an additional 33 units have planning permission.

This period saw a net increase in Class E floorspace: 334 of 966 sqm delivered in this period was retail floorspace and 632 sqm was other non-residential floorspace.

Over 5,600 net sqm of other non-residential floorspace is currently under construction. Over 1,000 net sqm of office floorspace is also under construction, this will create over 90 jobs and over 1,500 net sqm of retail floorspace is also under construction.

There was an increase of 214 net sqm of hotel floorspace. 154 net sqm of community floorspace was also delivered this period.

Over the longer term nearly 200 net sqm of office and retail floorspace will be lost if schemes with planning permission are constructed.

The Lisson Arches community supported housing scheme has been delivered and residents are expected to move into the building from Spring 2023.

In the short to medium term there will be a substantial increase in the delivery of residential units, with modest increases in Class E floorspace also under construction.

7.6 Ebury Bridge

Figure 10: Artist impression of the Ebury Bridge renewal

The renewal of the Ebury Bridge estate presents an opportunity to improve quality of life for existing residents by upgrading the ageing housing stock and improved public realm. The development will provide 781 new homes of which 50% affordable, delivered in a tenure integrated way.

Wide engagement with existing residents and neighbouring communities has taken place to inform the masterplan, which was approved by the council in April 2021. The planning application for the first phase of the development was approved by the Mayor of London in October 2021. Due to its large scale it needed the Mayor of London's approval.

Construction on site started in early 2022, with the first 226 new homes expected to be delivered by December 2024. Most of the social tenants that have been rehoused elsewhere in Westminster will be able to return in the first phase. The first phase will also provide a new public square and management hub.

High sustainable design standards are expected to be met with the scheme being BREEAM 'Outstanding' rated. The development is being powered by ground sourced heat pumps, leading to a carbon reduction of 90% from existing homes. A large majority of homes will also be dual aspect, improving the quality of life of the residents.

More information can be found on the Ebury Bridge website.

8 Housing

8.1 New homes

KPI 1 - Delivery of new homes against target of 985 new homes per year and 20,685 homes overall up to 2040.

This target was met in the year 19/20 with 997 homes delivered. The following year (2020/21) there were 564 homes delivered and this year (2021/22) 456 homes were delivered. Therefore only 46% of the target was met during this period. As delivery has not been 10% below target for three consecutive years no review is needed yet. This figure will be monitored closely in the next period.

It is expected that some years will see over delivery of this target, balanced by other years where delivery dips below the target. Positively, there is a large number of homes under construction (5,136) and with permission but not yet started (570).

Housing deliver varies year on year, this is part of the cyclic nature of development. Simultaneously, given the nature of the recession-like economic outlook since the pandemic and yet unknow impact of Brexit on housing development the outlook is somewhat uncertain. We aim to address some of these uncertainties with the upcoming Site Allocations currently being developed as part of the partial City Plan review. The aim is to encourage and unlock development on suitable sites.

The upcoming 5-year housing land supply statement seems to indicate a cautiously hopeful outlook; it's expected to show that the city is on track to meet its 5-year housing delivery targets.

Figure 11: Total housing progress 2019-2022

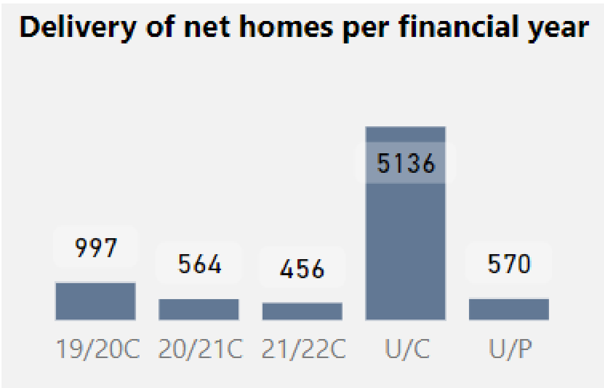


Figure 12: Delivery of net homes

8.2 Non-conventional units

Housing supply is made up of conventional supply which consists of self-contained dwellings, and non-conventional supply which includes different types of non self-contained accommodation such as hostels, residential care homes and student housing.

Ratios are applied to convert the number of non-self-contained bedrooms into units, to be counted towards the overall housing target.

2020/21 saw a reduction in non-conventional homes. 2021/22 saw a slight increase of 35. This is explained by the development on Harrow Road providing 35 student beds and an extension on Sutherland Avenue providing an additional HMO.

Looking forward, the redevelopment of land at 36 St John's Wood Road and 38-44 Lodge Road will provide 121 non-conventional units in a care facility. 341 student units are being replaced with 28 residential units on York Terrace East, this accounts for the overall loss of non-conventional units for schemes under construction shown below.

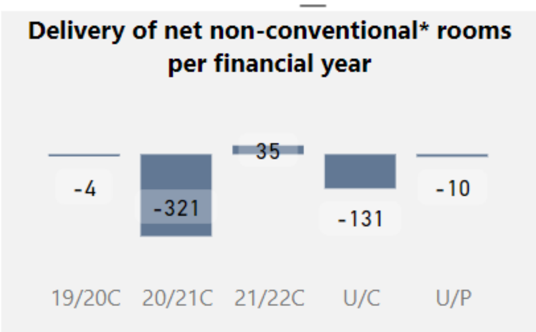


Figure 13: Non-conventional homes per financial year

** non self-contained rooms without the ratios applied*

8.3 Affordable homes

KPI 2 - Delivery of affordable homes against target of at least 35% of all new homes delivered.

In 2020/21 52 homes or nine percent of all new homes were affordable. During the 2021/22 period 28 affordable homes were delivered. That is six percent of all new homes. The slowdown in the housing delivery has particularly impacted the delivery of affordable homes. Looking forward to homes under construction 21% are affordable.

The City Plan aims for 60% of affordable housing to be intermediate housing for rent or sale, with 40% as social housing or London Affordable Rent.

All the affordable homes in 2021/22 were intermediate housing; 31% were intermediate in 2020/21, meaning 69% of homes in this reporting period were social. Over the long term, the intermediate/social split is expected to be closer to the City Plan target with developments under construction and not yet started accounting for 58% versus 42% respectively.

We are currently performing a partial review of the City Plan to strengthen policies to maximise the delivery of genuinely affordable homes.

	2019/20	**2020/21**	**2021/22**
All residential homes	997	564	456
Affordable homes	404	52	28
	> 35%	< 35%	< 35%

Figure 15: Delivery of net affordable homes

8.4 Home sizes

KPI 4 - Number of family sized homes delivered.

The City Plan seeks to deliver at least 25% of new homes as family homes. Family sized homes are defined in the City Plan as having three or more bedrooms.

Over the 2020/21 period, 213 family sized homes were delivered: 38% of the total number of homes. During 2021/22 period 198 family sized home were delivered accounting for 43% of all new homes. This well succeeds the target. Positively 29% of the homes under construction are family sized as are 25% of homes given planning permission. Therefore, the policy is continuing to deliver desired results into the future. We will continue to monitor the effect this policy is having not just on family sized homes but delivery of other sizes in relation to our identified housing needs.

The number of studios in a development are limited to 10% by City Plan policy. The delivery of studios has remained less than 10% of the total homes delivered. In 2020/21 only 2 net studio homes were delivered, which is less than 1%. In the current period 38 studio homes were delivered. That is eight percent of total homes delivered in the current period. There is net loss of studio homes expected in future years given the schemes under construction.

This is a positive impact of policy as the city sees a shift towards more family sized units and a decrease in single occupancy units.

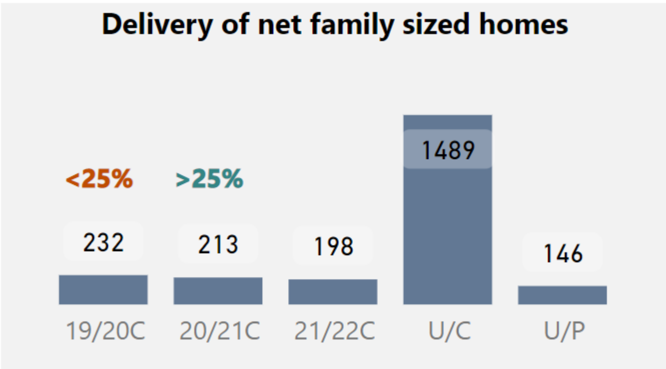


Figure 16: Delivery of family sized homes

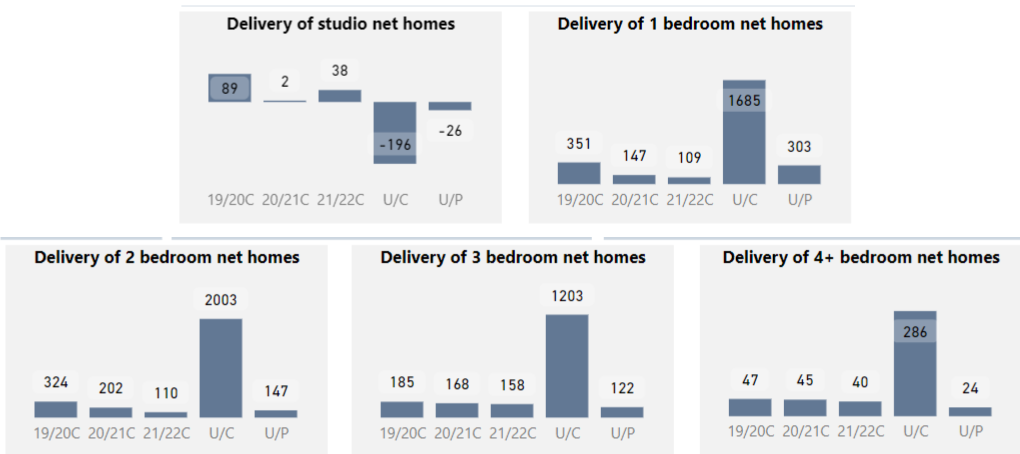


Figure 17: Size of homes by number of bedrooms

9 Economy & Employment

9.1 Commercial, business and service floorspace

The 'E class' in the Use Classes Order relates to commercial, business and service use. This use class was updated in September 2020 to include several uses that previously fell under A, B and D class uses, ranging from shops and restaurants to offices and medical services. This provides more flexibility, making it possible to change use within the E class without needing planning permission. More information on Use Classes can be found on the Planning Portal

This period saw a loss of net class E floorspace across the City. This was predominantly located in the Central Activity Zone (CAZ). Further net loss of E class floorspace is expected in future years based on planning applications under construction and permitted.

The loss of E floorspace we're seeing coming through during this period is related to weaker policies in the previous policy framework on the protection of office floorspace. The new City Plan brings in stronger protection for offices, preventing their loss in most circumstances. We have also made two Article 4 Directions to remove permitted development rights for the change of use of E to C3 use class to enable us to manage Westminster's commercial stock.

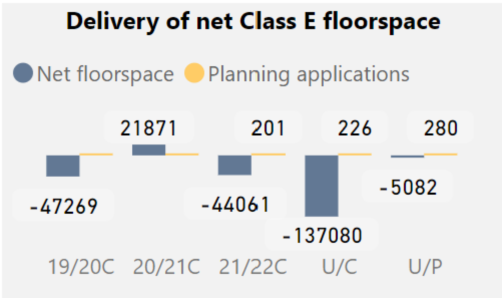


Figure 18: Delivery of net Class E floorspace

9.2 Hotel floorspace

KPI 6 - Delivery of C1 Hotel floorspace.

Hotels are classified as C1 class. Following an increase in office to hotel conversions in recent years, the City Plan seeks to limit the loss of offices to hotels and direct new hotels to commercial areas.

The 2020/21 period saw 19,177 square metres of net hotel floorspace delivered, an increase of 112% on the 2019/20 period. The current period saw an increase of 200% over 2020/21 with 57,465 square metres of net hotel floorspace delivered. 99% of the hotel floorspace delivered was located within the Central Activities Zone and this will continue in future years as schemes under construction are delivered. It's expected 97% of hotel floorspace will be in the Central Activities Zone. This indicates the policy is effective in directing new hotel floorspace to commercial areas.

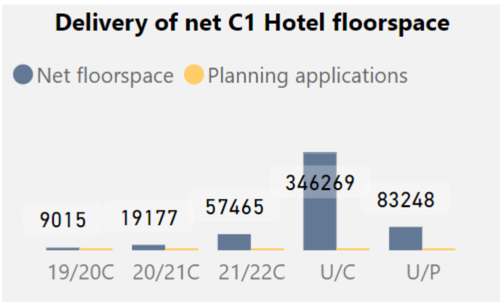


Figure 19: Delivery of C1 hotel floorspace

9.3 Public houses

KPI 7 - Loss of public houses.

The City Plan seeks to minimise the loss of public houses given their community, commercial and townscape contributions.

There was a loss of 1,410 square metres public house floorspace in 2020/21. This trend continued in the current period with a loss of 1,933 square metres. Given the schemes under construction, further loss of public houses floorspace is expected.

Loss of floorspace doesn't necessarily mean the loss of a public house as it could also relate, for example, to a partial conversion of upper floors, which the adopted policy allows for in certain circumstances. Most applications were within the Central Activities Zone.

There is very early indication with schemes under planning permission that long term losses will not continue therefore it seems the policy is starting to make an impact.

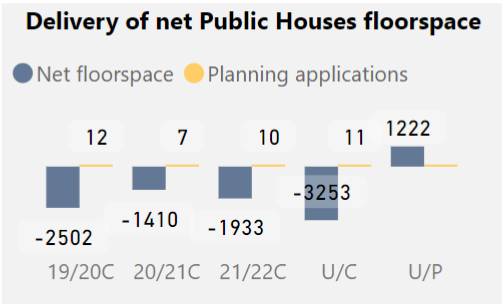


Figure 20: Delivery of net public houses floorspace

9.4 Hot food takeaways near schools

KPI 8 - Hot food takeaways permitted within 200m of a school.

The 2021 City Plan prevents new hot food takeaways within 200 metres of a primary or secondary school to reduce health inequalities. Since the changes to the Use Class Order in 2020 which created the E Use Class, hot food takeaways are now classified as ‘sui generis’ meaning that permitted development rights do not apply.

Four permissions for hot food takeaways were given between 2019 and 2021, all were within 200 metres of a school. These applications were permitted before the new policy was in place.

No further planning applicated have been granted since 2021 and therefore shows a successful implementation of the new policy.

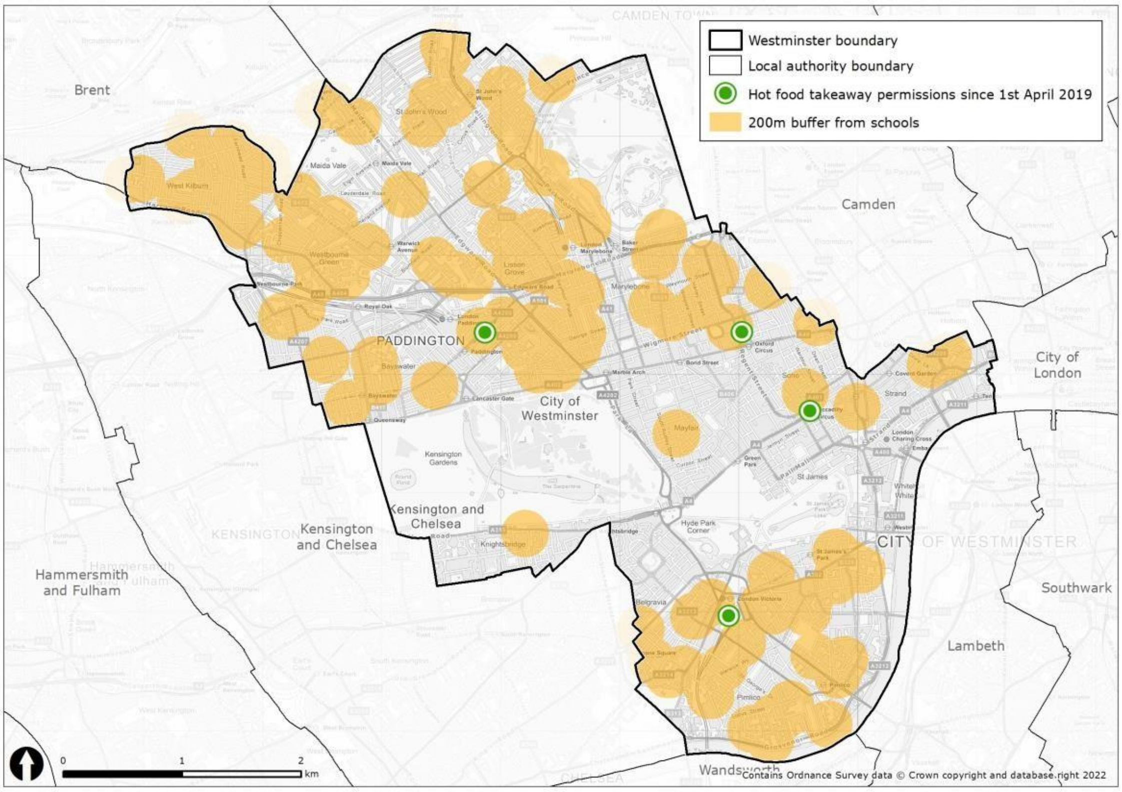


Figure 21: Hot food take away permissions between 2019 and 2021

9.5 Special Policy Areas

KPI 9 - Change in land uses in the Special Policy Areas (SPAs).

The City Plan identifies the Special Policy Areas of Soho, Mayfair & St. James's, Harley Street, and Saville Row because of their character and unique blend of uses.

Soho saw a small net increase of 431 sqm of Class E floorspace during this period 2021/22. The largest scheme was 16 Great Marlborough Street with over 12,700 sqm created. A net increase of 3,695 sqm of hotel floorspace was also delivered in this period.

Looking forward to schemes under construction, Soho will see a net increase of over 21,700 sqm of Class E floorspace. The largest two schemes being Ilona Rose House (over 20,000 sqm) and 1-17 Shaftesbury Avenue (over 15,000 sqm). Over 16,300 sqm net increase in hotel floorspace (47-50 Poland Street and 20-24 Broadwick Street) is also under construction.

Harley St has seen a net increase of over 1,000 sqm of Class E floorspace with 142 - 146 Harley Street (a medical centre) being the largest scheme (over 1,800 sqm). Over 1,400 net sqm increase in Class E floorspace is forthcoming from schemes under construction with the largest being 1-7 Harley Street (over 3,700 sqm).

Over 7,900 net sqm of hotel floorspace is under construction in Mayfair & St. James. The largest scheme is 70-73 Piccadilly that is creating over 12,000 sqm of hotel floorspace. There has been no net change in Class E floorspace in 2021/22 and a small net increase (153 sqm) is currently under construction.

There was no Class E development in the Saville Row area during this period (2021/22). A very small net increase of 45 sqm from a retail store extension into the basement is currently under construction on Clifford Street. The character and land use of the Special Policy areas will be kept under review and reported on in future AMRs.

9.6 Community facilities

KPI 10 - Delivery of social and community floorspace.

Community facilities cover a range of different types ranging from health, education, sports and leisure, cultural and social facilities. They provide an integral role to supporting people's everyday lives, and benefit from protection through City Plan policy.

Community uses are sometimes being reconfigured, consolidated or upgraded to make most efficient use of available space and improve services. The loss or relocation of a community use may be acceptable in those circumstances under the adopted City Plan policy, or if a facility has been vacant for a defined period of time and no alternative community use can be found.

There was a net loss of 5,093 square meters of community floorspace in 2021/22, this sees a substantial decrease of losses experienced in 20/21C. Over 6,400 square meters of new community floorspace is under construction and 4,600 of further losses in community space are expected based on schemes that have not yet started. Therefore, it expected in the long term there will be a net increase in community floorspace and so these are the first signs of the new policy taking effect.

Through the Infrastructure Delivery Plan, we will identify and plan to meet future infrastructure needs, including community facilities, working with partners in its delivery. The Infrastructure Delivery Plan can be found on [our website and is currently subject to a review and update as part of the partial City Plan review.]

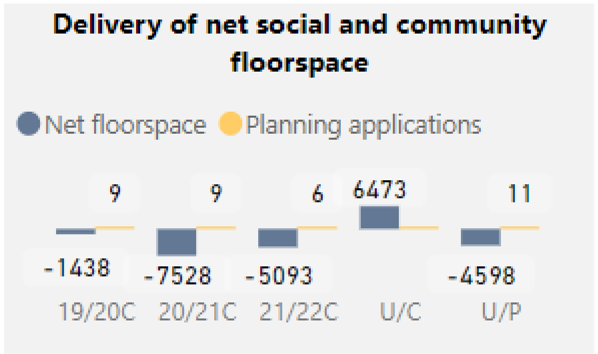


Figure 22: Delivery of net social and community floorspace

9.7 Jobs and worklessness

KPI 11 - Change in number of jobs by sectors and levels of worklessness. An indicator for the level of worklessness is the number of people claiming benefits for being unemployed.

The claimant count between 2019 and 2021 almost trebled in this period. In May 2019 it was 3,500 and peaked in March 2021 at over 11,000 claimants. The higher unemployment rates correspond with the Covid outbreak and the restrictions through lockdown. Unemployment has continued to steadily drop since its peak in line with improving economic conditions and increased job availability.

ONS data on jobs by industry shows that the hospitality and cultural sectors were some of the most severely affected. This meant people lost their jobs due to lack of visitors and also due to a reduction of commuters who use the many shops, bars and restaurants in Westminster.

The latest data shows employment in retail and accommodation & food services is now its lowest level since 2015. Whereas professional service employment in industries such as Information & Communication, Financial Services, Business administration, Scientific and Technical have all seen an increase with some industries seeing substantial increases.

The data seems to suggest a concentration of professional jobs in Westminster which are likely to involve substantial working from home. The continuing trend towards online retail coupled with less demand for retail and food services from office workers is reflected in these job figures.

The unemployment rate is improving therefore this is positive, the change in the nature of jobs created in Westminster will be closely monitored.

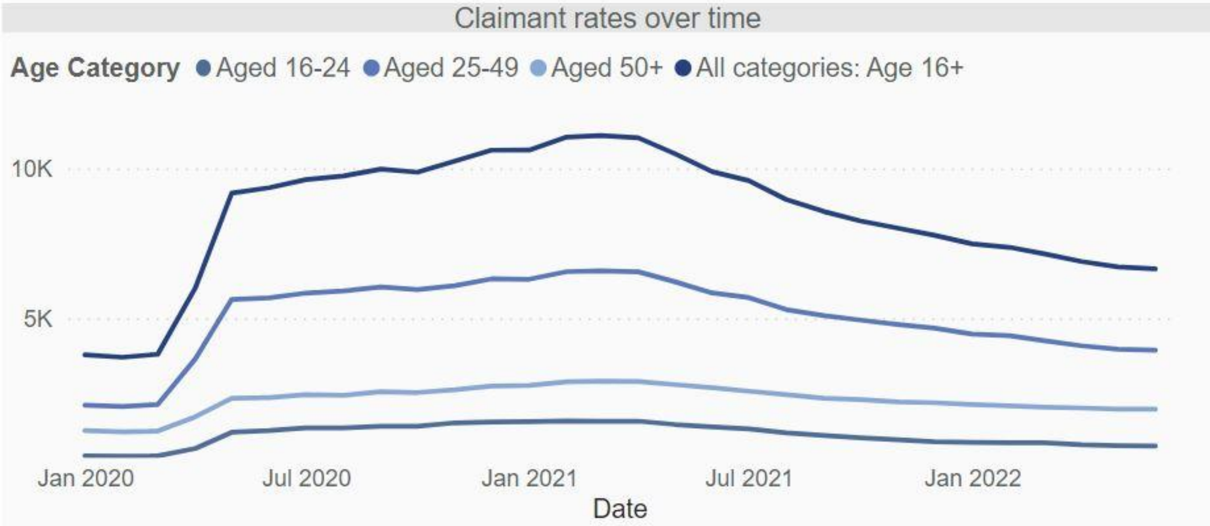


Figure 23: Claimants rates over time

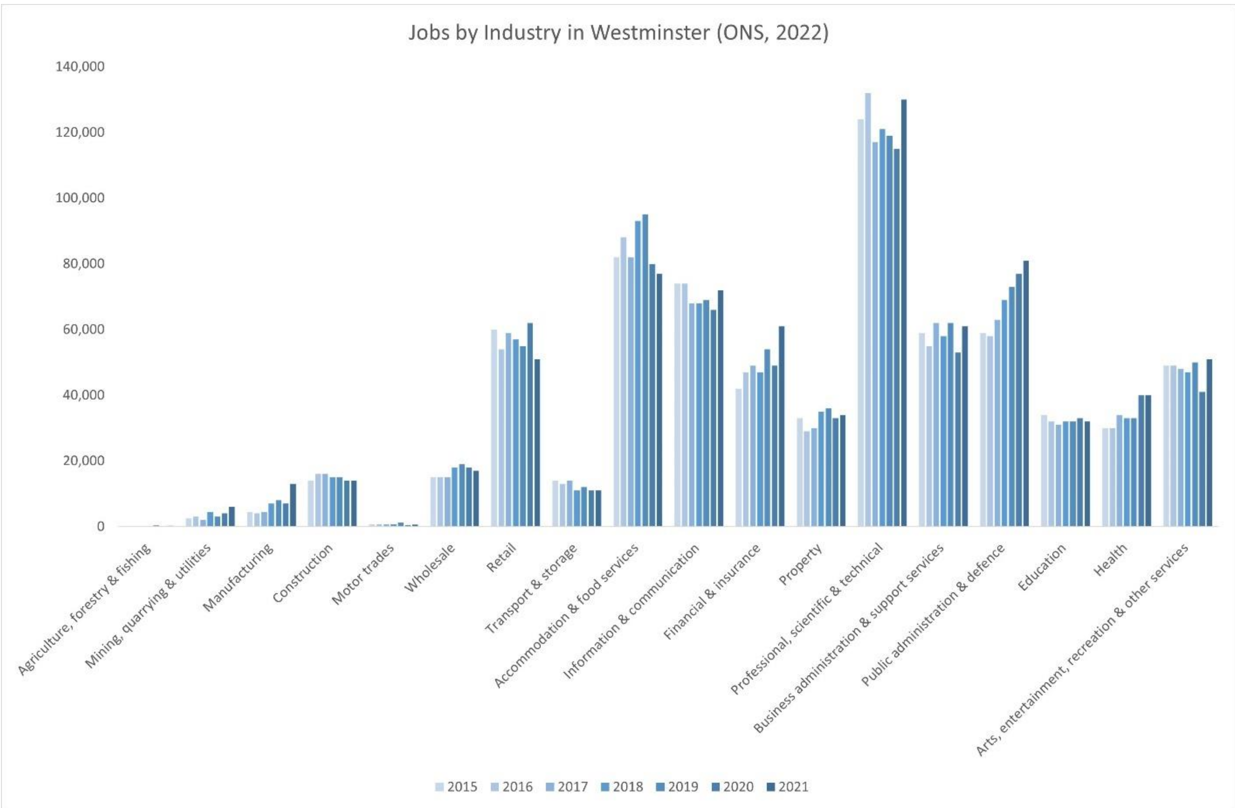


Figure 24: Jobs by sector over time

9.8 Employment, skills & training

KPI 12 - Employment, skills and training opportunities secured through Section 106 contributions. The City Plan requires employment opportunities, skills and training to be facilitated through Section 106 agreements.

Working across Economy, Legal Service, Planning and Planning Policy, the Council has negotiated £6.2m of s106 contributions to be paid on commencement of the approved schemes from May 2019 until March 2022.

In the past 4 years (April 2018 – Dec 2021), 428 residents have started a job or apprenticeship within the sector. There are currently 17 major live schemes in Westminster offering a further 175 roles (jobs & apprenticeships) profiled for the next 12 months.

Performance for Westminster residents supported over the last 3 quarters 2021-22 (*data for Q4 tbc)

	Jobs & Apprenticeships	Work Experience	Curriculum Support Activities
Q1	81	94	228
Q2	65	102	219
Q3	49	71	194
Total	195	267	641

Forecast opportunities from developers for the next 12 months

Jobs & Apprenticeships	Work Experience	Curriculum Support Activities
175	153	145

Figure 25: Employment, skills & training opportunities

10 Connections

10.1 Walking and cycling

KPI 13 - Delivery of walking and cycling infrastructure schemes and KPI 16 - Delivery of cycle parking spaces.

The City Plan prioritises walking and cycling, seeking to improve conditions for pedestrians and cyclists. A number of larger and smaller projects have been delivered to make it easier and safer to walk and cycle in Westminster. These include:

- The adoption of the Walking Strategy in January 2017 has led to the development of the Neat Streets 2 project. This is a programme of works focused on pedestrian spaces outside of the West End Partnership (WEP) area by improving mobility, creating safer and higher quality walking environment. A minor works programme was completed in 2019 including works to remove redundant crossovers and installing drop kerbs. A further minor junction improvement programme completed 3 junctions with the introduction of footway buildouts and refuge islands.
- Wayfinding: We have continued to improve wayfinding for both residents and visitors through the Legible London scheme, by improving and replacing signs across the city. The signs offer

consistent and frequent maps and directional information, making it easy to connect to attractions, transport hubs and local businesses on foot.
- Accessibility: We have partnered with Access Able to map out disability access within parts of the city to improve access for people with mobility impairments. Information on access within the city can be found on the Access Able website.

In response to the pandemic, we installed 11 temporary cycle lanes across the city and provided around 900 additional temporary cycle parking spaces. A consultation on making them permanent ran in late 2021 and it was decided to retain all 11 routes. Detailed proposals are being developed and subject to further public consultation prior to implementation, will see improved routes. More information on these schemes can be found on our website. Finally, approximately 324 temporary cycle parking spaces have been retained.

The City Plan requires cycle parking to be provided in developments in accordance with the London Plan, where it does not conflict with public realm enhancements.

This period saw an 80% increase in the delivery of off-street cycle parking spaces, 3,216 spaces were delivered this year with development partners compared to 1,796 in the previous period.

In 2021, 33 cycle hangars were installed providing an additional 198 secure cycle parking spaces on the highway. Additionally, 125 cycle stands and 58 cycle hoops were installed, providing 366 cycle parking spaces on the highway.

Therefore, the delivery of new and improved cycling and walking infrastructure continues to improve conditions for pedestrians and cyclists.

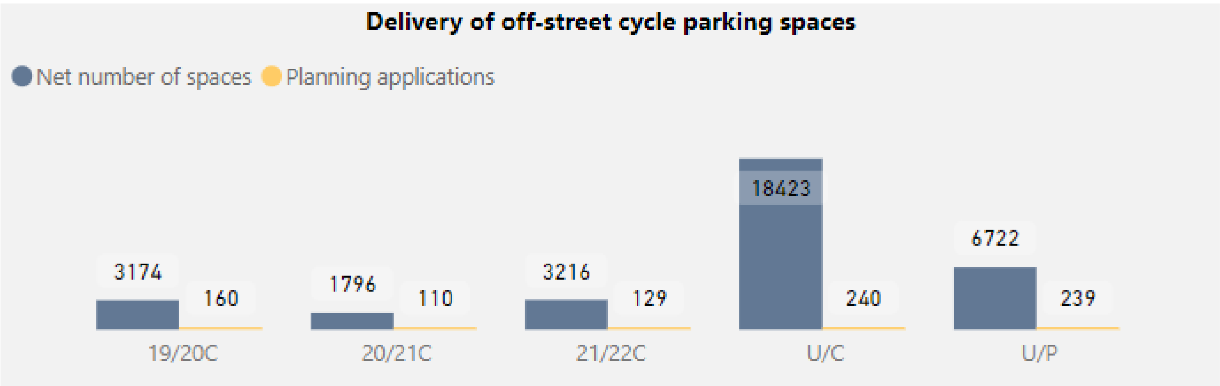


Figure 26: Delivery of off-street cycle parking spaces

10.2 Car free developments

KPI 15 - Number of applications approved for residential development without on- or off-site car parking in an area of existing high parking stress.

The City Plan seeks to minimise parking provision in favour of an enhanced public realm and improved walking and cycling opportunities.

In the previous period 12% of residential planning applications were with car parking. During this period 21% of residential planning applications were with car parking.

There has been an overall reduction of residential schemes delivered this year, with most schemes being larger family developments that are more likely to have a car parking spaces. Continued monitoring will show the effectiveness of the revised car parking policies in the City Plan.

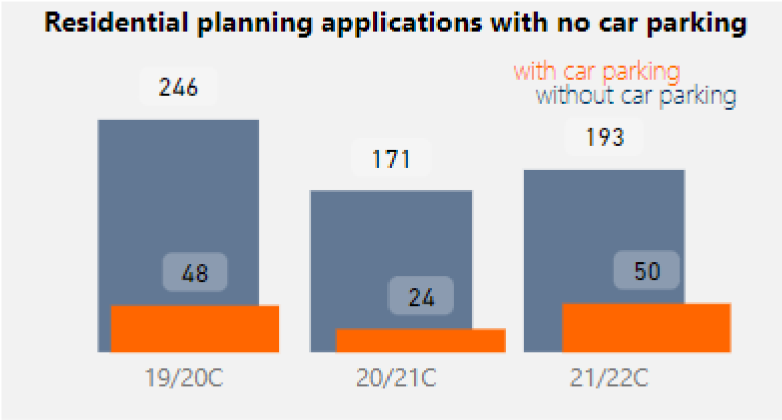


Figure 27: Residential planning applications with no car parking

10.3 Electric Vehicle charging points

KPI 14 - Installation of electric vehicle charging points.

The delivery of electric vehicle charging points in the city is increasing in line with the City Plan's policy. 470 charging points were delivered in 2019/20 and 1,003 in 2020/21 and a further 1,460 in this period. That's an increase of 211% compared to 2019/20.

We support the further roll out of electric vehicle charging points that meet the needs of residents and businesses. More information can be found on our website.

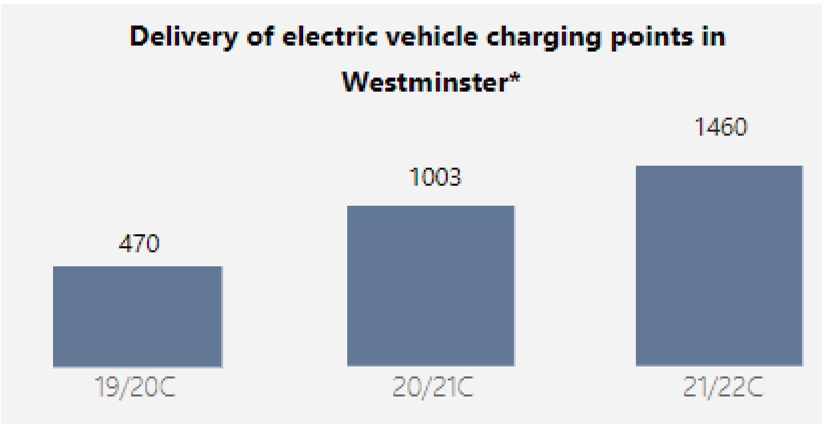


Figure 28: Delivery of electric vehicle charging points in Westminster

**All charging bays that don't require planning permission are included*

11 Environment

11.1 Air quality

KPI 21 - Reduction of NOx and particulate matter (PM2.5 and PM10) concentration against national and regional Air Quality targets.

Improving air quality is a particular priority for the council. The whole of Westminster is a declared Air Quality Management Area. The City Plan seeks to improve air quality by requiring all new major development and those incorporating Combined Heat and Power to be Air Quality Neutral and for large master planned developments to be Air Quality Positive.

There are nine air quality monitoring stations in Westminster. The main measures for air quality are Nitrogen Oxide, PM2.5 and PM10.

Nitrogen Oxide (NO2) contributes to air pollution and originates primarily from the burning of fuel.

In previous AMR reports the NO2 target has been 40 particulates (the UK's Air Quality Limit) as set by Defra. Accordingly, since April 2020 only two months saw NO2 above this threshold. This period sees the council use the World Health Organisation's guideline of 10 particulates and therefore every month saw pollution above this limit.

According to Defra's PM2.5 limit this period saw only one month exceed the limit whereas according to the WHO's limit every month was above the limit. It's similar for PM10 limits as well, by UK's limit no month exceeded this figure but by WHO's guidelines every month was above this limit. Further information on how we seek to improve air quality in the city can be found on our website.

Air quality over time

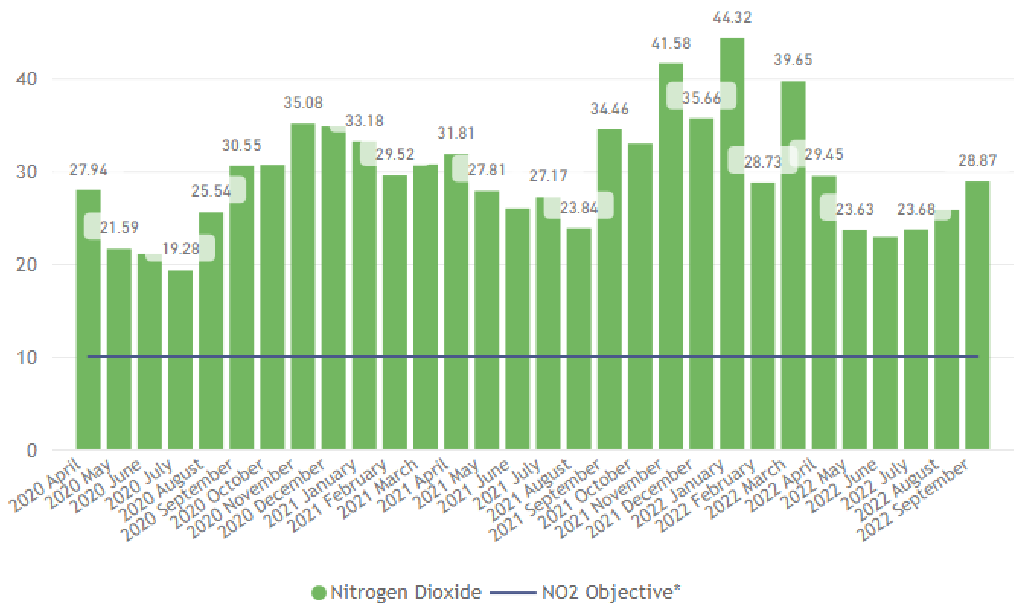


Figure 29: NO2 monthly average in Westminster

*[*UK Air Quality Limits - Defra, UK*]*

Air quality over time

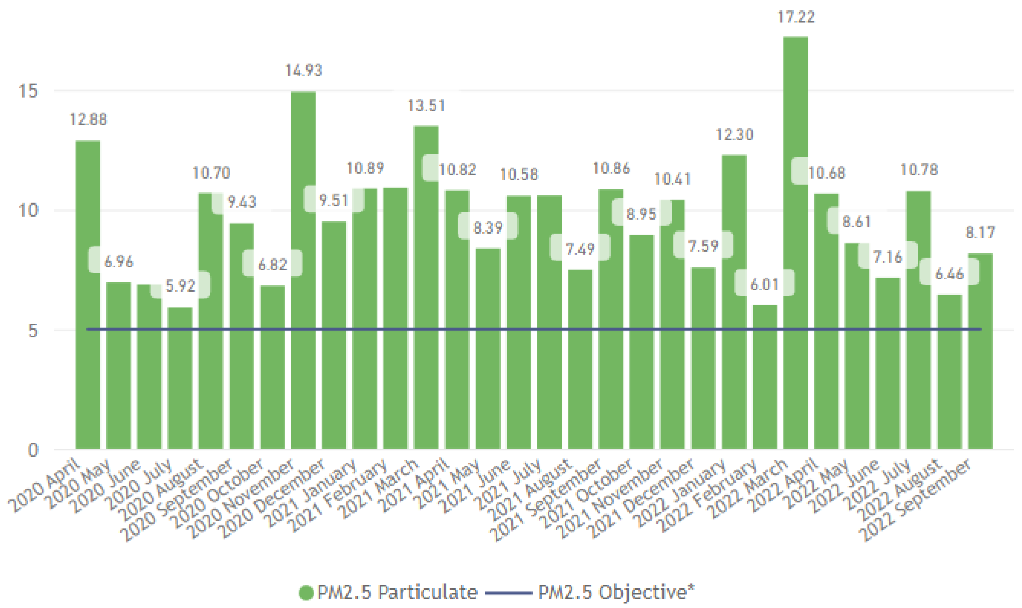


Figure 30: PM2.5 monthly average in Westminster

*[*UK Air Quality Limits - Defra, UK*]*

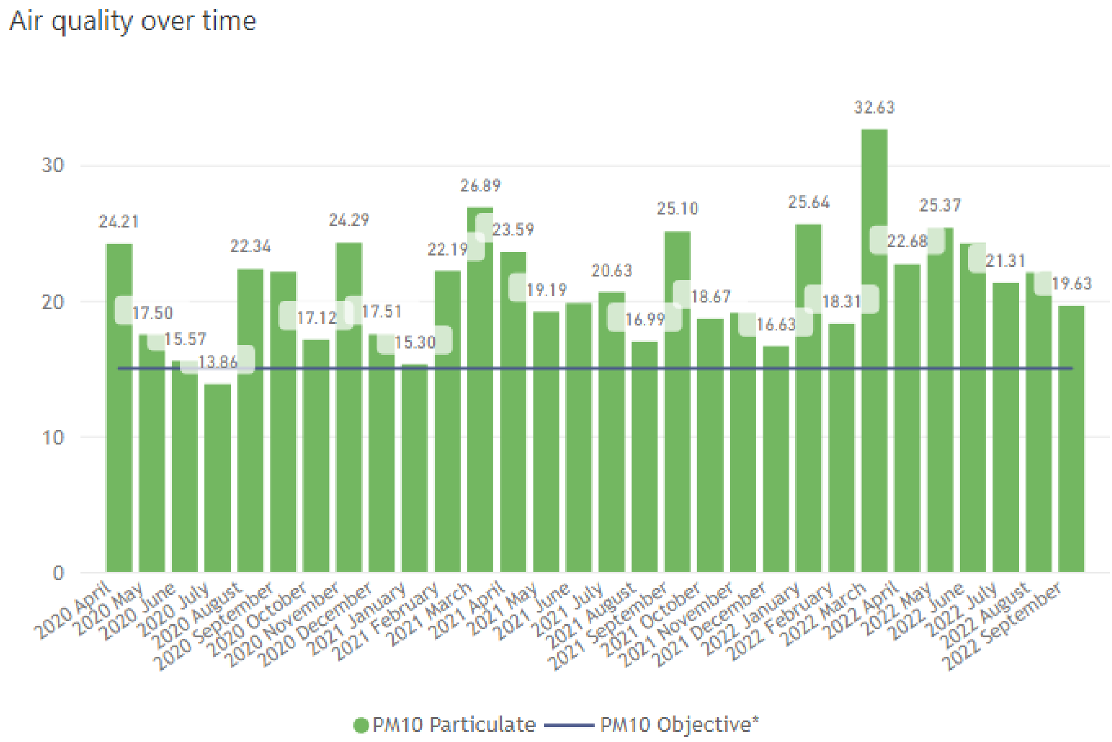


Figure 31: PM10 monthly average in Westminster

*[UK Air Quality Limits - Defra, UK]

11.2 Reduction of CO2 emissions

KPI 22 - Reduction of carbon dioxide emissions.

Climate change is one of the greatest challenges facing the City. In 2021 we published our Climate Emergency Action Plan that sets out how we will reach net zero by 2040. The City Plan contains ambitious policies to reduce the emissions of Carbon Dioxide (CO2) by promoting zero carbon developments and expecting all development to reduce on-site energy demand and maximise the use of low carbon energy sources.

Data from the Department for Business, Energy and Industrial Strategy (2021) shows that CO2 emissions have continued to decline in recent years in Westminster. The latest data shows a drop of 18.5% between 2019 and 2020. The main contributors were commercial electricity (23% from 29% last period), commercial gas (19%), domestic gas (12%), and road transport (12% from 16% last period).

Conscious of reducing CO2 emissions and meeting our net zero target by 2040 the council is seeking to reduce embodied carbon emissions by introducing a new retrofit first policy via the partial City Plan review.

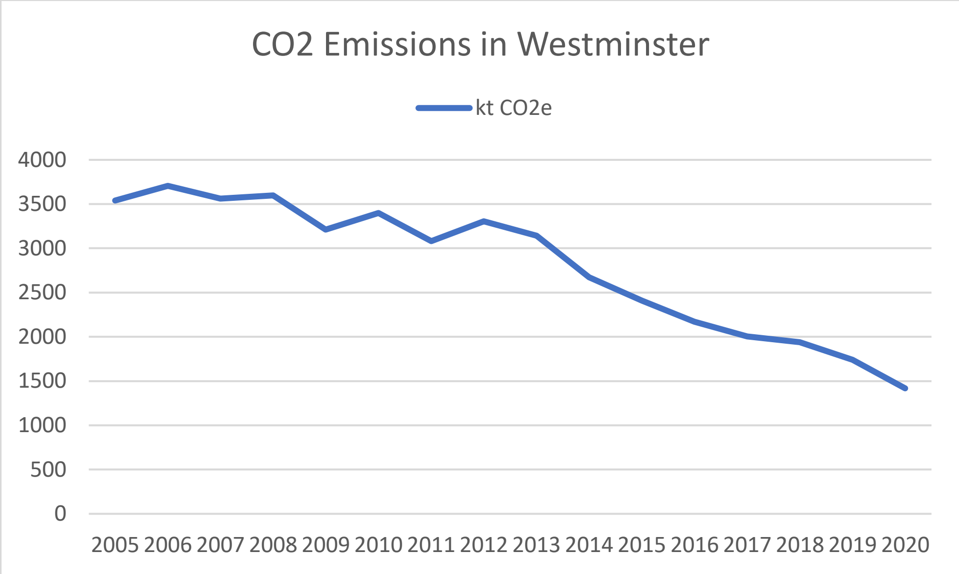


Figure 32: CO2 emissions in Westminster

Source: Department for Business, Energy and Industrial Strategy, 2021

11.3 Renewable energy

KPI 19 - Applications that include renewable technologies.

The City Plan promotes zero carbon developments. Renewable energy technologies are a key part of a transition to a zero-carbon future.

Of the developments with renewable technologies in this period almost all of them incorporated solar power, which is similar to the last two years. There has been a decrease in number of developments with renewable technologies since 2019/20 consistent with the slowdown in the construction industry.

The provision of renewable technologies is expected to increase in coming years as it takes some time to see the full effects of the new City Plan policies on renewable energy. However, a large number of schemes integrating Combined Heat and Power and Air Sourced Heat technologies are under construction. This is an early indication of the positive impact of the policy.

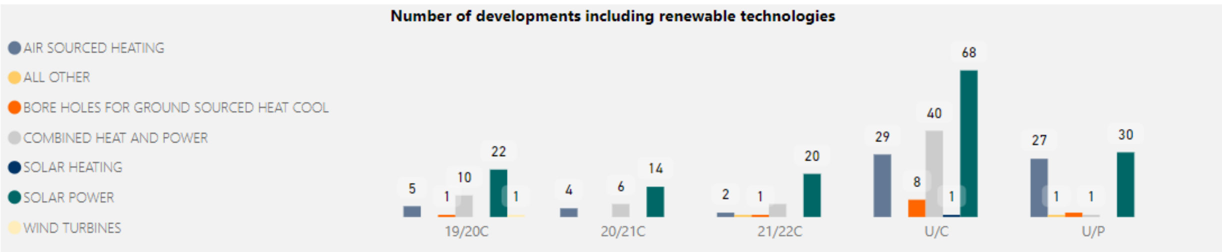


Figure 33: Number of developments including renewable technologies

11.4 Noise

KPI 18 - Noise complaints received.

Local environmental effects including noise can have a negative impact on the quality of life and need to be carefully managed in a high activity area such as Westminster.

In 2019/20, the council received 22,110 noise complaints. There was a 10% increase in 20/21 which has come back down during this period to a similar level found in 19/20. There has been a notable reduction in building site related noise complaints during this period consistent with reduced delivery of schemes.

Therefore, the number of noise complaints have seemed to stay quite stable, raising no notable concerns.

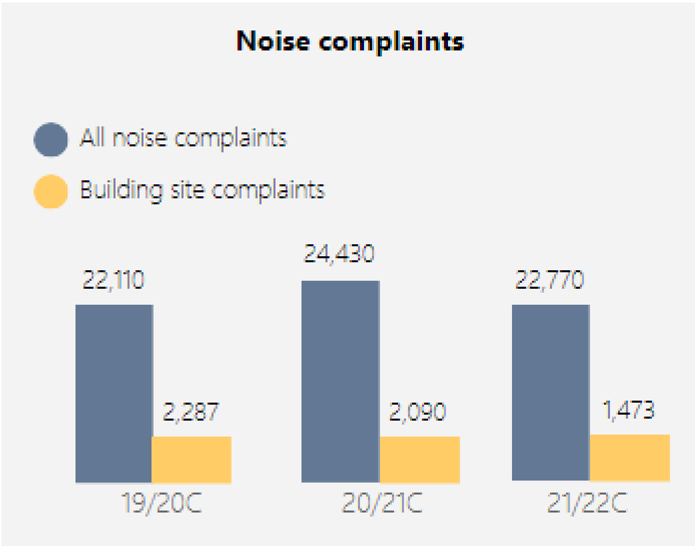


Figure 34: Noise complaints in Westminster

11.5 Open space and nature conservation

KPI 23 - Net change in Sites of Importance for Nature Conservation (SINCs) and designated open space, KPI 25 - Improvements to parks, play areas and other open spaces and KPI 26 - Number of open spaces awarded the Green Flag Award.

Westminster has highly valued open spaces, small and large, that are protected through the City Plan. It also identifies Sites of Importance for Nature Conservation with important ecological features.

No changes to the boundaries of designated open spaces or Sites of Importance for Nature Conservation were made during this period.

Westminster has a total of 37 Green Flag awards for its gardens, cemeteries, and heritage sites. This is an increase of eight from the last period which is a positive policy alignment. The full list can be view on the Green Flag website.

11.6 Play space

KPI 24 - Delivery of play space in areas of play space deficiency and KPI 25 Improvements to parks, play areas and other open spaces.

Access to play space for all ages is important for residents of new developments and is a priority in those areas of the City that have a deficiency of play space.

During this period a net 240 square meters of play space was delivered, a slight reduction in the square meters delivered in the previous period. This remains significantly down compared to delivery in the 19/20 period. This is consistent with the fewer number of residential schemes delivered over this period. Overall, this is a positive indication for the delivery of the policy.

There is a net loss of 66 square meters expected in the short term from current construction projects.

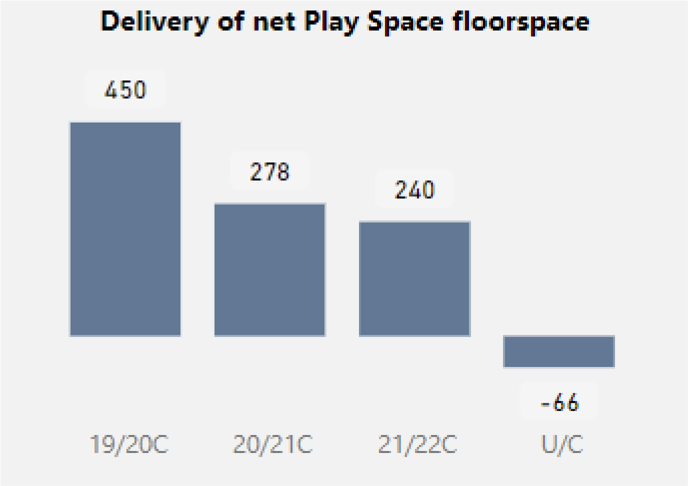


Figure 35: Delivery of net play space floorspace

11.7 Living walls and roofs

KPI 27 - Applications incorporating living walls and roofs.

The provision of living walls and roofs contribute to the greening of the City, providing a range of benefits such as creating habitats for species.

The number of developments for the past 3 years has been broadly similar with living roofs being greatly favoured compared to living walls. This trend is expected to continue in the future. It's an early indication that despite a decrease in the number of schemes being delivered over this period and the previous period the number of living walls and roofs delivered has stayed steady. This indicates that a greater percentage of schemes are incorporating living walls and roofs. This would be a positive outcome of the policy, however more data collected over a longer time period is needed to make a definitive conclusion.

Our new Environment Supplementary Planning Document provides further guidance on how living walls and roofs, as well as other greening features can be provided as part of developments.

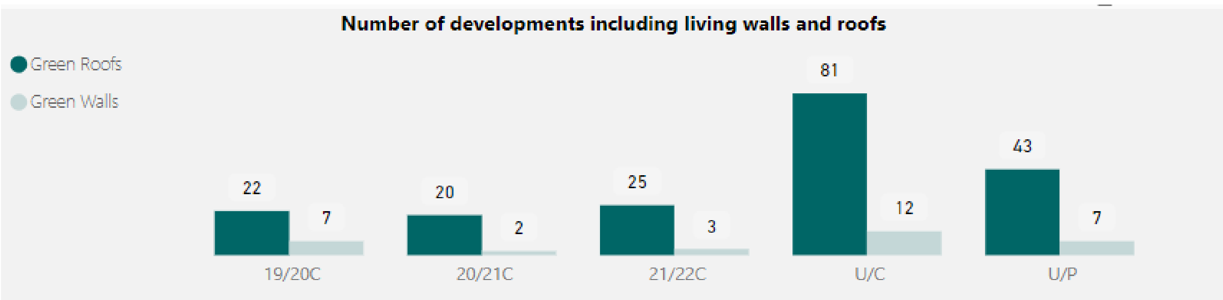


Figure 36: Number of developments including living walls and roofs

11.8 Waste and recycling

KPI 28 - Capacity of new waste and recycling facilities and KPI 29 - Amount, type and destination of waste exported from Westminster.

In terms of strategic waste management, Westminster is a net exporter of waste. Westminster has very little capacity to manage waste produced in the city. No new waste management facilities have been delivered over the monitoring period or are currently being proposed. We are seeking to join the South East London Waste Planning Group to formalise existing arrangements.

The main destinations of waste produced in Westminster are shown in the tables below.

There has been an increase of approx. 30,000 Tonnes of Local Authority Collected Waste during this period compared to the previous period. Both Brent and Lewisham have seen an increase of 17,350 and 13,171 tonnes increased imports respectively.

We will continue to monitor the waste exports from Westminster over the following years and engage with Waste Planning Authorities under the Duty to Co-operate where necessary to assure sufficient capacity in the future.

Waste Planning Authority	Tonnes (2020)	Waste Planning Authority	Tonnes (2021)
Lewisham	89,993	Lewisham	103,164
Southwark	13,970	Brent	19,028
Thurrock	2,205	Southwark	12,375
Brent	1,677	Thurrock	2,236
Slough	637	Westminster City	974
Westminster City	142	Slough	748
Newham	126	Newham	193
Greenwich	83	Peterborough	79
Kent	44	Lincolnshire	41
Barnet	35	Kent	39
Other	182	Other	228
Total	**109,095**	**Total**	**139,103**

Figure 37: Local Authority Collected Waste destinations from Westminster (Source: WDI)

Waste Planning Authority	Tonnes (2020)	Waste Planning Authority	Tonnes (2021)
Hertfordshire	61,769	Thurrock	35,455
Thurrock	36,623	Havering	20,201
Havering	16,888	Greenwich	15,656
Barnet	12,851	Buckinghamshire	12,529
Greenwich	10,064	Hertfordshire	11,142
Barking and Dagenham	8,165	Barnet	10,658
Brent	8,039	Newham	8,582
Hillingdon	6,672	Barking and Dagenham	8,435
Merton	5,986	Brent	6,964
Newham	4,292	Essex	6,108
Other	14,938	Other	21,959
Total	**186,286**	**Total**	**157,689**

Figure 38: Construction and Demolition Waste destinations from Westminster (Source: WDI)

Waste Planning Authority	Tonnes (2020)	Waste Planning Authority	Tonnes (2021)
Hertfordshire	68	Essex	133
Kent	66	Kent	68
Essex	54	Knowsley	52
Slough	51	Slough	47
Knowsley	50	Hertfordshire	47
Staffordshire	45	Newham	31
Bristol City	40	Staffordshire	29
Newham	35	Bedford	21
Dudley	25	Birmingham City	17
Berkshire	13	Bristol City	11
Other	49	Other	29
Total	**496**	**Total**	**485**

Figure 39: Hazardous Waste destinations from Westminster (Source: WDI)

11.9 Utilities infrastructure

KPI 36 - Utility infrastructure improvements and development.

Changes to the networks of infrastructure for drinking water, electricity, gas, sewerage and broadband will be needed to respond to future demands and challenges.

We are working with our partners to assess the needs across these infrastructure types and make plans for the future. Our Infrastructure Delivery Plan has the most up-to-date information on infrastructure needs and delivery and will be regularly updated. The latest version of the Infrastructure Delivery Plan can be found on our website.

12 Design, Sustainability & Conservation

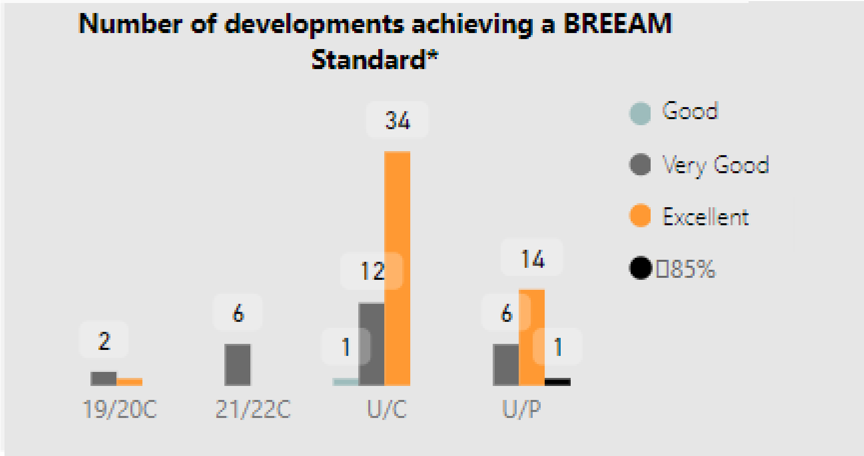
12.1 Sustainable design

KPI 17 - Number of developments of thresholds set out in policy achieving BREEAM excellent (or equivalent) Standard.

The City Plan has a strong emphasis on high quality sustainable design which adds to the heritage and character of the city.

One policy to achieve this is the requirement for larger development to meet high level sustainable design standards certified through BREEAM 'Excellent' or equivalent standards.

Only three BREEAM certified schemes were delivered in 2019-21. Following the introduction of the new policy in the adopted City Plan this period saw six schemes delivered to a ‘very good’ standard. There are 47 BREEAM certified developments under construction with more schemes granted planning permission. This demonstrates the positive effect of the new policy.



*BREEAM rating standards (breeam.com)

Figure 40: Number of developments achieving a BREEAM standard

12.2 Design awards

The quality of design of the city's built environment has been recognised by the by The Royal Institute of British Architects (RIBA) and the and New London Architecture (NLA). The following three are some examples:

- Paddington Elizabeth Line Station - Weston Williamson + Partners designed this Elizabeth Line station harnessing space, light and volume to match the grandeur of the mainline station. The station is welcoming and easily navigable and brings Paddington's 19th and 21st century elements seamlessly together for the benefit of users, establishing Paddington as a key gateway to London.
- Woods Quay - Woods Quay is a new riverside dining and entertainment venue located on the north bank of the Thames between Cleopatra's Needle and Waterloo Bridge. Comprising a floating pontoon, the project embodies a successful collaboration between the architects (who in this case were also the main contractor) and the client – a family-run, luxury river-cruise company that has been working on the Thames since 1866.
- NoMad London - Added to English Heritage's Register of Buildings at Risk due to their poor condition, these two Grade II-listed Victorian properties, which previously functioned as Bow Street Magistrates' Court and Police Station, had seen many failed attempts at redevelopment since closure in 2006. Given that the buildings' original functions had been relocated, reusing them as a luxury hotel is an appropriate solution, allowing the restoration to enhance the character of the Covent Garden Conservation Area. Overall, the project rejuvenates these historic buildings and offers a positive, characterful experience for business and leisure travellers.

Figure 41: Paddington Elizabeth Line Station by Weston Williamson + Partners

Figure 42: Woods Quay by Architecturall Ltd with Bere Architects

Figure 43: NoMad London by EPR Architects

12.3 Public realm

KPI 30 - Delivery of public realm schemes.

The improvement of the public realm to make it accessible for all, more attractive and greener is a key priority in the City Plan.

Several large and small-scale projects to improve the public realm across the city have been delivered over 2022. These include specific measures to improve walking and cycling, measures to respond to the challenges of the pandemic, and further accessibility and greening measures. Key schemes include:

- The delivery of the **Church Street Green Spine** phase 01 has been completed. The Green Spine is a new park and pedestrian-friendly route through the Church Street area, contributing to the wider regeneration objectives of the area. More information can be found on the Church Street website. Phase 02 runs from Luton Street, via Fisherton Street, to the canal. It is at early concept stage and public engagement on the concept designs is planned for spring 2023.

- The launch of **Strand Aldwych** successfully took place on 6th December 2022, opened by the Leader of the Council, Councillor Adam Hug. It was well supported by local stakeholders and marks the creation of over 7,000 m^2 new public open space in central London. The scheme has removed a polluted 4-lane gyratory and introduced two-way traffic movement around Aldwych; there is no displacement, improved safety with new and improved junctions and significant additional green infrastructure. A management model to support a curated programme of activity has been introduced that brings content from the cultural, educational and creative institutions in the area into the public domain. More information can be found on the Strand Aldwych website.

We are developing a number of further initiatives to improve the public realm and a range of other place-based objectives in partnership with communities and organisations, including:

- We are working in the **North Paddington Programme area** to deliver improvements to three key public spaces, Maida Hill Market, Harrow Road Open Space and Westbourne Open Space. These three projects form part of the GLA supported Good Growth Fund project. Following the local elections an 'ambition review' has been completed on these three projects to ensure the delivered schemes are achieving their full potential and are reflective of local ambition. In addition, scoping has started on a range of other public realm focused projects in key priority areas identified within the North Paddington programme and the Fairer Westminster Strategy, notably the High Street and the Grand Union Canal.
- **Paddington Place** Plan public realm strategy document has been completed and will be published imminently. It establishes an urban framework across North Paddington either side of the Westway, from Royal Oak to Edgware Road stations. The strategy also sets out a series of coordinated public realm projects that seeks to knit together local fragmented neighbourhoods separated by the Westway, deliver healthier environments, and support better movement for pedestrians and cyclists.
- Finally, the Oxford Street programme has been reviewed, taking a more focused approach to delivering improvements on Oxford Street and select interventions in the wider area. The scope of works on Oxford Street, extending from Marble Arch to Tottenham Court Road, will deliver a better-quality public realm, improving pedestrian comfort and safety, enhancing the attractiveness of this hub. The feasibility design for Oxford Street commenced in 2023 with construction planned to be completed by Spring 2026. The design and delivery programme will be supported by comprehensive engagement and communication with local stakeholders facilitated by a new governance approach. More information can be found on the Oxford Street District website.

12.4 Heritage

KPI 31 - Number of designated heritage assets completely demolished/lost and KPI 34 - Number of heritage assets at risk and removed from the register or with solution agreed.

Westminster's historic environment is one of its greatest assets. Designated heritage assets are awarded the highest level of protection and include listed buildings, conservation areas, archaeological sites and registered historic parks and gardens.

Two sites were added to the National Heritage List for England During this period both being added at Grade II. The first is London Scottish House, added for it's architectural interest and for its associations as the former headquarters of the London Scottish Regiment, a Volunteer unit with a distinguished history. Secondly Former St Michael's School (21 Star Street) as an architecturally accomplished school complex believed to be by Major Rohde Hawkins and its historical interest as a a good example of a city-centre National School. No designated heritage assets were removed from the list.

There were no parks and gardens added to Historic England's Register of Parks and Gardens of Special Historic Interest in England during this period.

There are a small number of buildings identified on Historic England's Heritage at Risk Register. This list has remained largely unchanged in recent years, and most of these have solutions agreed.

In this period the Former Samaritans Hospital for Women (Category C) was added as a new entry. Structurally the building is facing slow decay with plant growth externally on the elevations. There has been no solution agreed yet.

Positively there are an additional 4 sites compared to the last period that are now under repair.

None of Westminster's conservation areas or historic parks are on the Heritage at Risk Register.

Risk Priority	2020	2021	2022
A - Immediate risk; no solution agreed	0	1	1
C - Slow decay; no solution agreed	7	7	8
D - Slow decay; solution agreed	9	9	5
F - Repair scheme in progress	4	3	7
Total	20	20	21

Figure 44: Heritage at risk

Source: Heritage at Risk in London 2022 | Historic England

The Planning Enforcement team issues Section 215 notices when a building or land is in a poor condition and therefore negatively impacts on the amenity of the area, seeking for improvements to be made. 12 notices were issued during this period.

Listed building enforcement notices seek the remediation of unauthorised works to a listed building, either bringing it back to its former state or alleviating the effect of the works. In the current period 20 listed building enforcement notices were issued.

12.5 Westminster World Heritage Site

KPI 35 - Effective policy for the World Heritage Site through production of updated Management Plan as 'living document' with regular review mechanism.

The Palace of Westminster and Westminster Abbey, including St Margaret's Church, is inscripted by UNESCO as a World Heritage Site, recognising its Outstanding Universal Value.

Over recent years UNESCO have expressed concerns about the protection and management of the site.

The adoption of the new City Plan has provided a more effective policy basis for management of the site and several performance indicators have been introduced to monitor progress in responding to World Heritage Committee decisions in relation to the protection and management of the site.

A management plan for the site is being developed informed by engagement with key stakeholders. Following a workshop to consider an initial draft of the management plan in 2021, redrafting work has been undertaken, with updates provided to members of the Steering Group in November 2022. A public consultation is scheduled for late Spring 2023.

A State of Conservation report for Westminster was considered by the World Heritage Committee in 2021 and noted progress in a number of areas, including City Plan policy and the Management Plan.

13 Conclusion

This Authority Monitoring Report (AMR) reports on the planning data and information for the financial year 2021/22.

It's clear that policy changes have been positive in multiple areas including high quality sustainable design, living walls and roofs, renewable energy technologies and the percentage of family sized residential units being delivered. Some other effects of the City Plan will however only be seen in the longer term, therefore the impact of some policies is in the early stages and will be monitored closely in the future.

We have started a partial review of the City Plan to seek to further increase the delivery of affordable housing and address the climate emergency through the introduction of a retrofit first policy. The City Plan will also include site allocations which will help shape and unlock development in the city.

We continue to provide support to neighbourhood forums in the preparation of neighbourhood plans and through the allocation of Neighbourhood CIL. We also continue to engage with partners and communities in our range of planning activities.

We are committed to updating the AMR annually to supporting residents, community groups and businesses with accessible planning data.

If you have any questions or suggestions in relation to the information in this document, please get in touch with the Planning Policy team via planningpolicy@westminster.gov.uk.