City Plan Progress Report

An Authority Monitoring Report 2022/23
City of Westminster

January 2024

Contents

1. Introduction

The Authority Monitoring Report (AMR) is an annually produced statutory report that details progress on planning related matters and the performance of the City Plan's Key Performance Indicators (KPIs).

The City Plan was adopted in April 2021. It brought in a fresh vision, new policies, and approach to planning. The City Plan adopted new KPIs which we report on in this document to track the effectiveness of targets and policies.

The data in this report covers the period from 1st April 2022 to 31st March 2023. We aim to update the AMR annually with the latest information.

For any queries relating to the AMR please contact us at planningpolicy@westminster.gov.uk

2. Executive Summary

Plan Progress

We are currently carrying out a partial review of the City Plan. The partial review has three main focuses. Firstly, it aims to strengthen our existing affordable housing policy, secondly introduces a retrofit-first policy, and finally identifies and allocates complex, underutilised sites.

We conclude a Regulation 18 Consultation for the partial review in November 2022 and the Regulation 19 consultation is scheduled for the Q1 2024.

We support designated Neighbourhood forums with their Neighbourhood Plans: Belgravia, Maida Hill, Notting Hill East, St James's and Victoria are all currently developing their plans.

Housing

Housing delivery stands at 79% of the annual target having had a major increase since the last period when it was 44% of the target. Many family sized homes are being delivered, its 4 percentage points above target however, only 9% of homes were affordable which is well below the 35% target. Housing delivery and in particular affordable housing delivery has been impacted by the post-COVID nationwide slowdown in housing delivery.

Employment

Unemployment has fallen since its peak during the pandemic however it still remains above the pre-COVID levels.

Air Quality

Air quality remains a major issue for Westminster as levels for all pollutants is above the World Health Organisation limits. $C0_2$ levels have returned to pre-COVID levels as social and economic activity has normalised.

Transport

3,368 off-street cycle parking spaces were delivered during this period as were 900 electric vehicle charging points bringing the total to over 3,800. 11 temporary cycling lanes are being made permanent.

Sustainability and green space

Westminster continues to nurture good design, sustainability, and conservation. 52 BREEAM certified developments are under construction. Developments with recycling facilities, renewable energy technologies and living walls/roofs continue to grow.

There are now 38 Green Flag awards for Westminster's gardens, cemeteries, and heritage sites.

This all demonstrates the positive effect of policies on sustainability and greenspace.

3. Planning Context

3.1 Existing planning policies

The City of Westminster's planning context has four tiers.

Firstly, at the national level is the National Planning Policy Framework (NPPF) updated 5 September 2023. Below this is Westminster's Development Plan which is made up of the London Plan 2021 produced by the Mayor of London and adopted 2 March 2021. Then the City Plan and associated documents produced by the council. We adopted our latest **City Plan 2019-2040** on 21 April 2021.

Finally, there are Neighbourhood Plans produced by Westminster's Neighbourhood forums. There are currently six formally made neighbourhood plans in Westminster: Mayfair; Fitzrovia West; Soho; Queen's Park; Pimlico; and Knightsbridge.

Figure 1: Westminster's Development Plan and associated documents

3.2 Emerging planning policies

Our Local Development Scheme sets out the three-year programme for delivering new planning policy documents that will support the City Plan. It also indicates which policies will be revised in line with new council priorities. The latest version can be found on our website.

We adopted our new **Statement of Community Involvement (SCI)** on 4th August 2023. The SCI outlines our approach to engaging the community on planning matters. It can be found on our website.

Currently a partial review of the City Plan is underway to implement new council aims. The review focuses on three aspects. Firstly, changes to the affordable housing policy to strengthen it and maximise the delivery of new homes for those most in need. Secondly, in response to the climate emergency, it will also include a new retrofit-first policy to prioritise retrofit and refurbishment of existing buildings where appropriate, in order to reduce carbon emissions. Thirdly, it will identity and allocate complex, underutilised sites. An allocation will have site specific requirements to ensure suitable development that maximises potential for each site.

The partial City Plan review's Regulation 18 consultation took place in October/November 2022. The Regulation 19 consultation will take place in early 2024. The submission to the Secretary of State is expected in 2024 and adoption in 2025.

Other key planning policy documents under preparation include:

- **Planning Obligations and Affordable Housing Supplementary Planning Document (SPD)** – this document sets out the policy context for the collection of Planning Obligations and the delivery of Affordable Housing. We carried out a second round of non-statutory consultation in the Summer 2023 and adoption is expected in late 2024/early 2025.
- **Environmental SPD –** this document was adopted in 2021. In light of new evidence and changing priorities it is currently under review. The new SPD will provide additional guidance to support the implementation of environmental policies in the City Plan. The document is currently being drafted and is expected to go for public consultation in spring 2024 with an adoption scheduled for Autumn 2024.
- **Public Realm SPD –** this document will provide guidance on making, changing, and managing public realm – the spaces between buildings. A public consultation is expected in early 2024 with adoption in Summer 2024.

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 Westminster.

There were no other new neighbourhood areas designated during this AMR period. Hyde Park and Paddington neighbourhood forum was re-designated for a further five years on the 29 July 2022.

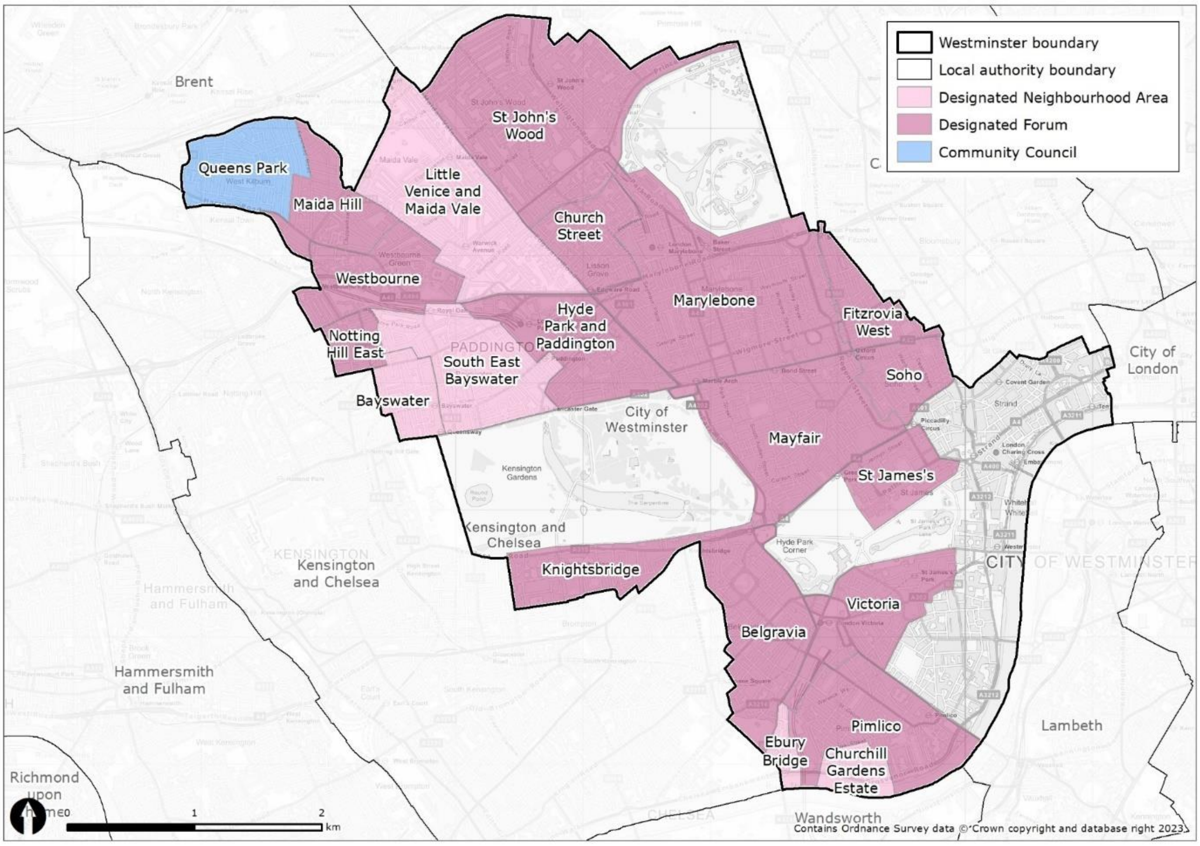


Figure 2: Designated Neighbourhood Areas, Forums and Coummunity Council

4.2 Neighbourhood plans

The Pimlico Neighbourhood Plan was formally made on 7 December 2022. Several other plans are in various stages of being made by Neighbourhood forums. These include Belgravia, Maida Hill, Notting Hill East, St James's, and Victoria.

The Regulation 16 consultation for Belgravia's draft Neighbourhood Plan took place from 2 June 2023 to 24 July 2023. Independent examination is currently underway, and the examiner's report is expected in the near future. It is then expected to go through the process of a local referendum and, dependent on the outcome of that referendum, become 'made' sometime in Quarter 1, 2024, subject to a Cabinet Member Decision.

Both St. James's and Notting Hill East closed their Regulation 14 consultations in August 2023. These plans are expected to be made in mid-2024. Maida Hill Regulation 14 consultation closed in November 2023. This plan is expected to be made in the later part of 2024.

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].

4.3 Neighbourhood CIL

The Community Infrastructure Levy (CIL) Regulations stipulates that a proportion of collected CIL can be used to fund local infrastructure and non-infrastructure projects. Community organisations can apply for funding for local projects.

During this period (April 2022 to March 2023), the council collected approximately £2.6 million in Neighbourhood CIL. Over £1.31 million was allocated to projects (this is money that has been allocated but not yet spent) and approximately £113,500 was spent. Not all money allocated and spent during this period was collected in the same period. It can include the balance from previous periods.

The Neighbourhood CIL projects allocated in this year include amongst others:

NCIL/053: Restoration of the Soho Poly Theatre - £50,000
Neighbourhood CIL policy identifies community and leisure infrastructure as a priority. Local theatres are important in supporting the growth of the local arts, entertainment, and cultural. This funding supported the renovation and revival of the Soho Poly Theatre which has not operated in 25 years.

NCIL/056: Fisherton Gym Playground - £30,000

An outdoor gym is community infrastructure that provides a safe and accessible space for the local community to use. An outdoor gym can improve health outcomes of local users.

NCIL/057: Greening Carburton Street - £1,000

Neighbourhood CIL policy identifies green infrastructure as a priority infrastructure. This funding provided plants and materials to enhance the greening of the Carburton Street area. The project was managed by local resident and the area has been running local greening projects for 8 years.

NCIL/066: Fitzrovia Community Centre Improvements - £22,583

This project, part of a wider programme, made the community centre more accessible and made improvements to meet the growing needs of the local community.

NCIL/068: Paddington Arts Development - £180,000

Paddington Arts Development is a community arts centre. There has been a growing need for community art spaces in the local area. This funding helps meet that need for art and culture facilities in the area.

NCIL/073: Temple Roof Artists Gardens - £512,000

Neighbourhood CIL policy identifies accessible and inclusive public spaces as one of the top priorities. This project transforms an underused public space into a new public space that will promote local growth objectives. The scheme was included in Northbank BID's Riverfront Strategy.

Our website provides further information on Neighbourhood CIL, including the application process and available funds for each neighbourhood area.

5. Consultation and engagement

5.1 Partnership working

We work closely with our partners and consult them in the preparation of planning policy documents. These can be statutory bodies under the 'Duty to Co-operate' such as the Mayor of London, Environment Agency, Historic England, neighbouring authorities, and Neighbourhood forums and others such as residents, businesses, community groups, charities, and other public sector institutions. There are over 1,500 consultees on our database.

We work with our partners on strategic planning issues maximising effective collaboration in producing planning documents.

Our new Statement of Community Involvement outlines our commitment to engaging the community on planning matters.

5.2 Consultations

During this AMR period we consulted partners on the partial review of the City Plan via the Regulation 18 consultation that closed in November 2022. At the beginning of the period, we concluded a consultation on the draft Planning Obligations and Affordable Housing (POAH) SPD. A second consultation on the draft POAH SPD was concluded after the AMR period in September 2023.

Finally, we responded to the several government planning reform consultations, including (among others) the 'Levelling-up and Regeneration Bill: reforms to national planning policy consultation' in February 2023. Our responses can be found on our website.

Consultation	From	To	Method
Planning Obligations and Affordable Housing SPD	18 March 2022	29 April 2022	Email, website
Informal Planning Guidance Note on Affordable Workspace	18 March 2022	29 April 2022	Email, website
City Plan Partial Review Reg 18 consultation	07 October 2022	18 November 2022	Email, website, workshops, social media
Statement of Community Involvement (SCI)	31 January 2023	14 March 2023	Email, website

Table 1: Planning consultations during the AMR period

6. City Plan monitoring

The subsequent sections report on the effectiveness of the City Plan policies based on Key Performance Indicators (KPIs) outlined in the Implementation and Monitoring section of the City Plan. The dataset pertains to the financial year 2022/23.

These sections will present the data on completions, developments under construction and those that have been granted planning permission. In addition, they will provide a context around the data and, where applicable, provide examples and case studies.

Readers should pay careful attention to 'net' figures. It's possible that an area has a net loss of a particular Class use but still have delivered large schemes of the same use Class. The net figure is the sum of all additions and losses. In addition, it is possible, for example, that an area has a net loss of Class E floorspace but still see a net increase of net retail floorspace (which is a subclass of Class E). In this instance the sum of retail additions and losses would be an increase but the sum of additions an losses of all Class E uses would be negative.

Legend for the graphs in the AMR:

- 20/21C – Construction completed in 2020/21 financial year
- 21/22C – Construction completed in 2021/22 financial year
- 22/23C – Construction completed in 2022/23 financial year
- U/C – Under construction
- U/P – Planning permission granted but construction has not started.

Non-Residential development refers to all non-residential development other than retail and office and office floorspace.

All tables and graphs represent the latest available data. This may mean changes to data from previous periods.

7. Spatial Strategy

The City Plan presents a positive vision for Westminster to 2040, centred on key themes such as enhancing residential areas and communities, promoting a more environmentally friendly and healthier urban environment, and creating opportunities for growth.

The City Plan's spatial strategy outlines the direction for Westminster's ongoing development. It sets out how Westminster will continue to prosper and inspire through its role as a central hub in London. The spatial strategy unifies the different strands of the City Plan to provide an overarching framework. It also highlights specific spatial areas and their priorities for growth.

The following sections will cover a breakdown of the progress against the priorities for each of the following areas, and where relevant looks ahead to 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

Located in Westminster's Central Activity Zone, 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, through new jobs, homes, and retail within 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. Since 2016 financial year, 180 homes have been delivered, meaning the council has exceeded its target. During this AMR period Tottenham Court Road saw no increase in homes delivered (in the Westminster portion of the Opportunity Area) however, 87 homes (net) are under construction at the Tottenham Court Road Western Ticket Hall site. This is a mixed-use scheme that will also help contribute Class E floorspace to the area.

Figure 3: Tottenham Court Road Western Ticket Hall site. Source: Design and Access Statement by Hawkins/Brown Architects

Since 2021/22 financial year, Class E floorspace in the area has increased by over 3,800 sqm (net). This total includes over 2,400 sqm of net new office floorspace, creating an estimated 215 new jobs. At the same time retail saw a net increase of over 1,400 sqm, creating an estimated 81 jobs.

Looking forward to schemes under construction, Class E floorspace will see a net increase of almost 6,800 sqm. The development at Tottenham Court Road Station and 1-23 Oxford Street will deliver almost 18,000 sqm of Class E floorspace. 15,900 sqm of this will be office space, providing an estimated 1,400 jobs and 2,000 sqm will be retail creating an estimated 118 jobs.

Therefore, this indicates a positive period for the West End in terms of Class E floorspace delivered and subsequent jobs creation in the area.

7.2 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 2016/17 financial year, Paddington Opportunity Area has delivered 743 homes, meaning it has reached over 74% of its target.

Since 2019/20, 258 homes have been delivered in the area. Although no homes were delivered during this AMR period, there is a live application for 341 units at Harbet Road, which if implemented will result in a significant increase in residential development.

Since 2021/22, the area has seen a net increase of almost 4,000 sqm of Class E floorspace. This consisted of over 1,800 sqm net office floorspace and over 700 sqm net of retail floorspace. Non-residential development saw a net increase of over 1,400 sqm net.

Looking forward, over 75,800 net sqm of Class E floorspace is currently under construction. Over 87% of this will be office space, creating an estimated 5,900 jobs across developments at The Cube, 31 London Street and the site adjacent Paddington Station, Praed Street. Over 8,500 sqm of retail floor space will also be created, generating an estimated 487 jobs. Lastly, non-residential developments floorspace will see a net increase of over 800 sqm.

During this period, no new hotel floorspace was delivered in this area, however, over 35,200 net sqm of hotel floorspace is under construction. Approximately 14,700 sqm is being brought forward at 1A Sheldon Square, over 12,500 sqm at 40 Eastbourne Terrace and over 8,000 sqm at Harbet Road.

To conclude, although Paddington has not seen an increase in residential units or Class E floorspace during this AMR period, the short to medium term outlook is positive, depending on the implementation of permissions. Paddington is expected to deliver significant increases in residential units, Class E floorspace and hotel floorspace and therefore create a notable number of employment opportunities.

7.3 Victoria

The London Plan has set Westminster a target of building 1,000 new homes in the Victoria Opportunity Area between 2016 and 2041. Since 2016/17, 410 new homes have been built, meaning 41% of the target has already been reached. During this AMR period, 268 net homes have been delivered at New Scotland Yard, 8 – 10 Broadway. 113 units are under construction, 109 of which are at Stockley House, 130 Wilton Road and 1 further unit has planning permission.

For this period, there was a net loss of over 40,000 sqm Class E floorspace. This comprised of a net loss of over 43,300 sqm office space and a net increase of over 3,000 sqm of retail space. The loss in office space was predominantly from the development of New Scotland Yard, 8-10 Broadway whereover 40,900 sqm of office floorspace was changed to a residential-led mixed use scheme.

Looking forward, Victoria is expected to deliver a significant Class E floorspace and jobs. Over 42,500 sqm of net Class E floorspace is under construction. The biggest contribution is from Southside, 105 Victoria Street which will provide approximately 31,000 sqm of office space creating an estimated 2,740 jobs.

Figure 4: Southside 105 Victoria Street site – Village Square Entry View. Source: Design and Access Statement Addendum by Kohn Pedersen Fox Associates

During this period, the area saw a net increase of 18,100 sqm of hotel floorspace all delivered at the 1 Neathouse Place development.

In the short to medium term, Victoria is set to see an increase in residential units and in Class E floorspace, specifically office space which will bring significant employment opportunities to the area.

7.4 North West Economic Development Area

The City Plan encourages the regeneration of the North West Economic Development Area in order to provide more employment opportunities for local residents and support further development that enhances residents' quality of life.

It is a priority for the area to increase job opportunities, however, during this period the area lost over 2,100 net sqm of Class E floorspace to the new Jubilee Sport Centre, Caird Street. Within the overall net Class E loss there was a net retail floorspace increase of 247 sqm creating an estimated 14 jobs. The area will lose 4,100 net sqm of Class E floorspace from developments that are currently under construction. The largest proportion (over 2,900 sqm) is from the hotel development at Taxi House, 11 Woodfield Road.

Currently over 24,500 net sqm of hotel floorspace is under construction. All most all of which is from the Taxi House, 11 Woodfield Road development that will deliver 24,300 sqm.

Another priority for the area is to provide new and improved community infrastructure. 340 sqm of community floorspace was completed during this period at Jubilee Sports Centre and a further 62 sqm is currently under construction. Another 200 sqm has planning permission. As the area contains a significant number of residential developments, the increase in community floor space will benefit local residents.

During this AMR period 101 residential units and 5 non-conventional units were delivered. 22% of residential units were family sized. The Jubilee Sport Centre scheme delivered 72 residential units. There are 157 units under construction of which 22% are intermediate rented and 25% are social rented. The largest scheme is the mixed-use development at 300 Harrow Road that is expected to deliver 112 residential units. A further 106 units have been granted planning permission but not yet implemented.

In conclusion, despite the loss of Class E floorspace the North West Economic Development Area has benefited from an increase in new residential units and hotel floorspace.

7.5 Church St. / Edgware Road Housing Renewal Area (HRA)

The council supports the redevelopment of the Church Street/ Edgware Road HRA in order to supply at least 2,000 new homes and 350 new jobs in line with the City Plan 2019 – 2040.

Since 2019/20, 212 new residential units have been delivered. 124 units were delivered during this AMR period. 60 units each were delivered from the development at Parsons House, 124 Hall Place and 4 Lilestone St/Mallory St. Of the 124 units 23% were affordable intermediate rented and 16% affordable social rented. A further 1,110 units are currently under construction with scheme at 283-329 Edgware Road and 5 Newcastle Place expected to deliver 677 units. Finally, an additional 33 units have planning permission.

Over 6,200 sqm of net Class E floorspace was delivered during this AMR period. 6,100 sqm is from the council's 4 Lilestone St/Mallory St. development and approximately 5,000 sqm of this is being used for Non-Residential use.

A further 1,900 sqm of net Class E floorspace is under construction, most of this will be retail floorspace from the 283-329 Edgware Road and 5 Newcastle Place development. Finally, 1,400 sqm of net Class E floorspace is expected to be lost if schemes with planning permission are implemented. The planning permission, granted prior to the current City Plan's adoption, for development at Alexander House, 85 Frampton St. will result in a 1,300 sqm loss of office floorspace to residential use.

In 19/20 and 20/21 over 530 net sqm of community floorspace was delivered. In this AMR period 620 sqm was lost in the 4 Lilestone St/Mallory St. development. A further 1,300 will be lost at the Paddington Green Police Station, 4 Harrow Road to an office development.

The area has seen an increase in residential units and a substantial number are under construction. There was also a strong delivery of Class E floorspace during this period and more is expected in the future. The regeneration of the estate is progressing well and is long-term priority for the council.

7.6 Ebury Bridge Estate Housing Renewal Area (HRA)

In 2010 Ebury Bridge Estate was highlighted as a strategic opportunity in the council's Housing Renewal Strategy and the vision for the estate is to deliver an innovative and high-quality regeneration scheme.

The development will provide a net of 445 new homes of which a large proportion will be affordable. This will be delivered in a tenure integrated way and provide improvements to local retail and community facilities. Phase 1 is under construction delivering 226 gross units and Phase 2 will follow.

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.

Figures quoted in this sub-section combine residential units from Figure 7 and non-conventional rooms from Figure 8 after conversion ratios are applied. The cumulative totals in Figure 5 and Figure 5 and have conversion ratios applied. There is more information on non-conventional rooms in the next sub-section.

In 2020/21, 398 homes were delivered meeting 40% of the annual target, during the previous period (2021/22) 469 homes were delivered, meeting 48% of the annual target. This AMR period saw a marked improvement on the completion of homes with 783 new homes being delivered (equivalent to 79% of the target).

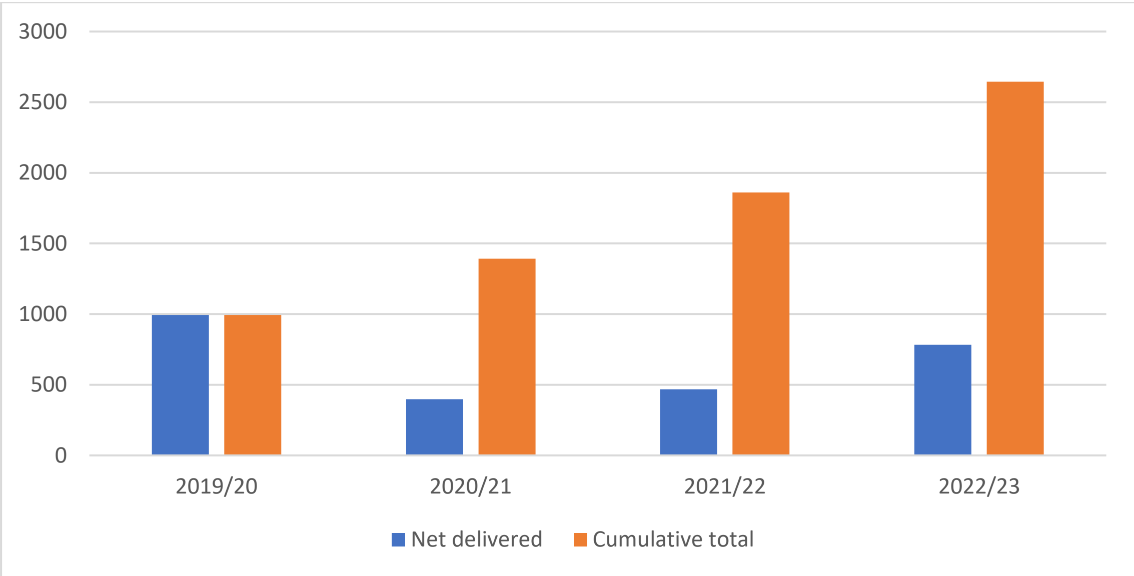
New Scotland Yard, 8-10 Broadway was the largest scheme completed during this period with 268 units. Ergon House, Horseferry Road delivered 108 units and Dora House, 60 St. Johns Wood delivered 78 units.

There are approximately 4,300 residential units under construction with almost 800 under planning permission. This projects a strong housing delivery going forward despite recent unfavourable economic conditions.

Housing delivery varies based on macro-economic conditions. The nature of the national and even international economy can impact developer confidence. Poor housing delivery is a nationwide trend which peaked pre COVID-19 and is yet to recover.[1] The significant increase in delivery during this period compared to the previous one tentatively suggests that housing delivery is starting to increase again post pandemic.

[1] Tackling the under-supply of housing in England - House of Commons Library (parliament.uk)

Figure 5: Total Housing progress 2019 – 2023. These figures include non-conventional rooms with ratios applied.



Year	Conventional units delivered	Non-conventional rooms delivered with ratios applied	Net delivered	Cumulative total
2019/20	996	-2	994	994
2020/21	564	-166	398	1392
2021/22	455	14	469	1861
2022/23	763	20	783	2644

Figure 6: Delivery of net homes per financial year and cumulative total. These figures include non-conventional rooms with ratios applied.

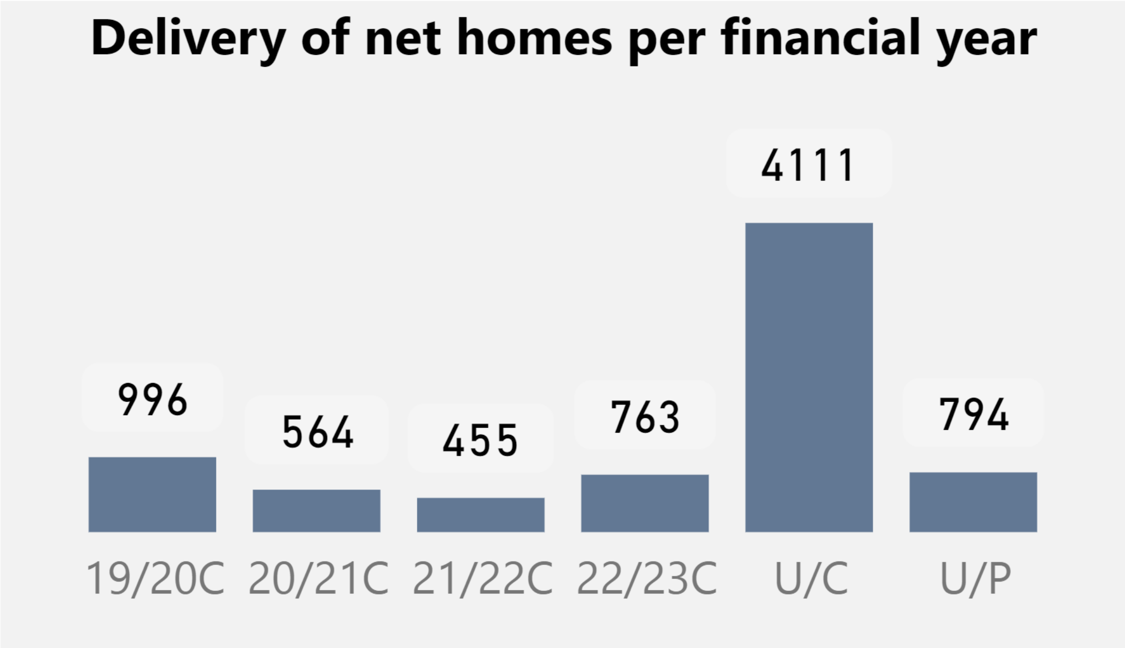


Figure 7: Delivery of net homes per financial year.

8.2 Non-conventional units

Housing supply is made up of conventional supply which consists of self-contained dwellings that usually falls within C3 land use class, 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 rooms into units, to be counted towards the overall housing target. Ratio were applied to Figure 5, Figure 5 and the figures quoted in the previous sub-section: 8.1 New homes. Figures quoted in this sub-section and Figure 8 have not had conversion ratios applied.

Type of non-self-contained accommodation	Ratio
Accommodation for students	2.5 to 1
Accommodation for older people	1 to 1
All other communal accommodation	1.8 to 1

Table 2: Conversion ratios for non-self-contained accommodation to conventional accommodation.

During this period there was a slight net increase of nine rooms. 35 rooms were delivered at 74-76 Prince's Square whilst 20 were lost at 13 Palace Court in an application decided prior to the current City Plan that allowed these rooms to be changed to conventional units. There were other gains and losses amongst smaller schemes.

Looking forward it's expected 10 net rooms will be gained from schemes under construction. This is primarily from 341 rooms expected to be lost at 1-18 York Terrace East London which is being redeveloped into residential units. Whereas a new care home at 36 St. John's Wood / 38-44 Lodge Road will provide 121 rooms. There were other gains and losses amongst smaller schemes.

In terms of schemes with planning permission there is expected to be a net increase of 4 rooms. This is spread out amongst gains and losses of multiple small schemes.

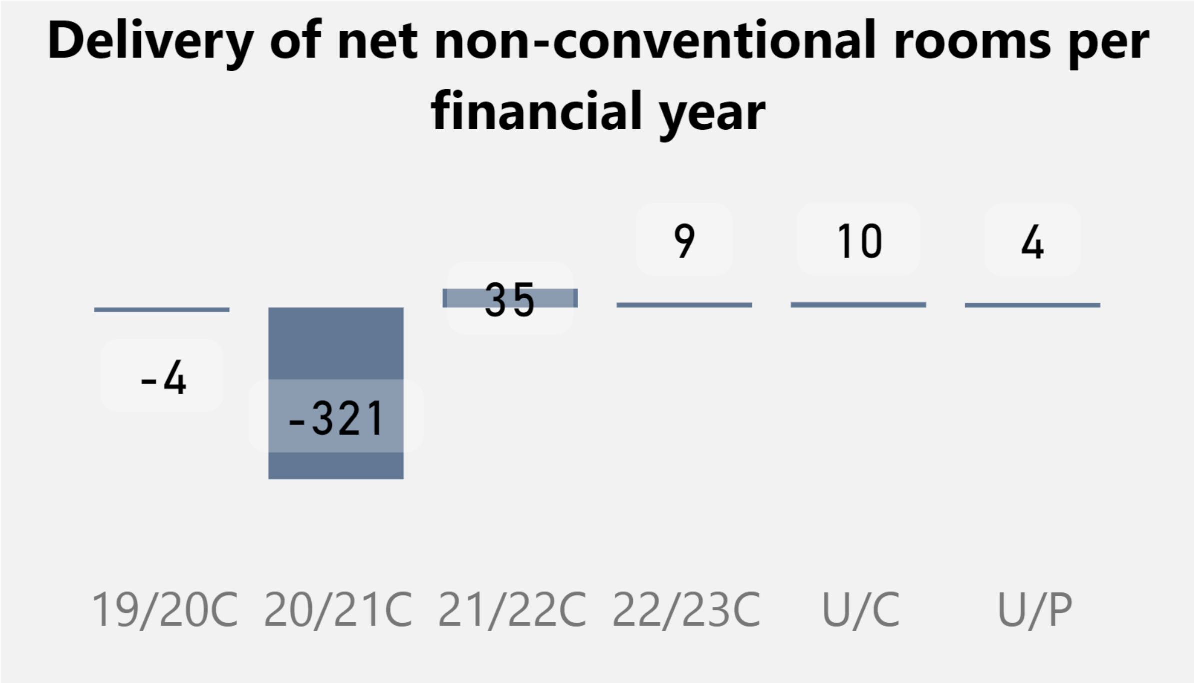


*Figure 8: Delivery of net non-conventional rooms. *non-conventional accommodation includes hostels, residential care homes and student accommodation. These figures do not have conversion ratios applied to them.*

8.3 Affordable Housing

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

In the last period 28 affordable homes were delivered accounting for 6% of the total delivered. In this period 71 net additional homes were affordable which accounts for 9% of all homes delivered. This is a slight improvement from the previous period. The slowdown in building of residential units has particularly impacted the delivery of affordable homes. Furthermore, almost 58% of schemes permitted delivered a net of 10 units or fewer. As small schemes do not need to provide affordable housing, they will not have had an impact on affordable housing delivery figures.

Five of the 71 net additional homes delivered were London Affordable Rent, the remaining were intermediate housing. 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. We are currently performing a partial review of the City Plan to strengthen policies to maximise the delivery of genuinely affordable homes.

Of the 958 affordable homes under construction 44% are expected to be social or London Affordable Rent and therefore matching closely the tenure split of affordable housing in the City Plan.

Of all homes under construction 22% will be affordable, this is against a 35% target and, therefore below target. This shows that the policy is not being as effective as hoped in delivering the desired levels of new affordable homes. However, the council is constructing 166 affordable homes at its Ebury Bridge Estate development and 51 affordable homes at its 300 Harrow Road development. 130 affordable homes are under construction by private developers at the 283-329 Edgware Road and 5

Newcastle Place development. 88 affordable homes are under construction at the Castle Lane and Place Street development. Increasing affordable housing is part of our Fairer Housing ambition.

	2020/21	2021/22	2022/23
All residential homes	398	469	783
Affordable homes	52	28	71
	< 35%	< 35%	< 35%

Table 3: Delivery of net affordable homes

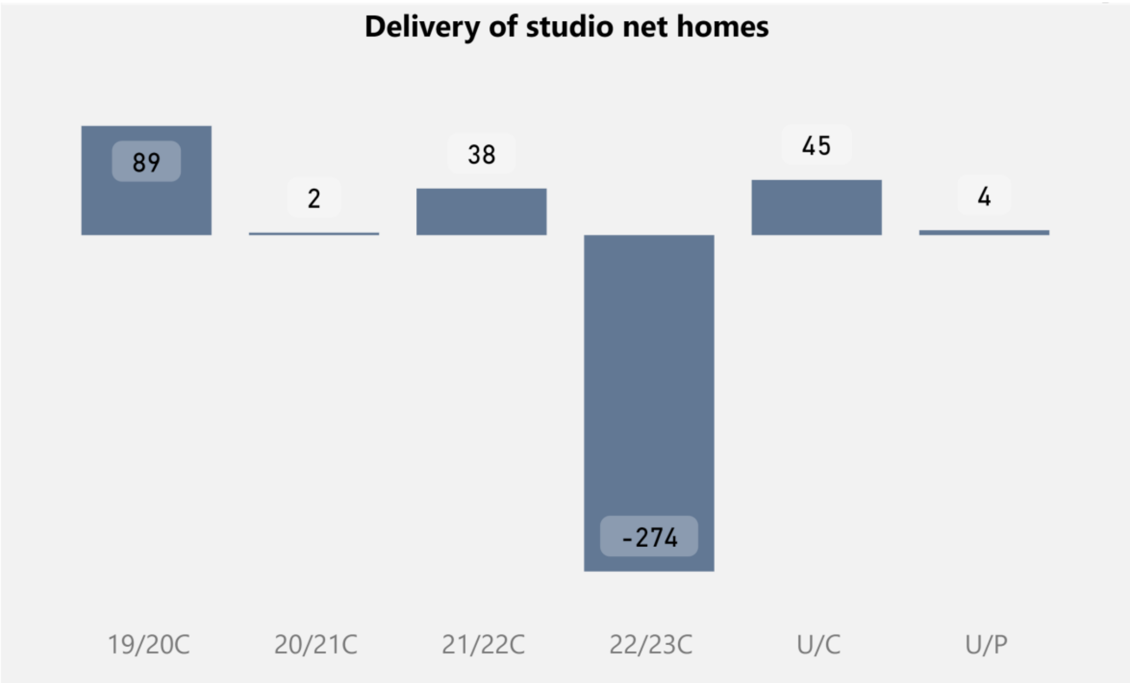
8.4 Home sizes

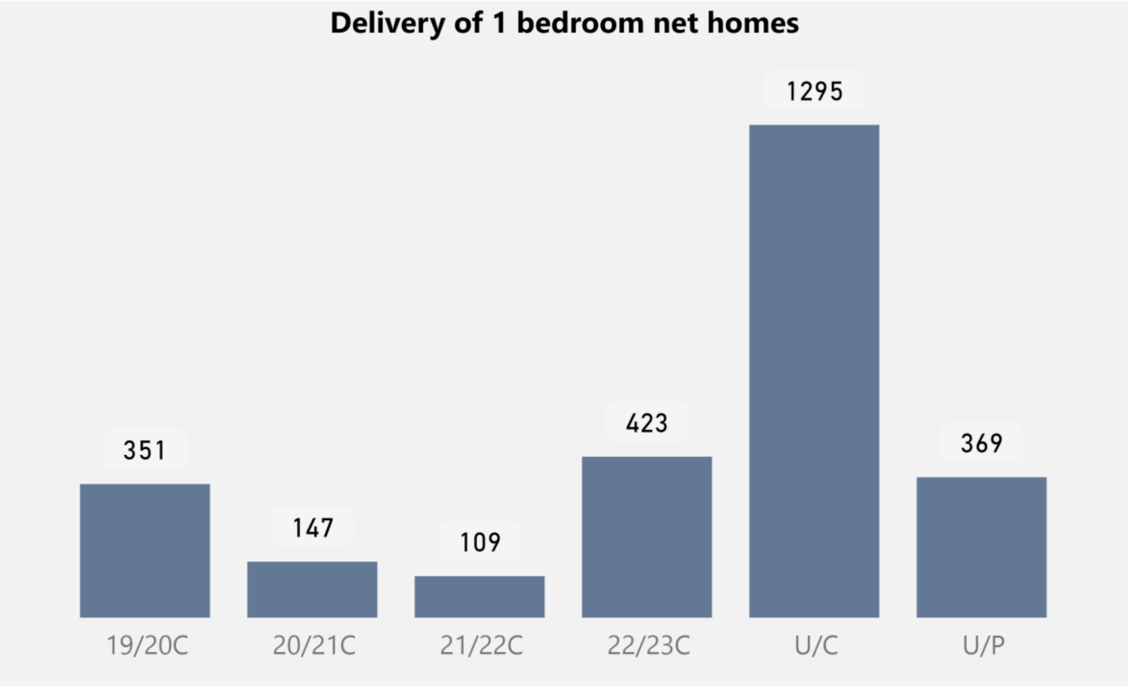
KPI 4 – Number of family sized homes delivered.

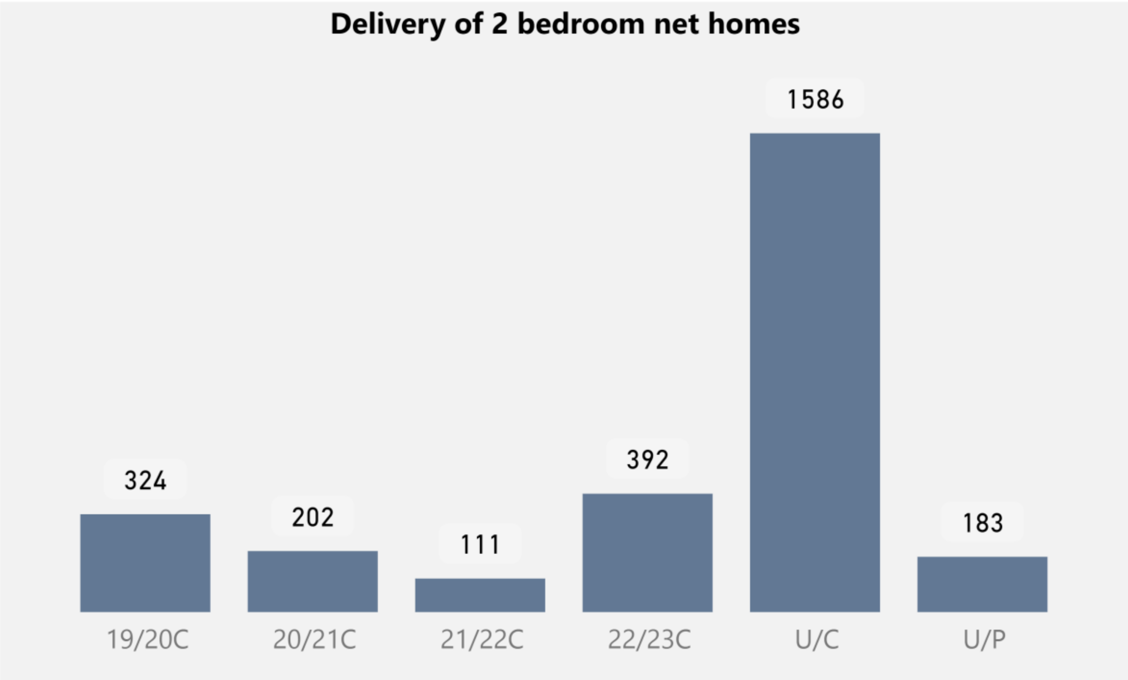
The City Plan seeks to deliver at least 25% of new homes as family homes. Family sized homes are defined in the City Plan as having three or more bedrooms.

In this AMR period, studio accommodation saw a net drop of 274 units. Over 150 units were replaced in the Dora House, 60 St. Johns Wood development with larger sized units. A similar thing happened at the redevelopment of 56 Curzon Street where 80 units were replaced by commercial use and larger residential units.

In the last period there were 198 family sized or larger units delivered. During this AMR period, it was 226 units, accounting for 29% of all homes. This is above the 25% target set in the City Plan. Looking forward at units under construction it expected that 28% of new homes will be family sized or larger. It's expected that the target will continue to be exceeded in coming years.




Delivery of 1 bedroom net homes
351
147
109
423
1295
369
19/20C
20/21C
21/22C
22/23C
U/C
U/P


Delivery of 2 bedroom net homes
324
202
111
392
1586
183
19/20C
20/21C
21/22C
22/23C
U/C
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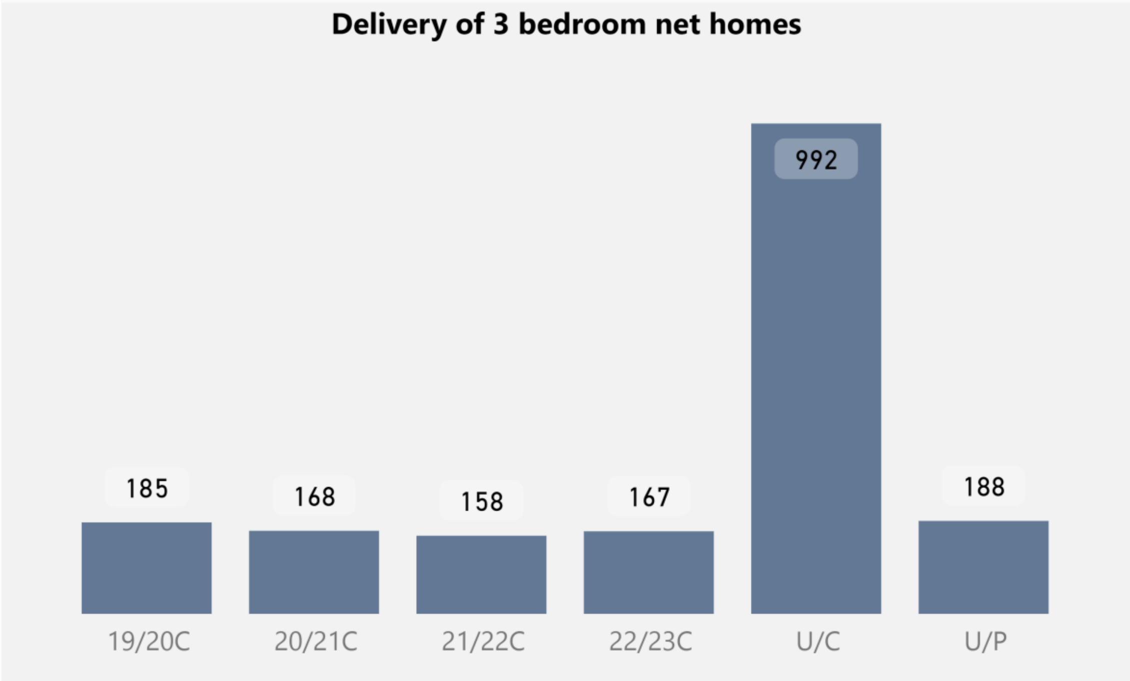

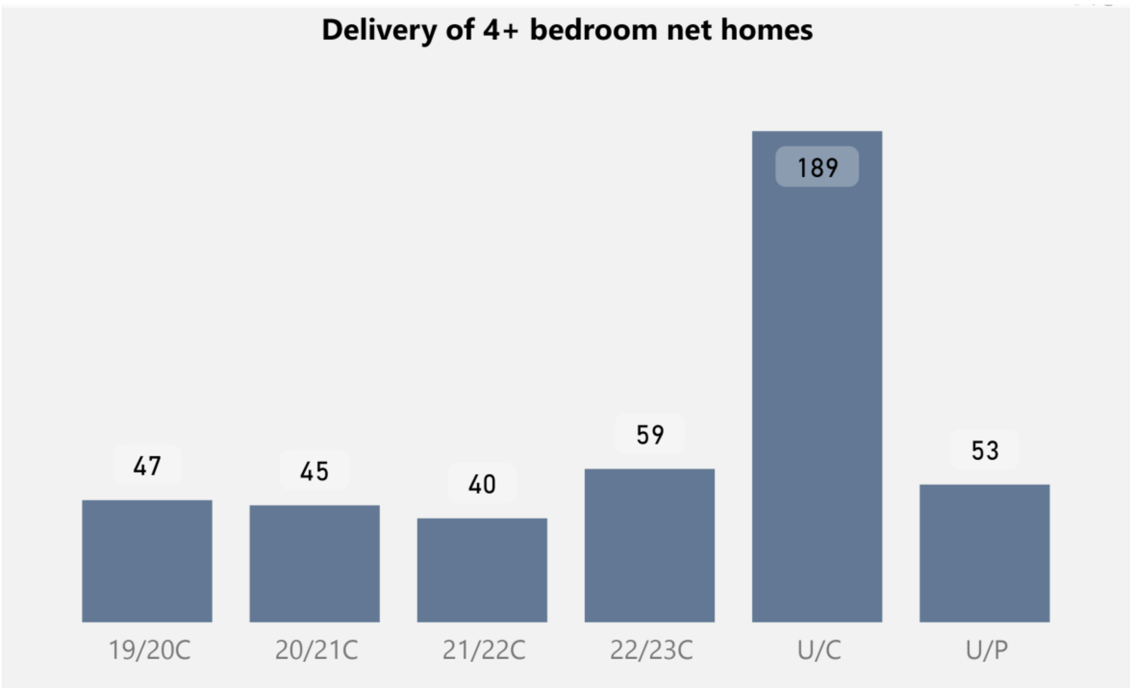

Figure 7: Size of homes by bedroom size

9 Economy & Employment

9.1 Commercial, business and service floorspace

KPI 5: Net change in Class E floorspace across CAZ, Opportunity Areas, and town centre hierarchy.*

Class E in the Use Classes Order relates to commercial, business and service use. This use class was introduced in September 2020 to include several uses that previously fell under A, B and D use classes, ranging from shops and restaurants to offices and medical services. This provides more flexibility, making it possible to change use within the range of uses supported by Class E without needing planning permission. This flexibility makes it very difficult for us to monitor Class E floorspace changes. More information on Use Classes can be found on the Planning Portal.

The City Plan brings in stronger protection for offices, preventing their loss to residential or hotels in most circumstances specifically in the Central Activities Zone. Commercial floorspace growth contributes to the Fairer Westminster Delivery Plan's Fairer Economy ambition. There are also two Article 4 Directions to prevent change of use of Class E to C3 use, which enables us to manage Westminster's commercial floorspace. One Article 4 direction was modified during this period by the Sectary of State and the other was confirmed. More details can be found on our website.

This period saw a city-wide net loss of approximately 25,500 sqm of Class E floorspace. This is a substantial decrease from the previous period when approximately 33,200 sqm of net Class E floorspace was lost. That's a 23% reduction in losses during this period compared to the last. The loss of Class E floorspace was predominately in the Central Activities Zone. The two largest losses were to mixed-use residential schemes: New Scotland Yard, 8-10 Broadway where approximately 36,900 sqm was lost and 1 Place Street / 1 – 3 Buckingham Gate where over, 24,400 sqm was lost. The largest gain was from the mixed-use commercial development at 111 – 119 Charing Cross Road / 1 -12 Maneet Street of approximately 20,800 sqm.

In the previous period it was reported that over 137,000 sqm of Class E floorspace would be lost from schemes under construction or under permission. This period sees that figure drop to just over 17,700 sqm. It should be noted that a large proportion of schemes previously reported to be under construction are now considered to be unimplemented. In other words, construction of these schemes had not begun and in some instances the permissions may have lapsed. This explains the substantial increase in the net loss of Class E floorspace for unimplemented schemes compared to the previous period.

Analysis of applications decided after the adoption of the City Plan shows a net increase of approximately 23,400 sqm of Class E floorspace for schemes under construction and under permission in the CAZ. This is compared to a net increase of 13,000 sqm for all schemes including those outside the CAZ. This is the clearest indication that policies are effective in protecting the loss of Class E floorspace in the CAZ.

Increase in Class E floorspace can also be attributed to the loss of the mixed-use policy at the last City Plan examination. Previously developers had to provide residential floorspace alongside Class E floorspace but now do not have to and therefore have more scope to deliver floorspace for Class E use on their sites and better viability as the affordable housing policy is also not triggered.

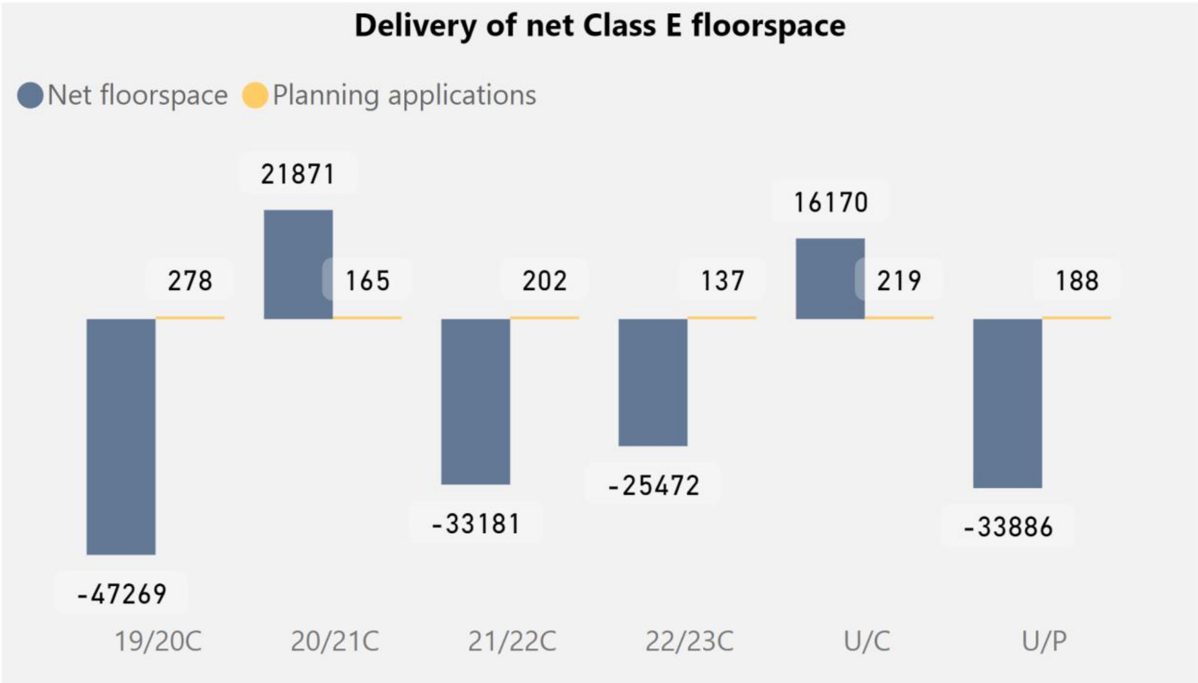

Figure 9: Delivery of net Class E floorspace

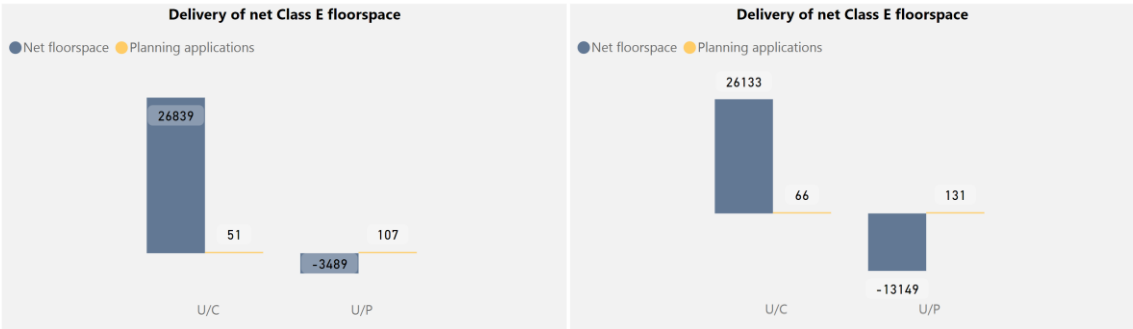

Figure 10: Delivery of net Class E floorspace from applications decided after the adoption of the City Plan (21st April 2021). Central Activities Zone only (left) and all of Westminster (right).

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 previous years, the City Plan sought to limit the loss of offices from the CAZ and direct new hotels to commercial areas.

The last period saw approximately 57,500 sqm of net hotel floorspace delivered, in this AMR period over 28,300 sqm of net hotel floorspace has been delivered. This is a drop of 51% compared to the previous period. During the AMR period all the floorspace was delivered in the Central Activities Zone (CAZ) and just over 4,000 sqm of net floorspace was lost outside the CAZ. This shows the positive impact of the policy seeking to direct hotel floorspace delivery to commercial areas.

The schemes 1 Neathouse Place (approximately 18,100 sqm) and the former Welbeck Street Car Park (approximately 14,300 sqm) delivered all the gains during this period.

There is approximately 325,700 sqm of net hotel floorspace under construction. This period is the sixth consecutive period of net increases. Whereas in the last period it was reported that just over

83,000 sqm of net hotel floorspace had planning permission, in this period it is approximately 57,900 sqm. That's a 31% decrease compared to the previous period. This is an early indication that the intent to deliver hotel floorspace is slowing down at least in the short term.

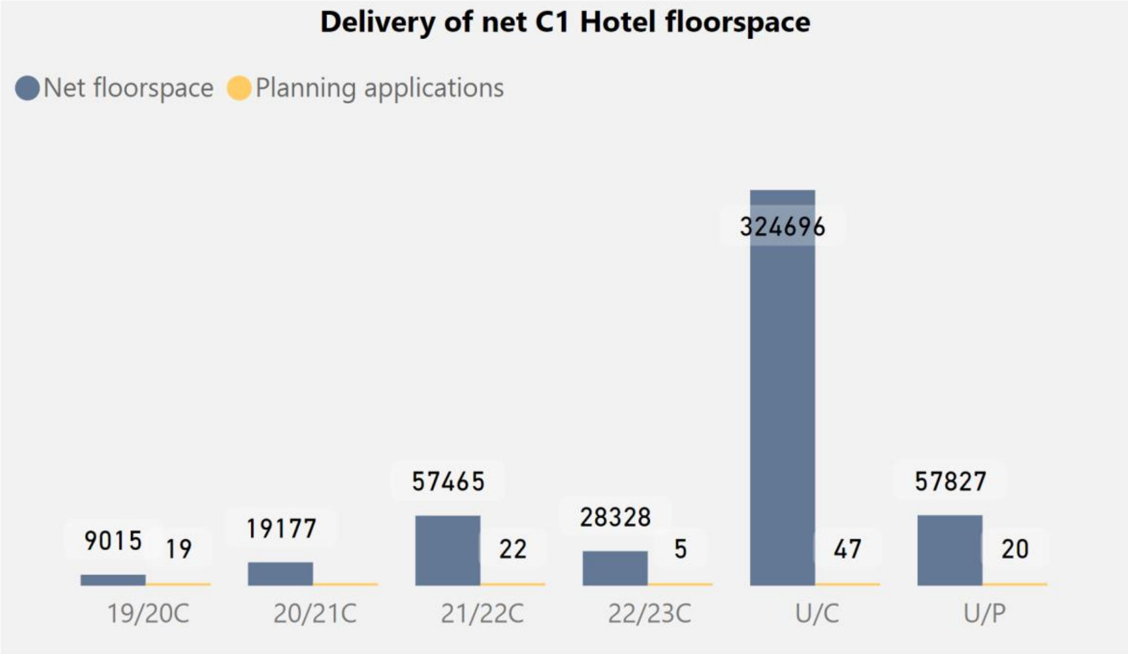

Figure 11: Delivery of net C1 Hotel floorspace

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.

In the last AMR period just over 1,900 sqm of net public house floorspace was lost. This trend continued in this AMR period where over 2,600 sqm of net public house floorspace was lost. Looking forward there is a small increase expected from schemes under construction, but the long-term view shows that there will be a net decrease.

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. There was one closure of a public house and one new public house meaning no net change in the number of public houses in Westminster.

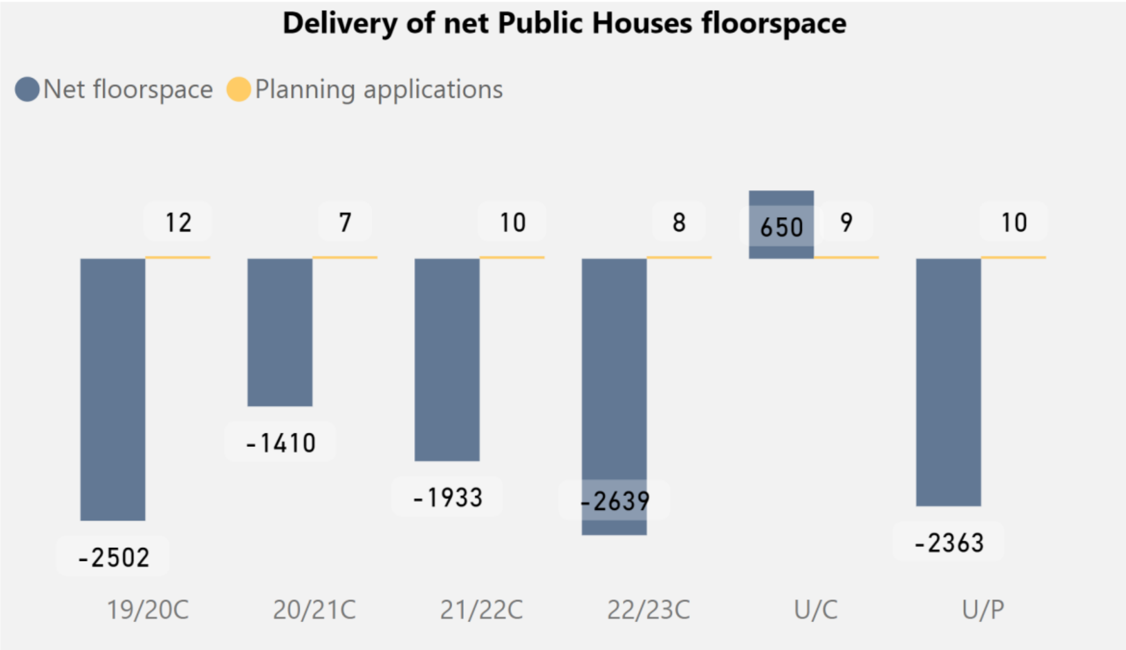

Figure 12: Delivery of net Public Houses floorspace

9.4 Hot food takeaways near schools

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

The 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, hot food takeaways are now classified as ‘sui generis’ meaning that permitted development rights do not apply.

No planning permissions were granted in this period for hot food takeaways within 200 metres of a school. Therefore, the policy is being implemented successfully.

9.5 Special Policy Areas

KPI 9: Change in land uses in the special policy areas (SPAs).

The City Plan recognises the distinctive character and diverse uses of four Special Policy Areas: Soho, Mayfair & St. James’s, Harley Street, and Savile Row. These areas have a rich history and cultural significance, contributing to the city's economic and social vitality. Policy aims to protect and enhance its unique features and functions while allowing for appropriate development and change. This AMR reports on changes in these areas where data is available.

Soho

Soho saw a significant net increase in Class E floorspace of over 32,200 sqm during this period. The largest gain was from the development of Ilona Rose House, Charing Cross Road that delivered over 20,000 sqm and the development of 1 – 17 Shaftesbury Avenue that delivered almost 9,000 sqm. Furthermore, approximately 4,000 net sqm of hotel was delivered as part of the 90 -104 Berwick Street hotel development.

It’s expected from schemes under construction that over 6,800 sqm of net Class E floorspace will be lost across the Soho SPA, however almost 2,900 sqm of net Class E floorspace could be delivered from schemes that have planning permission. In terms of hotels, a net 16,000 sqm is under construction with the largest scheme being the development site at 47-50 Poland Street and 54-57 Great Marlborough Street of over 11,900 sqm.

Mayfair and St James's

In the Mayfair & St. James's area a net of 171 sqm of Class E floorspace was lost. Approximately 4,900 of net Class E floorspace is under construction with the largest development at 70 – 72 Piccadilly of approximately 1,700 sqm.

Into the future there is over 4,000 sqm net of Class E floorspace that's under permission with the development at 180 Piccadilly and 48-50 Jermyn Street (approximately 2,700 sqm) being the largest scheme given permission. In terms of hotel floorspace, a net of over 15,400 sqm has planning permission. The Ritz Hotel, 150 -156 Piccadilly would add over 13,300 sqm to the area if implemented.

Harley Street

In the Harley Street SPA three small development together added a net of over 1,200 sqm of Class E floorspace. Going forward a number of smaller schemes will increase net floorspace by approximately 400 sqm with the development at 1-7 Harley Street contributing over 1,200 sqm.

There was no hotel floorspace change nor are any hotels under construction or unimplemented in the Harley Street SPA.

Savile Row

Finally, on Savile Row one scheme added 45 sqm net Class E floorspace in a basement redevelopment. There was no hotel floorspace change nor are any hotels under construction or under permission.

9.6 Community facilities

KPI 10 - Delivery of social and community floorspace.

Community facilities cover a broad spectrum of use types such as health, education, sports and leisure, cultural and social facilities. These facilities provide an important function in resident's quality of life and therefore are protected by policies in the City Plan.

The City Plan allows community facilities to be reconfigured, consolidated, or upgraded to make most efficient use of available space and improve services. If a facility has been vacant for a defined period of time and no alternative community use can be found, the loss of the space may be acceptable.

During the last AMR period there was a net loss of 4,900 sqm of community floorspace, whilst in this period it was a net loss of 1,600 sqm. That's a 67% reduction is losses compared to the previous period or a 79% reduction in losses compared to the 20/21 period when over 7,500 sqm net floorspace was lost. The Former Westminster Fire Station, 4 Greycoat Place, was the largest loss during this AMR period (1,700 sqm). The Jubilee Sport Centre, Caird Street added 340 sqm of community floorspace.

Looking forward, almost 6,900 sqm of net community floorspace is currently under construction. The Paddington Sorting and Delivery Centre, 31 London Street will add over 5,400 sqm of community floorspace in the form of a major new piazza. The development at Nova Place, Victoria Street will add about 2,000 sqm. Although 6,600 sqm of community space could be lost from developments with unimplemented planning permissions overall there will be a net gain going forward.

Accessing planning applications decided after the adoption of the City Plan shows that there will be a loss of over 7,100 sqm of community floorspace. This suggests that the policy has not been effective.

Through the forthcoming Infrastructure Delivery Plan, we will identify and plan future infrastructure needs including community facilities in collaboration with our partners. 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.

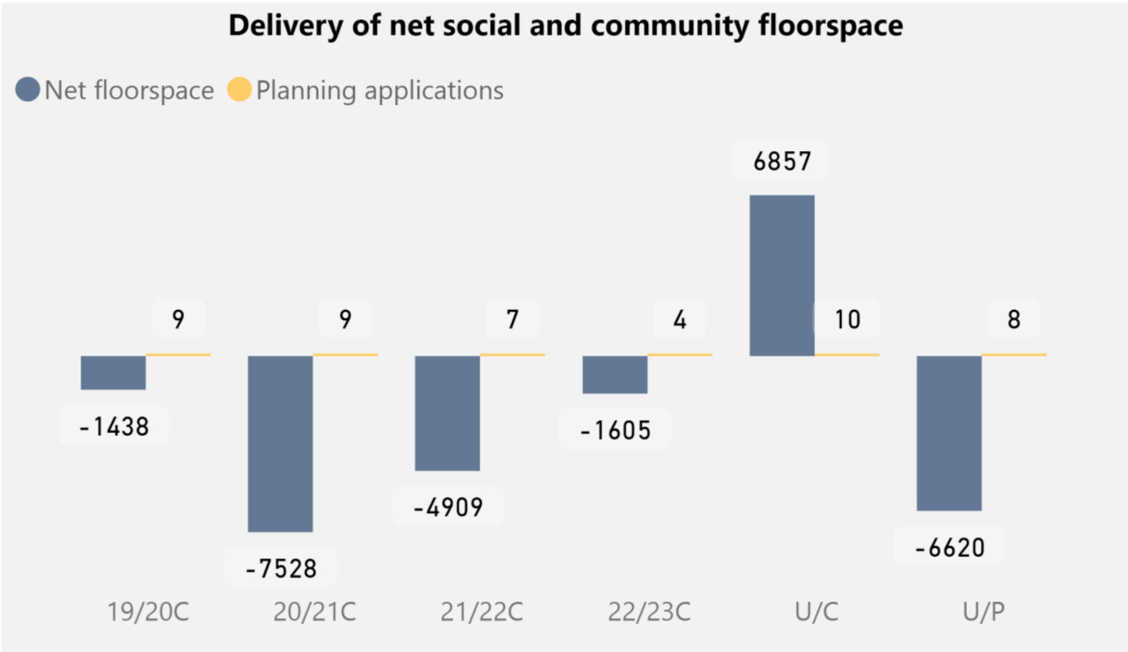

Figure 11: Delivery of net social and community floorspace

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.

Social welfare claims were at their peak during the COVID-19 pandemic, however since then the claimant rate has dropped rapidly and has levelled off. There has been a very slight increase between January 2023 and July 2023, most likely due to seasonal fluctuations and general churn in the job market. The claimant rate however still stands higher than pre-COVID levels. There are about a third more claimants in all age categories compared to pre-COVID. This suggests that the impact of COVID on the economy and individuals' ability out of worklessness is still being felt.

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 data shows employment in retail and accommodation & food services is at 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 change in the nature of jobs created in Westminster will be closely monitored.

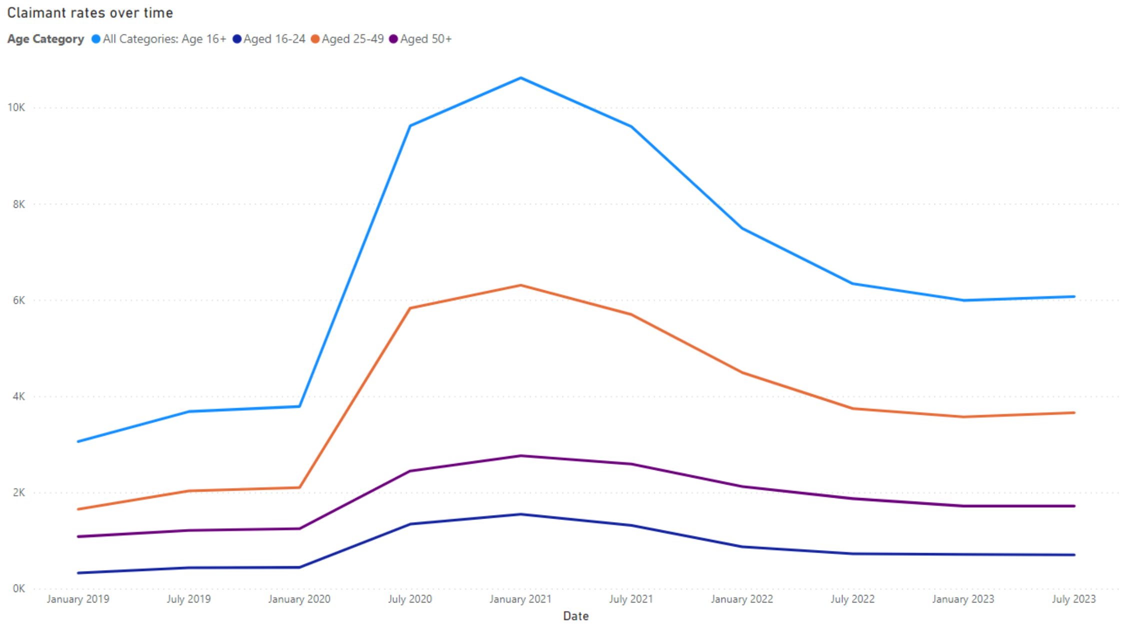

Figure 13: Claimants rates over time

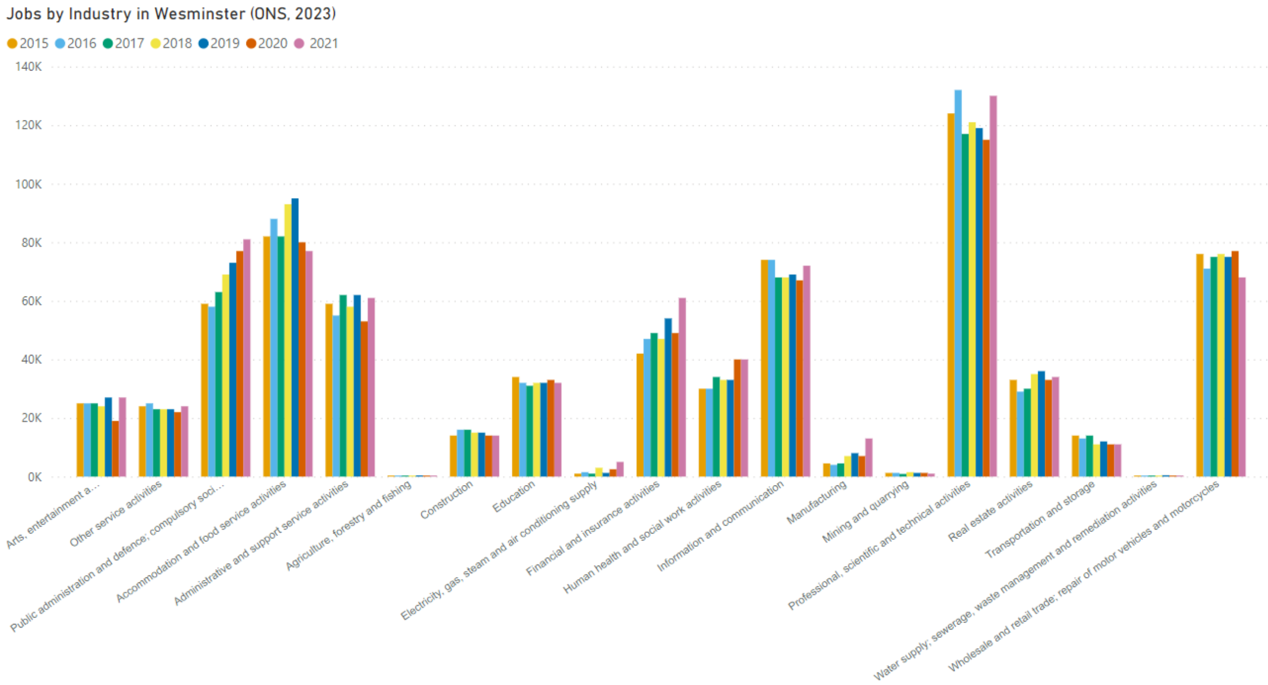

Figure 14: Jobs by sector over time

9.8 Employment, skills, and 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.

During the AMR period the council negotiated £2.3 million in Section 106 (S106) contributions. 53 residents have started a job or apprenticeship with developers involved on schemes where S106 contributions have been secured. Another 30 residents have had work experiences, and 117 curriculum support activities took place with S106 developers over the same period. The monitoring portfolio included 21 major live schemes.

	Jobs and Apprenticeships	**Work Experiences**	**Curriculum Supporting Activities**
Q1	10	0	38
Q2	8	20	22
Q3	15	5	22
Q4	20	5	35
Total	53	30	117

Figure 15: Westminster residents supported from April 2022 - March 2023

The forecast for April 2023 to March 2024 shows that 140 jobs and apprenticeships will begin, 160 residents will have completed work experience with a S106 developer, and 87 curriculum supporting activities will have taken place.

Current performance and future forecasts show that the policy is being effective in securing opportunities through Section 106 contributions.

	Jobs and Apprenticeships	**Work Experiences**	**Curriculum Supporting Activities**
2023	140	160	87

Figure 16: Forecast from developers for April 2023 to March 2024

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 over the years 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 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 junction improvement programme completed one junction with the introduction of footway buildouts and refuge islands, with more planned in 2024/25.
- 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. Surveys being undertaken in 2023/24 include the Paddington station and wider area.

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 retaining the temporary cycle lanes ran in late 2021 and a decision was made to retain all 11 routes for development into permanent routes. Public consultations on each location have been running throughout 2023 on the permanent proposals prior to implementation in 2024. More information on these schemes can be found on our website.

Approximately 300 temporary cycle parking spaces have been retained, and ongoing rollout seeks to convert temporary cycle parking spaces into permanent spaces under the cycle parking programme.

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. 3,468 off-street cycle parking spaces were delivered during this period.

50 cycle hangars were installed providing an additional 198 secure cycle parking spaces on the highway (footways) and Westminster Estates. Additionally, 138 cycle stands were installed, providing 278 cycle parking spaces on the highway.

Finally, one new Transport for London Cycle Hire (Santander) station was installed during this period.

The delivery during this period shows that policies are effective in helping to deliver new cycling infrastructure.

10.2 Car free development

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.

23% of new residential planning applications were with car parking spaces during this AMR period. In the previous period over 2021/22, the proportion of developments with car parking spaces was 26%. In years prior, this figure has been 15% in the period 2020/21 and 20% in 2019/20. The reduced delivery of residential schemes and a larger proportion of schemes being family sized homes, which are more likely to have car parking, is the likely reason behind this percentage increase.

Longer term trends will show the effectiveness of the policy.

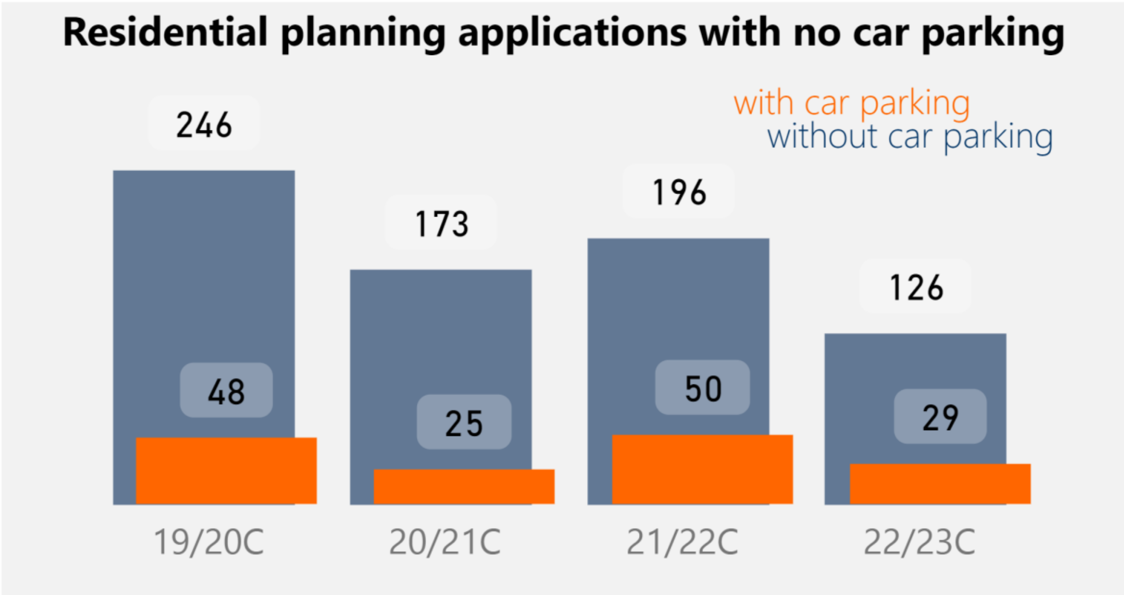

Figure 17: Residential planning applications with no car parking

10.3 Electric vehicle charging points

KPI 14 – Installation of electric vehicle charging points.

Delivery of electric vehicle charging points has been rapidly increasing over the past few years. During the current reporting period an additional 900 points were delivered. There are now over 3,800 charging points.

We will continue to support the delivery of electric vehicle charging points that meet the needs of residents and businesses in line with demand. More information can be found on our website.

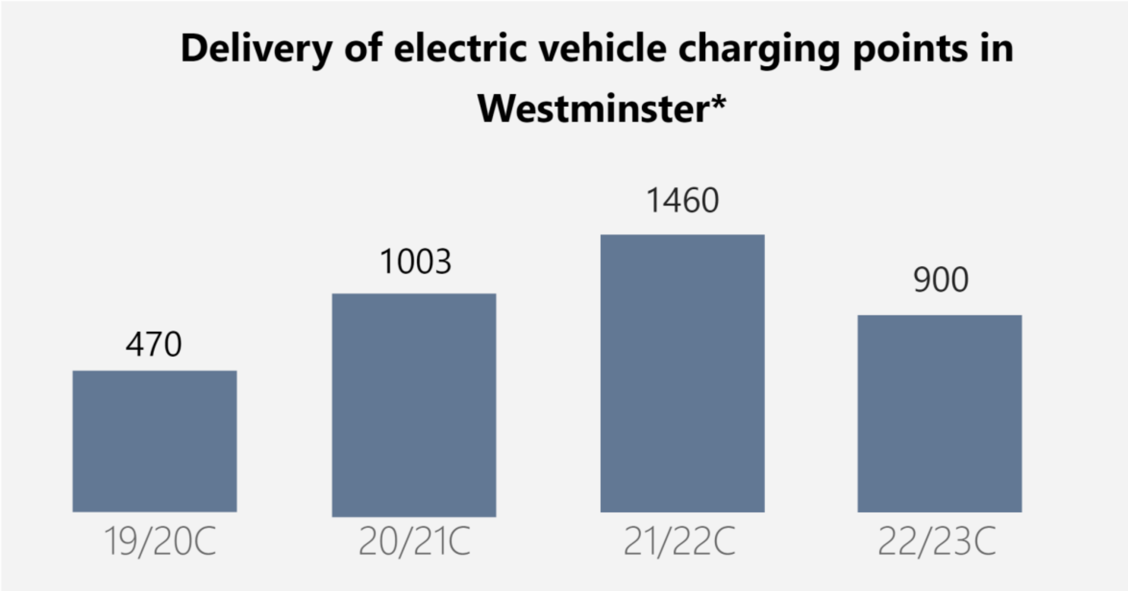

*Figure 18: Delivery of electric vehicle charging points in Westminster. * all charging bays that don't require a planning permission are included.*

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 top priority for the council. The entire city is an Air Quality Management Area. City Plan policies pursue improved air quality by mandating all new major development to be air quality neutral. This also applies to developments incorporating combined heat and power technologies. Major master planned developments are also required to be air quality positive.

Air quality is measured by monitoring Nitrogen Dioxide (NO2), PM2.5 and PM10. NO2 has several health impacts and includes general eye irritation, irritation of the respiratory system and shortness of breath. NO2 impacts the transport of oxygen around the body, this can cause significant reduction of oxygen to the heart and therefore particularly affects individuals with heart diseases.

PM10 and PM2.5 are measures of particulate matter in the air. Larger particulates are filtered by the nose and throat but particulates smaller than 10 micrometres (PM10) and 2.5 micrometres (PM2.5) can settle in the bronchi and lungs leading to health problems such as asthma, respiratory problems, and cardiovascular diseases.

NO2 limits in Westminster have consistently been above the World Health Organisation's limits. This is also the case for PM10 and PM2.5. In July and August 2023 PM2.5 limits did drop below the limit.

More information on improving air quality can be found on our website.

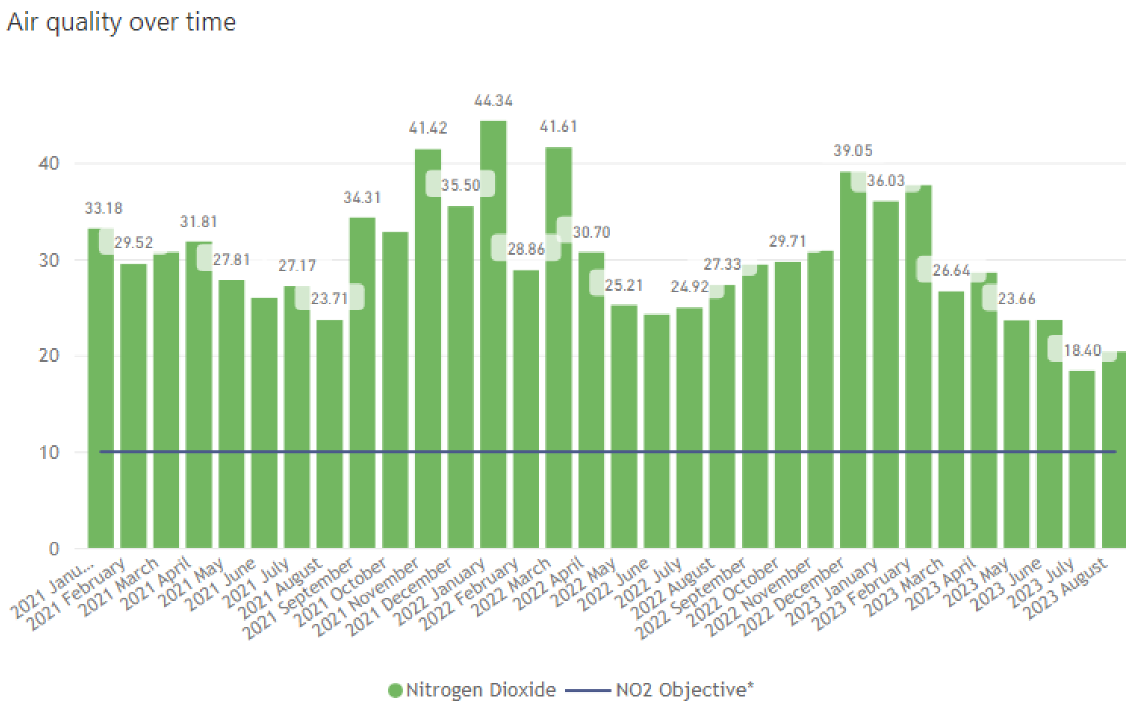

Figure 19: NO2 levels over time

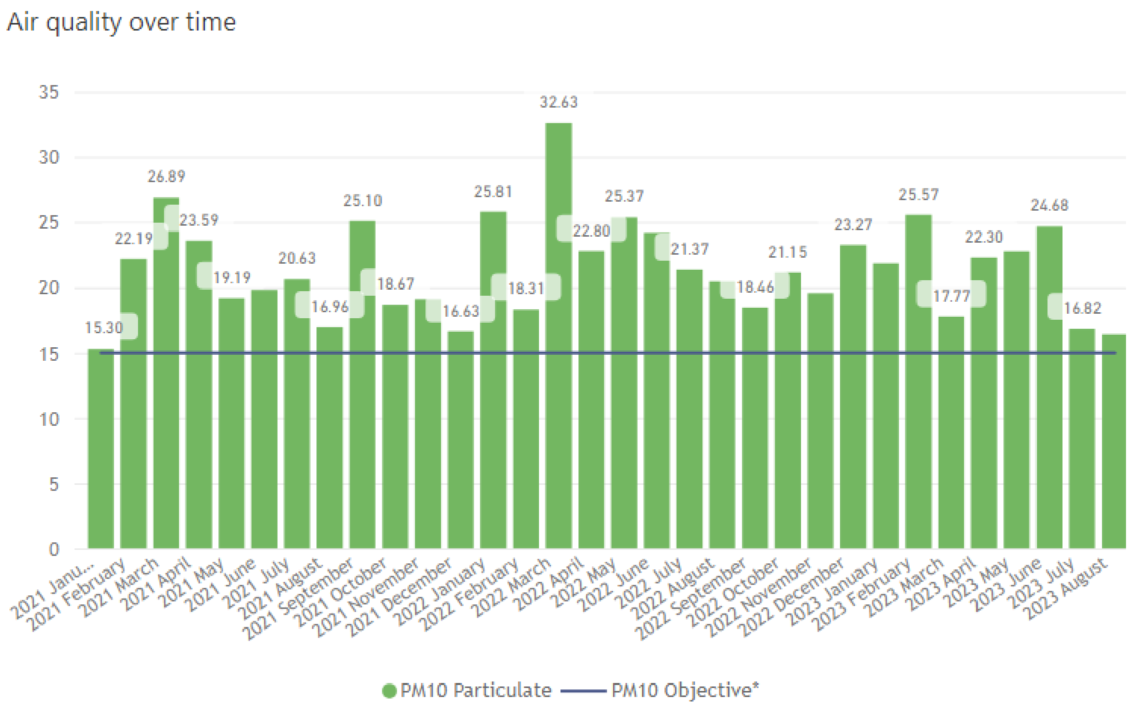

Figure 20: PM10 levels over time

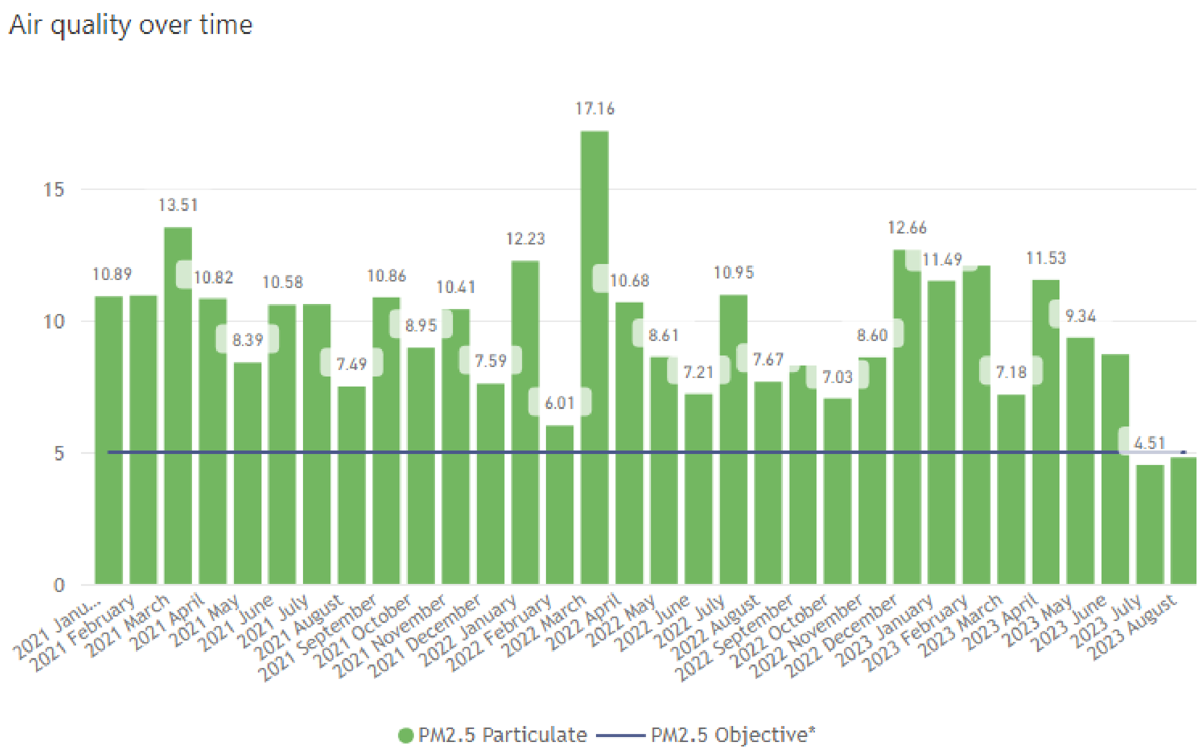

Figure 21: PM2.5 levels over time

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.

CO2 emissions have declined steeply in Westminster in the preceding years. The latest data shows that CO2 levels have returned to pre-COVID levels. This is to be expected as social and economic activity returns to normal and therefore the CO2 emissions do as well. 71% of the increase compared to 2020 rates came from commercial and industrial uses. It will be important to monitor CO2 emissions closely to understand the long-term trends.

During this period the five largest CO2 contributions by sector were: 19% commercial electricity; 14% commercial gas; 12% public sector gas; 11% domestic gas and 9% transport (emissions from A roads).

Our new retrofit first policy being introduced via the partial City Plan review will contribute to meeting our net zero target by reducing embodied carbon emissions.

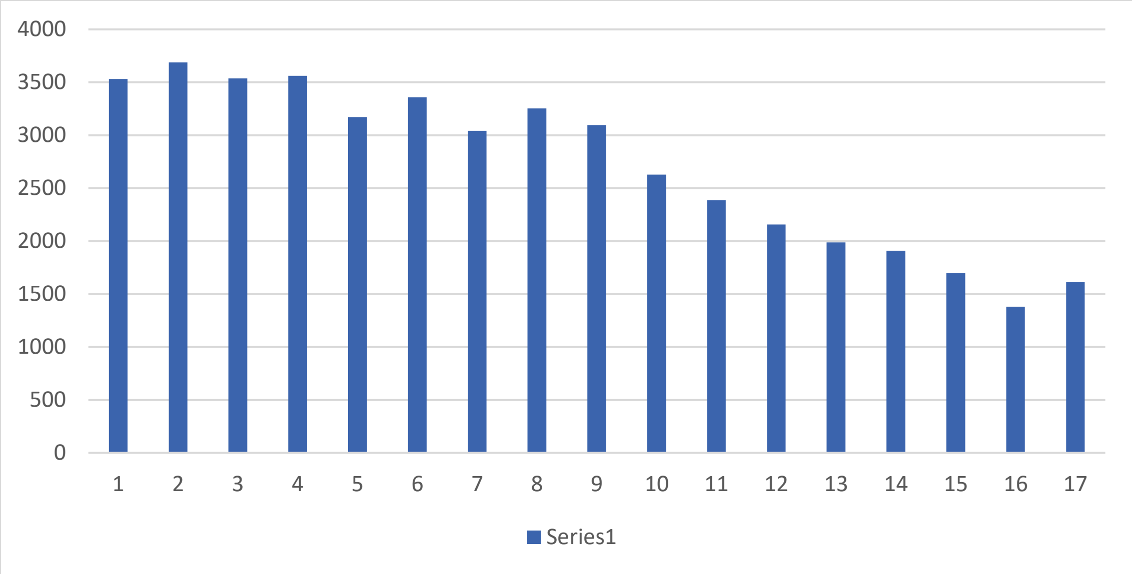

Figure 22: CO2 emissions in Westminster. Source: Department for Business, Energy and Industrial Strategy, 2022.

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.

During this period there were 35 developments that incorporated renewable energy technologies, whereas in the previous period it was 31 developments. This reflects the increase in delivery of schemes overall compared to the last period. 21 developments (60%) during this period had solar power technology. Six developments (17%) had air sourced heating and seven developments (20%) had combined heat and power installed.

Over 140 schemes with renewable technologies are under construction, indicating a positive impact of the policy as there is an evidently increasing number of schemes incorporate renewable technologies.

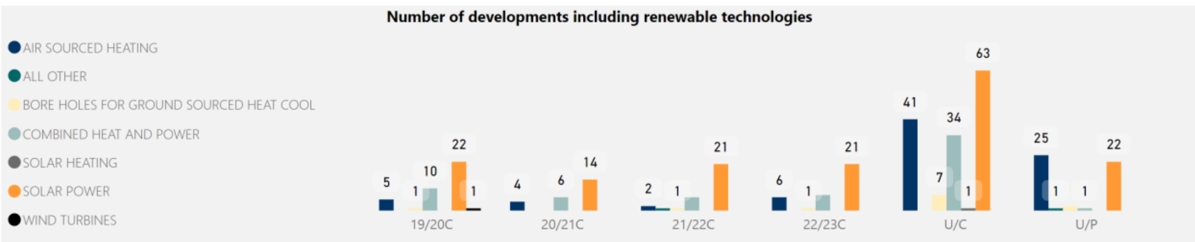

Figure 23: Number of developments including renewable technologies

11.4 Noise

KPI 18 - Noise complaints received.

Noise pollution and nuisance can have a negative effect on the quality of life of residents and businesses. Therefore, this needs to be carefully managed in high activity and densely populated areas like this city.

The number of building site complaints has remained practically the same as the last period. In both periods the number of complaints is well below 2019/20 and 2020/21 periods. This however is likely to be consistent with the reduced number of developments being delivered over the past two periods.

During this AMR period the council received over 16,600 complaints which is a 27% decrease from the previous period. It's unclear if this is an exception to the general trend or a longer-term improvement.

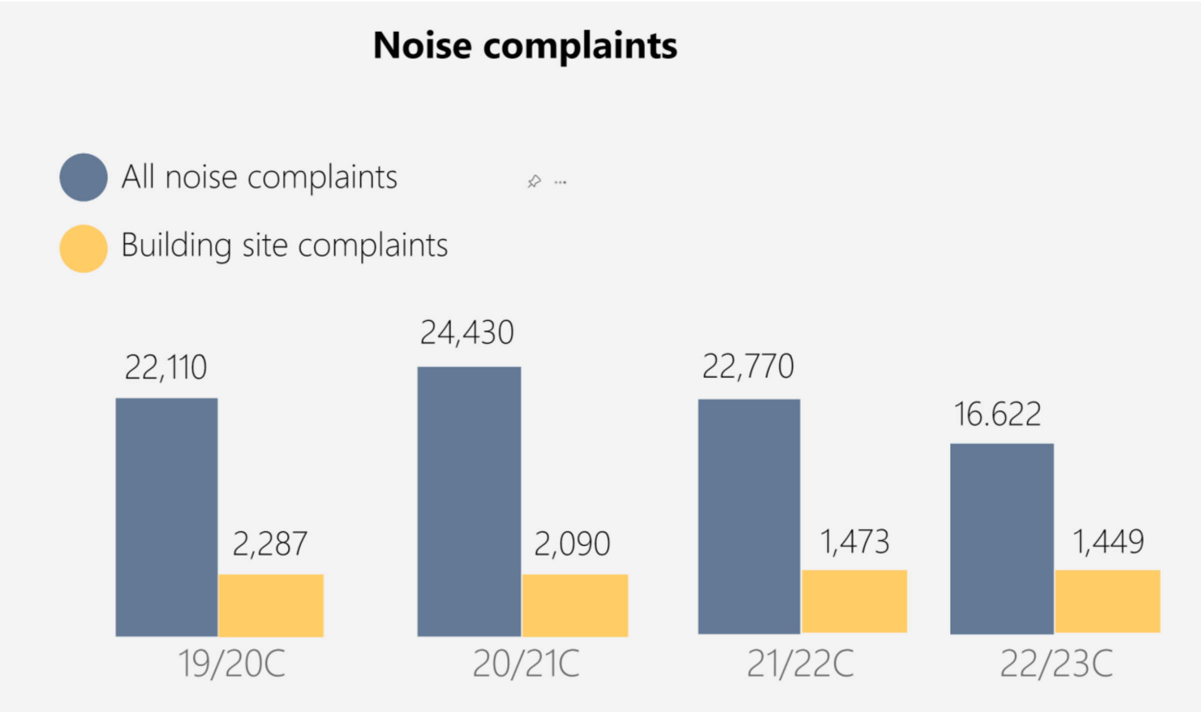

Figure 24: Noise complaints

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 a diverse range of open spaces that are protected by the City Plan. Protecting and maintaining high quality open spaces adds to the quality of life and makes Westminster nationally and internationally attractive.

Westminster has 38 Green Flag awards for its gardens, cemeteries, and heritage sites. In the latest awards (2023) Hallfield Estate was awarded a Green Flag award and a Green Heritage Accreditation.

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

The maintenance of the Green Flag awards, including one new addition and the continued presence of the Sites of Importance for Nature Conservation show that policies remain effective in protecting and delivering high quality open spaces.

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.

It is a priority to provide play spaces in areas lacking such facilities. Access to play spaces for all age groups is important for residents of new developments.

440 sqm of play space was completed during this period at two sites: the Jubilee Sports Centre and New Scotland Yard. This is a significant improvement compared to the previous two periods. However, it is expected that the development at Luxborough Tower currently under construction will result in the loss of the 506 sqm of play space to 14 new affordable homes and Class D1 Non-Residential use.

No planning applications with play space have been determined since the adoption of the City Plan, therefore although no play space has been lost in recent planning applications none has been gained either. Which suggests that the policy has been neutral in securing new play spaces.

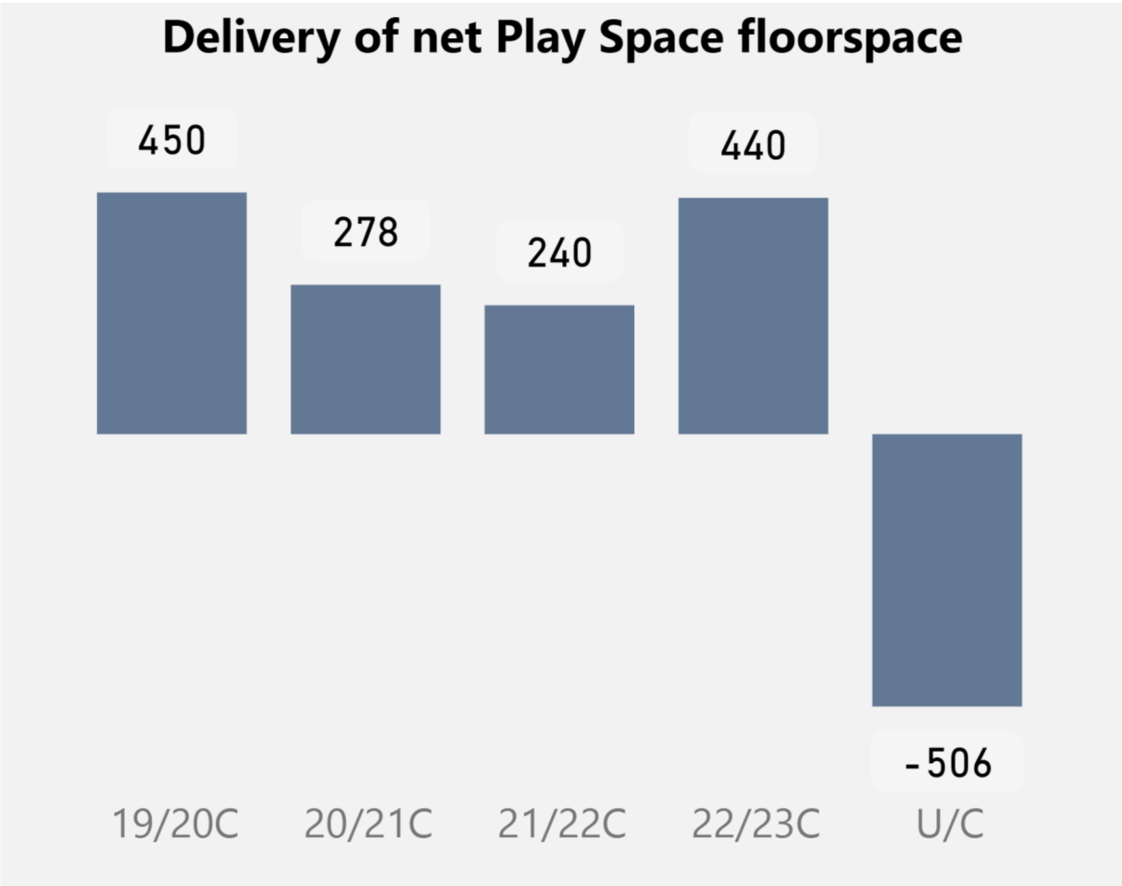

Figure 25: Delivery of net play floorspace

11.7 Living walls and roofs

KPI 27 - Applications incorporating living walls and roofs.

Living walls and roofs contribute to the greening of the city and provide a range of benefits such as reducing CO2, improve water drainage and the creation of habitats for species.

Green roofs are more favoured in development than green walls. It's more likely that a development will have a roof that's suitable for greening than a wall. 10 fewer green roofs and walls were built compared to the last period. It's expected that the numbers of green roofs and walls delivered will significantly increase given the schemes under construction and those with planning permission as the City Plan policy further beds in and new biodiversity guidance is published in our forthcoming Environment SPD.

Longer term trends will show the full effectiveness of the policy.

Our 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.

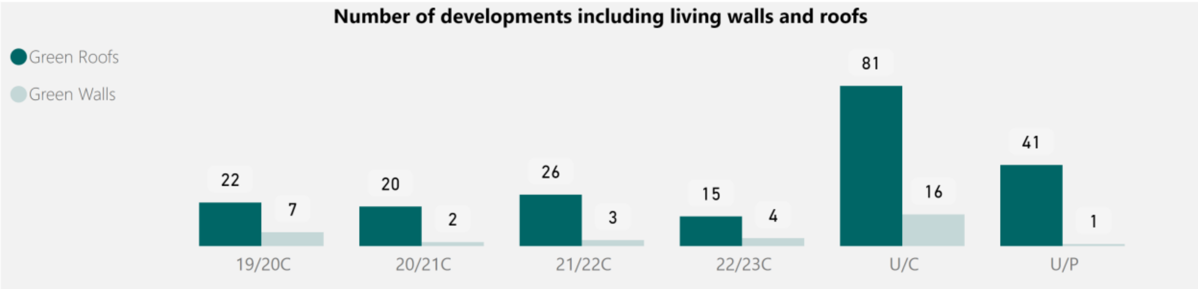

Figure 26: Developments with living walls and roofs

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.

Westminster is a net exporter of waste because there is very little capacity to manage waste produced in the city. No new waste management facilities have been delivered during this period nor are any being proposed. We are seeking to join the South East London Joint Waste Planning Group to formalise existing arrangements.

Waste Planning Authority	Tonnes (2022)	Waste Planning Authority	Tonnes (2021)
Lewisham	117608.44	Lewisham	103164
Brent	28454.76	Brent	19028
Southwark	16071.21	Southwark	12375
Thurrock	3682.661	Thurrock	2236
Westminster City	1429.91	Westminster City	974
Newham	164.525	Slough	748
Greenwich	74.02	Newham	193
Birmingham City	29.66689	Peterborough	79
Staffordshire	29.12533	Lincolnshire	41
Kent	26	Kent	39
Other	76.5096	Other	228
Total	**167647**	**Total**	**139103**

Table 4: Local Authority Collected Waste destinations from Westminster (Source: DEFRA's Waste Data Interrogator (WDI))

Waste Planning Authority	Tonnes (2022)	Waste Planning Authority	Tonnes (2021)
Brent	19566	Thurrock	35455

Surrey	18393	Havering	20201
Greenwich	12935	Greenwich	15656
Barnet	12772	Buckinghamshire	12529
Newham	10551	Hertfordshire	11142
Merton	10175	Barnet	10658
Havering	6979	Newham	8582
Buckinghamshire	6125	Barking and Dagenham	8435
Barking and Dagenham	3673	Brent	6964
Enfield	3541	Essex	6108
Other	6802	Other	21959
Total	**111511**	**Total**	**157689**

Table 5: Construction and Demolition Waste destinations from Westminster (Source: WDI)

Waste Planning Authority	Tonnes (2022)	Waste Planning Authority	Tonnes (2021)
Essex	215	Essex	133
Kingston Upon Hull City	150	Kent	68
Sandwell	97	Knowsley	52
Knowsley	52	Slough	47
Hertfordshire	37	Hertfordshire	47
Newham	32	Newham	31
Birmingham City	30	Staffordshire	29
Kent	27	Bedford	21
Staffordshire	24	Birmingham City	17
Slough	22	Bristol City	11
Other	83	Other	29
Total	**769**	**Total**	**485**

Table 6: Hazardous Waste destinations from Westminster (Source: WDI)

Waste exports will continue to be monitored and we will continue to engage with Waste Planning Authorities to plan future waste management.

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 emphasises the importance of delivering high quality schemes with sustainable designs which enhance the heritage and character of Westminster.

To achieve this, Policy 38 stipulates that large scale developments meet high level sustainable design standard certified through BREEAM 'Excellent' or equivalent standards.

In the last AMR period over 2021/22, seven schemes were delivered to a BREEAM 'Very Good' standard. During this AMR period, there has been a decrease in the number of developments achieving a BREEAM standard, however two schemes achieved an 'Excellent' rating compared to the last period. These were the Welbeck Street Car Park and 123 Buckingham Place Road developments.

The number of developments under construction expected to achieve an 'Excellent' BREEAM now stands at 42 and there are more schemes granted planning permission which will also achieve these standards. This demonstrates the policy has continued to have a positive impact.

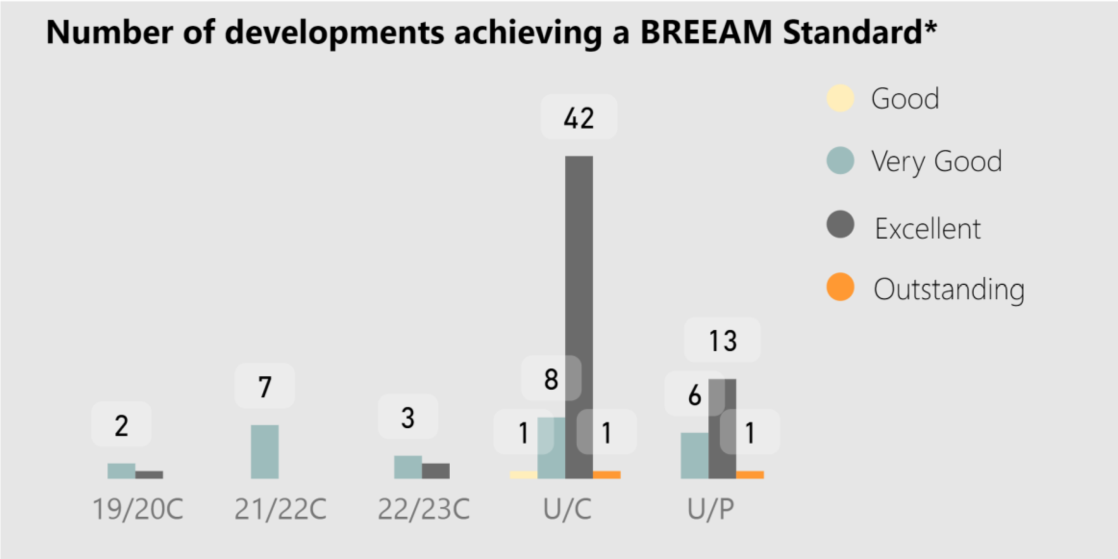

*Figure 27: Number of developments achieving a BREEAM standard. *more information about BREEAM can be found at BREEAM.com*

12.2 Design and other awards

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

- Courtauld Connects, The Courtauld Institute of Art (RIBA London Award 2023 and RIBA National Award 2023). The transformation of the Courtauld Gallery in its home at Somerset House, London is the first part of a multi-phase project that aims to open up the institution both physically and culturally. The gallery occupies the central section of the Grade I-listed Somerset House, facing onto the Strand. Designed by William Chambers in the late 18th century as the Royal Academy and occupied by the Courtauld Institute since the early 1990s, the most recent reworking of the gallery has been designed by Witherford Watson Mann.

- Hanover (RIBA London Award 2023 and RIBA National Award 2023). Hanover is a new complex of five mixed-use buildings and new public realm. It is located in Mayfair on the west side of Hanover Square and sits above the new Elizabeth Line Bond Street station entrance. The scheme, designed by Lifschutz Davidson Sandilands, remodelled fifteen existing buildings into four new buildings which included an entrance to the station, residential units, gardens and retail and restaurant unit. It also involved the restoration a series of historic facades along New Bond Street and the refurbishment of the Grade II*-listed 20 Hanover Square, one of only two town houses from the original square.

- The Kit Kat Club at the Playhouse Theatre (RIBA London Award 2023 and RIBA National Award 2023). The Ambassador Theatre Group totally repurposed the Grade II-listed, Victorian, Playhouse Theatre in London's West End in order to stage a new, immersive production. They created a faux Weimar 1920s ambiance that completely conceals the 1885 building.

  Strand Aldwych (New London Awards 2023 - Public Spaces category). Strand is an important London east/west route and Aldwych is an early 20th century Parisian-style boulevard. Combined, they formed a heavily polluted four-lane gyratory. Two-way traffic was introduced on Aldwych and Strand reopened with new trees, lawns and views, communal dining, biodiverse planting, and rain gardens.

The city has also been recognised by Planning Awards:

- Ebury Bridge Estate (Planning Awards 2023 – Award for Planning for Affordable Housing). Redevelopment of the Ebury Bridge Estate forms a key part of Westminster City Council's plans to develop more council homes for social rent. The project, which is now under construction, aims to provide 781 new homes, of which 53% will be affordable. Income from home sales will subsidise delivery of new and refurbished affordable homes, alongside a community hub, nursery, fitness centre, and a high street with shops and cafés. The judges described a "good looking high-density scheme with a clever treatment of a challenging site".

Figure 28: Courtauld Connects, The Courtauld Institute of Art. Source: RIBA.

Figure 29: Hanover. Source: RIBA.

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. 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 that have been delivered during this AMR period:

- The delivery of the **Church Street Green Spine** Phase 1 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.

- 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 sqm of new public open space in central London. The scheme has removed a polluted four-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.

Figure 30: Church Street Green Spine Phase 1 completed in August 2022. Source: ChurchStreet.org

Figure 31: Strand Aldwych completed December 2022. Source: StrandAldwych.org

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:

- Work is underway in the **North Paddington Programme area** to deliver improvements to three key public spaces: Maida Hill Market, Queen's Park Canalside and Westbourne Green Canalside. These three projects form part of the GLA supported Good Growth Fund project. Maida Hill Market is currently on site and due for completion in June 2024. Final proposals for the two Canalside projects have been developed and technical design work is underway, both projects will be on site next year, commencing in the new year with repairs to the canal wall at Queen's Park.

  In addition, scoping has started on a range of other public realm focused projects in key priority areas identified within the North Paddington programme. Notably, this includes projects along the High Street where public engagement exploring local aspirations and project ideas is underway. In addition, work is focusing on the Grand Union Canal, where a canal strategy and design proposals for key Canalside sites will be developed, and other areas that have a particular bearing on the look and feel and amenity of the North Paddington neighbourhood such as around Westbourne Park and Royal Oak Stations.

- **Paddington** Public Realm Strategy document has been completed and published. It establishes an urban framework across 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. From this strategy, four projects were selected as priorities to be implemented in the coming years due to their potential impact in achieving the strategy objectives. This includes Warwick Avenue, Canalside (Rembrandt Gardens and Stone Wharf), Paddington Green / St Mary's Churchyard Gardens and Harrow Road Gyratory / Bishop's Bridge. All of these will have consultants appointed in 2023 to further develop feasibility and design stages in 2024. Potential delivery of schemes could start in 2025, dependant on consultation outcomes and allocation of resources for their delivery.

- 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 has a very rich historic environment with over 11,00 listed buildings and structures which contribute to the rich heritage of the city.

124-126 Horseferry Road (Channel Four Television London HQ) was added to the National Heritage List for England and was designated as a Grade II listed building. It's of both architectural and historic interest: an elegant work of the High-tech movement, displaying many of its key principles; an important British work by Richard Rogers Partnership; and the purpose-built headquarters of Channel 4, a key player in television broadcasting history.

Two lamp standards were also added to the list and were designated as Grade II assets. One to the south-west and the other at the south entrance of the Prince Alfred pub, Formosa Street. The lamps are very rare examples of cast-iron lamp standards with intricate relief detailing installed around 1898 as part of a pub remodelling scheme undertaken at the height of the late 19th century 'pub boom'.

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.

The latest register shows Church of St Clement Danes, Strand was added as a new entry in Category C. A recent inspection found serious problems with the stone, which is fractured and eroded. There are also problems with the lead roofs, which are beginning to fail.

Positively three entries were removed from the register. Church of St Mary Magdalene, Rowington Close and Snowdon Aviary London Zoo has both received grant aid. Whereas Church of St Marylebone, Marylebone Road was removed because it has been repaired.

Risk Priority	2020	2021	2022	2023
A - Immediate risk; no solution agreed	0	1	1	2
C - Slow decay; no solution agreed	7	7	8	8
D - Slow decay; solution agreed	9	9	5	4
F - Repair scheme in progress	4	3	7	5
Total	20	20	21	19

Table 7: Heritage at Risk. Source: Historic England (2023)

The Planning Enforcement team issues Section 215 notices when land or buildings are in a poor condition and negatively impact the amenity of the area. The notices seek improvements to be made. During the AMR period nine notices were issued.

Designated heritage assets are awarded the highest level of protection and include listed buildings, conservation areas, archaeological sites and registered historic parks and gardens.

Similarly, listed building enforcement notices seek remedial action of unauthorised works to a listed building. Either the building has to be brought back to its former state or the impact of unauthorised works has to be alleviated. During this AMR period, 48 listed building 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 inscribed 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. Progress has been made on the management plan with an initial draft in place. The most recent State of Conservation report for Westminster was considered by the World Heritage Committee in 2023 and noted progress in a number of areas, including City Plan policy and the Management Plan, requesting a further update in 2024.

13 Conclusion

This Authority Monitoring Report (AMR) reports on the planning data and information for the financial year 2022/23.

This period sees a strong continuation of high-quality sustainable design and development through BREEAM certification, living walls and roofs and, renewable technologies. There has been an improvement in the overall delivery of housing compared to the last period and policies are protecting the loss of Class E floorspace in commercial areas. Whilst play space increased, public house and social/community floorspaces both saw decreases during this period.

It's important to recognise that planning permissions granted in the previous development scheme are still being implemented and therefore their impact is still being felt.

The partial review of the City Plan is ongoing and will seek to increase the delivery of affordable housing and address the climate emergency though the new retrofit-first policy.

We continue to work closely with our partners and communities in order to deliver a Fairer Westminster.

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.