

City Plan 2040

Shaping the Future City



This is a visual representation of the Main and Additional Modifications and it is for reference purposes only.

The proposed additions are recorded by underlined text and deletions are recorded through strikethrough.

The Main Modifications are changed in red text and the Additional Modifications are changed in blue text.

Foreword

The City of London is like nowhere else on Earth. A global economic powerhouse, and an ancient city. A centre of collaboration and innovation for the hundreds of thousands of people who work here every day. A destination for visitors and tourists who come to experience our unparalleled culture and heritage. A unique place to live – right in the heart of the capital. A place where the architecture of centuries past sits cheek-by-jowl with modern skyscrapers, creating a thrilling juxtaposition of form and function and a skyline that is recognisable the world over – telling the history of this great capital city in microcosm.

The great paradox of the City – of all truly successful cities – is that to remain successful it has needed to adapt, to change and to grow. The City of today has enormous strengths but, like all places, it faces challenges. The City Plan 2040 will help to shape the City's built environment in ways that rise to these challenges and make the most of our strengths.

We need to continue creating the workplaces and the infrastructure that will attract businesses to the Square Mile, which play such an important role in powering economic growth, innovation and investment, and providing unrivalled employment opportunities – not just for the City, but for London and for the nation as a whole.

It is people that bring the Square Mile to life, so we need to ensure the City's public spaces, our amenities

and experiences create a place that City workers look forward to coming to. Everyone – whether they work here, live here, or are visiting the Square Mile – should feel safe, comfortable and welcome. To remain a beacon of success throughout the 21st century, the Square Mile needs to be a place that is inclusive of all communities, celebrating diversity and welcoming everyone whatever their background, and remain a healthy place for people to spend time.

We need to realise our vision for Destination City – attracting greater numbers and a more diverse range of visitors to the City, transforming the leisure and cultural offer of the Square Mile to create unique experiences that simply cannot be found elsewhere, and ensuring the Square Mile becomes a vibrant destination 7 days a week and into the evenings.

And we need to act quickly and with responsibility if we are to ensure the City continues to thrive in the face of our changing climate – addressing head on the carbon emitted by the built environment and creating a City that can adapt to extreme weather, flooding and other climate challenges. The City is serviced by unrivalled public transport, making it a sustainable place to accommodate growth; but given the dense nature of the Square Mile we need to ensure our streets and public realm are focussed on delivering space for people walking, cycling, wheeling and spending time. The City will become greener and more biodiverse, bringing more of the many benefits of nature into the Square Mile.

The City's neighbourhoods are bursting with unique character. We need to ensure – as the City grows and changes – that the heritage of our neighbourhoods is celebrated and that new development brings new opportunities for everyone to enjoy the City. Our Key Areas of Change will see transformational improvements, revealing and celebrating the best of their character while realising their potential as places.

The City of tomorrow will be shaped by many people, groups and organisations – as has this City Plan. It sets out our vision for a Square Mile that is economically, socially, and environmentally sustainable; a City that becomes ever more vibrant and competitive; a place that welcomes everyone; a place that – as it changes – continues to be utterly, thrillingly unique.

Tom Sleigh
Chairman of
the Planning &
Transportation
Committee



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AM1

1 Vision and Strategic Priorities



AM1

1 Vision and Strategic Priorities

MM1 **By 2040 the City of London will have become:**

1. **A stronger, more vibrant and competitive economy.** The City of London has strengthened its position as a key driver of the UK economy by adding over 1.2 million square metres (NIA) of new office space, concentrated in two distinct tall building clusters at Fleet Valley and the City Cluster. This vibrant environment, with its efficient and interconnected supply chains, has attracted a more diverse mix of businesses, making the City of London an unparalleled place to work and conduct business.
2. **A 7-day-a-week destination.** The city's world-renowned heritage is now complemented by new cultural attractions like the London Museum. Viewing galleries offer unique perspectives of the capital, drawing visitors from across London, the UK, and beyond on every day of the week. These visitors stay longer to enjoy the wide array of leisure activities that have emerged to support the new cultural facilities. Local communities benefit from the increased diversity and availability of these offerings, making the city a safer and more engaging place to explore and learn.
3. **A more sustainable city-** The city has achieved its net zero aspirations and continues to lead in London's climate change adaptation and mitigation efforts. It champions low-carbon infrastructure and technologies. The sustainability credentials of new and repurposed business spaces, along with a visibly greener and more biodiverse environment, attract visitors and investors.

4. **A more inclusive and healthier city-** the city has been shaped by and for all of its communities, including those that live, work, visit, study or worship in the City, with physical and environmental enhancements making it more welcoming, safe, and inclusive for everyone. These improvements celebrate diversity and promote a healthy environment. Excellent public transport and increased opportunities for walking, cycling, and wheeling make the city more accessible and open to all.
5. **A place where heritage and positive change are celebrated-** the city has been reshaped for its communities, blending historic character seamlessly with modern, high-quality developments. It features new high quality public spaces and newly revitalised focal points for the city, creating a more harmonious urban landscape.



AM1

1 Vision and Strategic Priorities



1.1.0 The City Plan 2040 is the Local Plan for the City of London. It is a plan for the development of the Square Mile, setting out what type of development the City Corporation expects to take place and where. The City Plan has been prepared to be in general conformity with the London Plan in a way that reflects the specific circumstances of the City. The City Plan sets out the City Corporation’s strategic priorities for planning the Square Mile; [The strategic priorities form the Vision for the City over the plan period to 2040 and set a framework for the Strategic Policies and other policies under each chapter.](#) Together with policies that they will guide decisions on planning applications.

AM1

AM2 1.1.1 ~~To help realise our vision for the Square Mile, the City Plan 2040 sets out strategic priorities that underpin the policies in the Plan.~~ These priorities have been informed by stakeholders, national and London-wide policy, and the strategies of the City Corporation and other partners.

AM3 1.1.2 As set out in [paragraph 8 of](#) the National Planning Policy Framework (NPPF), achieving sustainable development means that the planning system has three overarching objectives – an economic, a social and an environmental objective. The strategic priorities have been grouped accordingly, though many priorities will have benefits for more than one of the three sustainable development objectives.

Insert additional diagram showing the relationships between the Vision, the Strategic Priorities, the Spatial Strategy, the Strategic and other policies

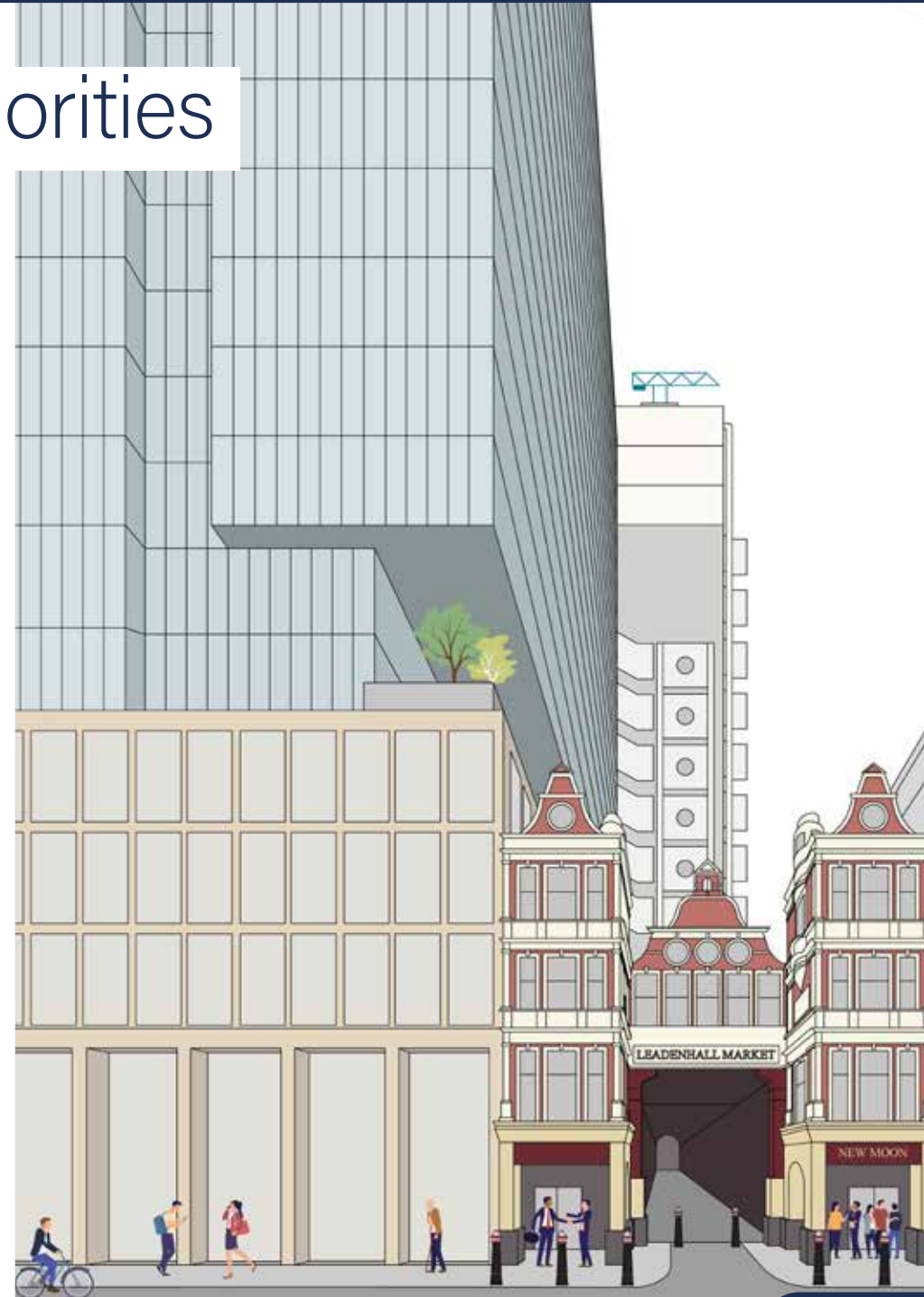
AM1

1 Vision and Strategic Priorities

1.2 Economic objective

- ▶ Delivering sustainable economic growth, including a minimum of 1.2 million sqm [NIA \(1.6 million GIA\)](#) net additional office floorspace by 2040
- ▶ Ensuring new and refurbished office space meets the environmental, social and governance (ESG) priorities of occupiers and their workforces
- ▶ Providing flexible and adaptable workspace that meets the needs of different sectors and business sizes, supporting specialist business clusters and promoting a range of complementary uses including education
- ▶ Creating a more vibrant and diverse retail economy
- ▶ Enhancing the City's evening and weekend economies
- ▶ Creating new and enhanced culture, leisure and visitor attractions
- ▶ Delivering the accommodation, facilities, attractions and infrastructure required for a leading destination
- ▶ Ensuring development plays a significant role in enhancing the life of the Square Mile and the capital as a whole, both through the uses and design of development and through appropriate planning contributions
- ▶ Helping to facilitate the infrastructure requirements of the Square Mile

AM4



AM1

1 Vision and Strategic Priorities

1.3 Social objective

- ▶ Delivering new, inclusive open spaces and enhancing the City's public realm for everyone
- ▶ Enhancing the City's riverside for everyone through the delivery of new and improved public realm and greater vibrancy
- ▶ Enhancing and transforming seven Key Areas of Change where significant change is expected and providing a policy framework to guide sustainable change in those areas
- ▶ Engaging with the City's communities including workers and residents and other stakeholders
- ▶ Creating a more inclusive, healthier, and safer City for everyone
- ▶ Delivering additional homes within the Square Mile and on City Corporation estates and other appropriate sites outside the City
- ▶ Enhancing the City's social infrastructure and creating new sports and recreation opportunities across the Square Mile



AM1

1 Vision and Strategic Priorities

1.4 Environmental objective

- ▶ Ensuring that the City is environmentally sustainable and transitions to a net zero carbon City by 2040, taking a 'retrofit first' approach to development
- ▶ Delivering urban greening and greater biodiversity
- ▶ Celebrating, protecting and enhancing the City's unique heritage assets
- ▶ Enhancing the City's distinctive and iconic skyline while preserving strategic views of St Paul's Cathedral and the Tower of London World Heritage Site
- ▶ Ensuring exemplary design of development
- ▶ Promoting greater use of the River Thames for passenger and freight transport, increased enjoyment of the City's riverside and improvements to flood defences
- ▶ Ensuring development and infrastructure help transform the City's streets, creating attractive and accessible places to walk, wheel, cycle and spend time, and enabling sustainable transport and active travel.



2 Spatial Strategy



2 Spatial Strategy

AM5

- 2.1 Many aspects of the City Plan have a spatial element. Different approaches to development and growth need to be taken in different parts of the City to ensure a sustainable pattern of development is delivered, and to bring forward development in a way that enhances the unique character of the Square Mile. This spatial strategy (Figure 1) sets out an overview for how that will be achieved.
- 2.2 All parts of the Square Mile will continue to see growth and development over the lifetime of the City Plan. However, some areas – identified in this plan as Key Areas of Change (KAOC) – will see either a greater proportion of net additional floorspace than other parts of the City, or will undergo more significant change to their built form. Priorities for each KAO C are set out in Section 14.
- 2.3 Net additional office floorspace will primarily be delivered in the City Cluster KAO C, supplemented by floorspace in the Fleet Street and Ludgate KAO C and Liverpool Street KAO C. Office growth will be encouraged in all parts of the Square Mile.
- 2.4 Additional housing will be focussed in and around the identified residential areas, with consideration given to student housing in other suitable areas.
- 2.5 Demand for retail growth is likely to be focussed in the four principal shopping centres (PSC) of Moorgate and Liverpool Street; Leadenhall Market; Cheapside; and Fleet Street. Priorities for each area are set out in Section 6. Active frontages, with uses that are suitable for their context, will be delivered in all parts of the Square Mile, bringing vibrancy to the City and meeting the needs of people who live and work here and those who visit the area.
- 2.6 Focal areas for culture have been identified in the Cultural Planning Framework (CPF), informed by the existing cultural character of different parts of the City and the potential for each area to contribute to the ongoing transformation of the City into a vibrant destination.
- 2.7 New hotels will be encouraged in suitable locations across the City, particularly in places near to transport hubs and where there is good access to visitor destinations in and outside the City.
- 2.8 Streets will be planned to facilitate world-class connections and reinforce a Square Mile that is inclusive and accessible to all, as envisaged in the City Corporation's Transport Strategy.
- 2.9 Green corridors will link up the City's Sites of Importance for Nature Conservation (SINCs), with development complementing and (where appropriate) contributing to wider environmental enhancements along the routes.

2 Spatial Strategy

MM3

- 2.10 The Thames Riverside will play an enhanced role for the City, providing more opportunities for leisure, culture and recreation, with improved greening, biodiversity and connectivity.
- 2.11 Designated strategic and local views will inform development, with tall buildings focused in the City Cluster, **and** the Fleet Valley, **and the Broadgate tall building site**, which are identified as areas suitable for tall buildings.
- 2.12 The unique character of different parts of the City, including the area's rich heritage (which includes nearly 600 listed buildings, 27 conservation areas, 48 scheduled ancient monuments and five historic parks and gardens) will be celebrated, protected and enhanced, and help to shape new development in the Square Mile.

600
Listed Buildings

5

Historic Parks & Gardens

27

Conservation Areas

48

Scheduled Ancient Monuments

2 Spatial Strategy

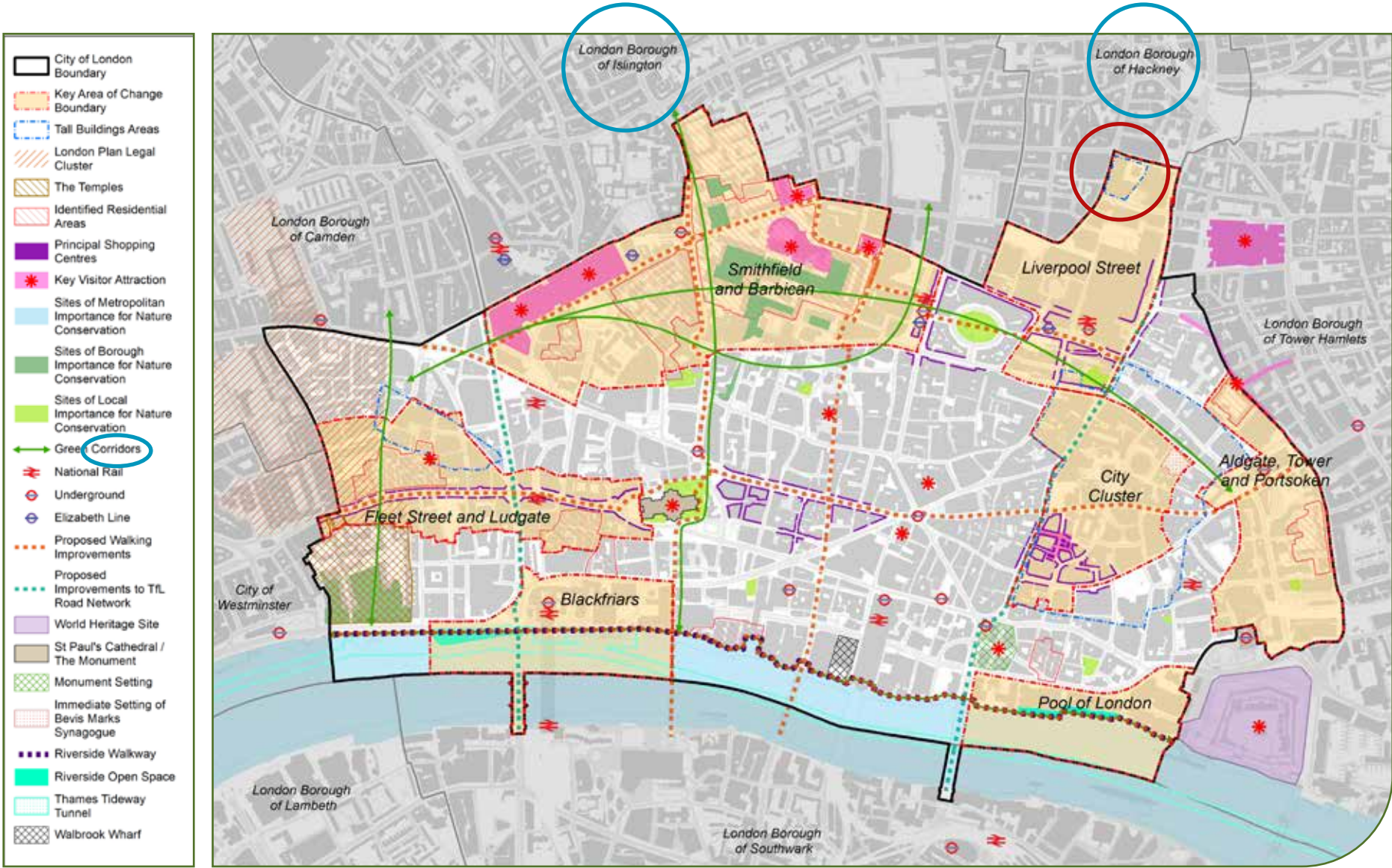


Figure 1: Key Diagram

MM2 *Change to include new Broadgate Tall Building Site on Key Diagram*
 AM6 *Green Corridors Links- Add reference to LB Hackney and Islington.*

3 Health, Inclusion & Safety

Strategic Policy S1: Healthy and Inclusive City

The City Corporation will work with a range of partners to create a healthy and inclusive environment, promote social and economic inclusivity and enable all communities to access a wide range of health, employment, education, recreation, sport and leisure opportunities, by:

1. Implementing the principles of the City of London Corporation Joint Health and Wellbeing Strategy;
2. Ensuring that the construction, design, use and management of buildings, streets and the public realm helps to protect and improve the health of all the City's communities;
3. Requiring Health Impact Assessments (HIAs) of different levels depending on the scale and impact of the proposed development;
4. Requiring the design and management of buildings, streets and spaces to provide for the access requirements of all the City's communities, including disabled people, older people and people with young children;
5. Requiring inclusive design and management of buildings, streets and public spaces to provide for the requirements of all the City's communities;
6. Expecting developers and development to:
 - a. engage with neighbours before and during construction to minimise adverse impacts;
 - b. promote healthy buildings and the use of relevant standards that measure health and wellbeing in buildings;
 - c. improve local air quality, particularly nitrogen dioxide and particulates PM10 and PM2.5;
 - d. respect the City's quieter places and spaces;
 - e. limit unnecessary light spillage and 'sky glow';
 - f. address land contamination, ensuring development does not result in contaminated land or pollution of the water environment;
7. Protecting and enhancing existing public health and educational facilities, including St Bartholomew's Hospital and existing schools and higher education providers within the Square Mile, working in partnership with neighbouring boroughs to deliver accessible additional educational and health facilities in appropriate locations;
8. Encouraging the further provision of both public and private health facilities. Conditions may be attached to permissions for public healthcare facilities to ensure their future retention;
9. Promoting opportunities for training and skills development to improve access to employment, particularly for City residents and those in neighbouring boroughs;
10. Supporting facilities for the provision and improvement of social and educational services through the City's libraries;
11. Supporting nursery provision and additional childcare facilities;

3 Health, Inclusion & Safety

12. Protecting and enhancing existing community facilities, allowing for relocation where justified, and providing new facilities where required; and
13. Protecting and enhancing existing sport, play space and recreation facilities and encouraging the provision of further publicly accessible facilities, within major developments and public realm improvements, in line with the aims of the City Corporation's Sports Strategy.

Reason for the policy

- 3.1.0 The City Corporation's Joint Health and Wellbeing Strategy considers three distinct populations with different needs and health issues: residents, workers and rough sleepers. Using data from the City and Hackney Joint Strategic Needs Assessment, it identifies five priorities for health and wellbeing in the City:
- ▶ Good mental health for all;
 - ▶ A healthy urban environment;
 - ▶ Effective health and social care integration;
 - ▶ All children have the best start in life; and
 - ▶ Promoting healthy behaviours.

- 3.1.1 The Local Plan has a particular role in delivering a healthy urban environment, as it can address issues such as poor air quality; relatively high levels of noise; a lack of green space, community space and space to exercise; some overcrowding of the housing stock; and road safety.
- 3.1.2 The City's population differs from other areas in that the daytime population is dominated by workers, with residents forming a small but important community. The number of City employees and residents is forecast to increase during the Plan period, placing additional demands on the provision of health, education and social services to the working and resident populations. City workers may find it difficult to access health services where they live due to their working hours and the provision of additional clinics and pharmacy services in the Square Mile could play an important role in addressing their health needs.

3 Health, Inclusion & Safety

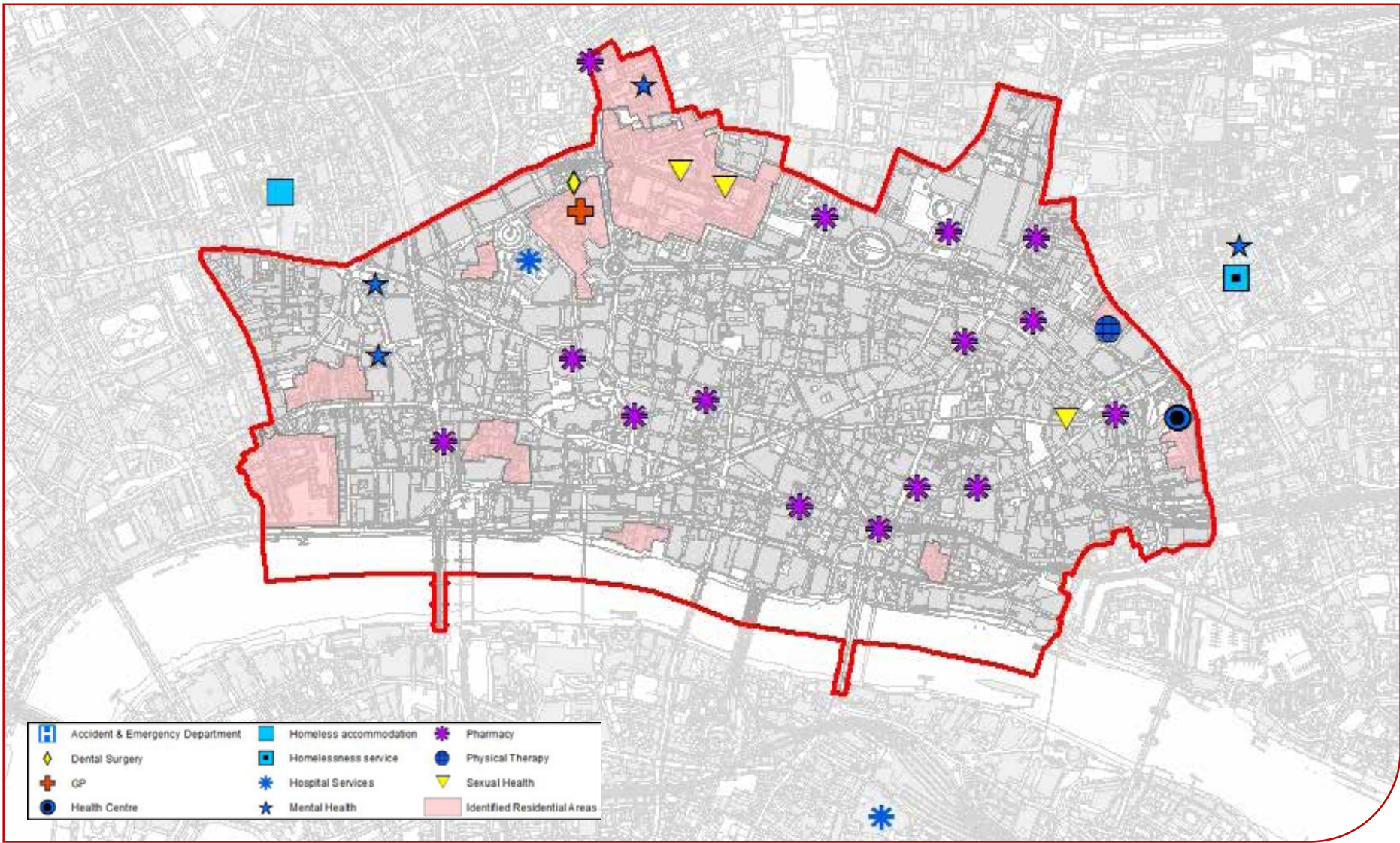


Figure 2: Health facilities in and adjoining the City

3 Health, Inclusion & Safety

- AM11 3.1.3 The small permanent residential population in the City means that it is often not economic to deliver effective services for City residents from locations within the City. The City Corporation therefore works jointly with neighbouring boroughs and service providers to ensure that cost effective services can be provided. The City Corporation will work with the [City and Hackney North East London](#) Integrated Care Board and other NHS and community organisations to regularly assess the need for health and social care facilities locally and sub-regionally.
- 3.1.4 The City is intensively occupied with large numbers of people working in office buildings in close proximity. Many City employees work long hours and access leisure, medical and entertainment opportunities within or close to their place of employment. Research suggests that a poor working environment can have a negative impact on the health of workers, and consequently their productivity. It is therefore important that buildings are designed to promote the health and wellbeing of everyone.
- AM12 3.1.5 [The City's many churches other faith communities and their buildings, including Bevis Marks Synagogue, make a highly significant contribution to the life of the City and its built environment. The churches and places of worship play an important social, faith, community and civic role, throughout the week. The church buildings and synagogue are a significant part of the architectural and historic character of the Square Mile, are visitor destinations that provide cultural experiences, as well as providing many of the City's open spaces.](#)
- 3.1.6 Advances in technology and an awareness of how office environments can impact people's mental and physical health has highlighted the importance of striving to create a healthy City environment. A sense of community inclusion and belonging is important for both physical

and mental health. People who live in cohesive communities with a wide range of employment opportunities, services, infrastructure and low crime are less likely to suffer poor health. The City Corporation established the Business Healthy programme in 2017 to support businesses to promote the health and wellbeing of their employees.

AM13 3.1.7

Outdoor spaces and the public, [including churchyards](#) realm provide places for relaxation, amenity, [well-being](#) and leisure. The location and nature of the City means that perceptions of tranquillity and quieter areas are often based on the relative noise levels of an area compared to its surroundings, rather than absolute noise levels. The City Corporation's Noise Strategy 2016-2026 supports the creation of tranquil areas in the City and promotes awareness of the importance of protecting and enhancing these locations where possible. Examples of quieter areas in the City are open spaces, parts of the Riverside Walk, churchyards and housing estates. Research on traffic noise has found that long-term exposure to noise above a certain level can have negative impacts on physical and mental health. It is therefore important to protect the relative tranquillity of some of the City's open spaces to confer benefits to health and wellbeing by providing places of respite from the City's generally high ambient noise levels, and assisting in the restoration and recovery from sensory overload.

3.1.8

The City is a relatively affluent area and is the third least deprived local authority area in London. However, disparities exist. While the Barbican is amongst the 20% least deprived residential areas in England, Mansell Street and Petticoat Lane areas are amongst the 40% most deprived. The Local Plan can play a part in tackling such disparities, for instance by securing training and skills programmes through planning obligations associated with major development schemes.

3 Health, Inclusion & Safety

Policy HL1: Inclusive buildings and spaces

1. Buildings, open spaces and streets must meet the highest standards of accessibility and inclusive design, ensuring that the City of London is:
2. Inclusive, welcoming and safe for all, regardless of age, disability, gender reassignment, marriage and civil partnership, race, religion or belief, sex and sexual orientation. Major applications should develop and submit equality impact assessments, demonstrating how this will be achieved;
3. Convenient and welcoming with no disabling barriers, ensuring that everyone can experience independence without undue effort, separation or special treatment;
4. Responsive to the requirements of all users who visit, work or live in the City, whilst recognising that one solution might not work for all;
5. A place that promotes equity, diversity and social inclusion in the design and use of buildings and public spaces, including through the provision of spaces that are free to access.



3 Health, Inclusion & Safety

Reason for the policy

- 3.2.0 An inclusive environment is one that recognises that everyone benefits from improved accessibility including disabled people, older people, families with children, carers, people with temporary medical conditions or impaired mobility and non-disabled people. The built environment needs to be safe, accessible and convenient to improve the quality of life for all City users. Despite progress in building a more accessible City, some people still experience considerable barriers to living independent and dignified lives as a result of the way the built environment is designed, built and managed. The outcome of embracing inclusive design should be a City where people want to live, work and visit and which feels open and welcoming to people from different backgrounds.
- 3.2.1 Under the public sector equality duty, local authorities are required to have regard to the objectives of eliminating discrimination, harassment and victimisation; to advance equality of opportunity between persons who share a relevant protected characteristic and those who do not; and foster good relations between persons who share a relevant protected characteristic and those who do not.

How the policy works

- 3.2.2 Developers will be required to submit Design and Access Statements which demonstrate a commitment to inclusive design and the promotion of equity, diversity and social inclusion. Applicants should engage with relevant user groups, including health and social care providers, at early stages to inform their approach. Such engagement should take place before the detailed design stage prior to submission of an application to ensure maximum effectiveness and inclusive design within the building and in the surrounding public realm. Design and Access Statements must include details both on how best practice standards have been complied with and how inclusion will be maintained and managed throughout the lifetime of the building.
- 3.2.3 Applicants should submit Equality Impact Assessments (EIAs) for major developments to ensure the needs of people belonging to groups with protected characteristics are met, and demonstrating how the development would promote equality, diversity and inclusion.

3 Health, Inclusion & Safety

Policy HL2: Air quality

- MM4
1. Developers will be required to effectively manage ~~the~~ their proposal's impact ~~of their proposals~~ on air quality. Major developments must comply with the requirements of the Air Quality SPD ~~for which~~ includes requirements for Air Quality Neutral Assessments and Air Quality Impact Assessments (AQIAs);
 2. Development that would result in a worsening of the City's nitrogen dioxide or PM10 and PM2.5 pollution levels will be strongly resisted;
 3. All developments must be at least Air Quality Neutral. Developments subject to an EIA should adopt an air quality positive approach. Major developments must maximise credits for the pollution section of the Building Research Establishment Environmental Assessment Method (BREEAM) assessment relating to on-site emissions of oxides of nitrogen (NOx);
 4. Developers will be expected to install non-combustion energy technology where available;
 5. A detailed AQIA will be required for combustion based low carbon technologies (e.g. biomass, combined heat and power), and any necessary mitigation must be approved by the City Corporation;
 6. Developments that include uses that are more vulnerable to air pollution, such as schools, nurseries, medical facilities and residential development, will be refused if the occupants would be exposed to poor air quality. Developments will need to ensure acceptable air quality through appropriate design, layout, landscaping and technological solutions;

7. Construction and deconstruction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts to the fullest extent possible. Impacts from these activities must be addressed within submitted AQIAs. All developments should comply with the requirements of the London Low Emission Zone for Non Road Mobile Machinery;
8. Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should terminate above the roof height of the tallest part of the development to ensure maximum dispersion of pollutants and be at least 3 metres away from any publicly accessible roof spaces.

Reason for the policy

- AM7
- 3.3.0 Due to its location at the heart of London and the density of development, the City of London has historically experienced high levels of air pollution. Poor air quality can harm human health, particularly for young people while their lungs are developing, and increase the incidence of cardiovascular and lung disease. The City, in common with all central London, has been declared an Air Quality Management Area; and has been implementing actions to improve air quality through its Air Quality Strategies, due to national health-based objectives for the pollutants nitrogen dioxide (NO₂) and small particles (PM₁₀) not being met. National targets for PM_{2.5} are also not met.

3 Health, Inclusion & Safety

AM8

3.3.1 The City Corporation is working with a wide range of organisations to address this problem and levels of NO₂ are falling, although the health-based limits are still not met everywhere in the Square Mile. The City Corporation’s Air Quality Strategy aims to ensure that air quality in over 90% of the Square Mile meets [an annual average of 30µg/m³ NO₂ by 2030, the health-based Limit Values and World Health Organisation \(WHO\) Guidelines for NO₂ by the beginning of 2025. Limits set for particulate matter \(PM₁₀\) are generally met although the national target for PM_{2.5} is not met anywhere in the City. The Air Quality Strategy aims to support the Mayor of London to meet the tighter WHO Guidelines for PM₁₀ and PM_{2.5} by 2030. The City Corporation works with a wide range of organisations to improve air quality. Although air quality has been improving, it remains at a level that still impacts on health. The City Corporation’s 2025 to 2030 Air Quality Strategy sets a pathway to achieving the 2021 World Health Organisation Air Quality Guidelines for nitrogen dioxide\(NO₂\), and particulate matter PM₁₀ and PM_{2.5}.](#)

3.3.2 The City Corporation’s Transport Strategy contains proposals to reduce air pollution associated with road traffic in the Square Mile. While the main source of pollutants in the City has historically been road transport, buildings now account for over half of NO_x emissions arising in the City. Tackling poor air quality requires a broad range of actions, including reducing traffic congestion and supporting low emission vehicles, reducing emissions associated with combustion-based heating and cooling systems, and limiting emissions linked with demolition and construction. The addition of green space and planting on and around buildings and within the public realm can help to trap particulate pollution.

How the policy works

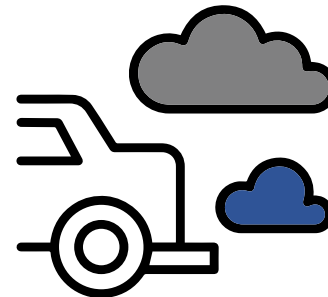
3.3.3 The City Corporation’s Air Quality Strategy provides detailed information on the air quality issues facing the City and actions being pursued by

the City Corporation and a range of partners to improve air quality. The Air Quality SPD sets out specific guidance for developers on the City Corporation’s requirements for reducing air pollution from developments within the Square Mile. The City Corporation’s Code of Practice for Deconstruction and Construction Sites and the Mayor’s Control of Dust and Emissions during Construction and Demolition SPG provide guidance on procedures to be adopted to minimise the impacts of demolition and construction activities on air quality.

3.3.4 Developers will be required to manage the impact of their proposals on air quality, which should, as a minimum, be air quality neutral. Large-scale developments that are subject to EIA procedures should, in particular, propose methods of delivering an air quality positive approach which results in improvements to the City’s air quality.

3.3.5 Developers are expected to fully explore the use of non-combustion generators, though it is recognised that there are currently limited options for non-combustion generators. In the short term, alternatives to using diesel as a fuel for generators may be acceptable where non-combustion options are not available. Technological advances during the life of the Plan will create more opportunities to install non-combustion generators.

AM9



90% of the Square Mile to meet WHO air quality guidelines for NO₂ by 2025

[90% of the Square Mile to meet an annual average of 30µg/m³ for NO₂ by 2030.](#)

3 Health, Inclusion & Safety

Policy HL3: Noise

AM10

1. A noise assessment will be required [where noise sensitive uses may be impacted there may be an impact on noise-sensitive uses](#). The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect nearby land uses, particularly noise-sensitive land uses such as housing, hospitals, schools, nurseries, [places of worship](#) and quiet open spaces, [including churchyards](#). New noise-generating development should include suitable mitigation measures such as noise attenuation or restrictions on operating hours.
2. Any potential noise pollution conflict between existing activities and new development should be minimised, in line with the 'agent of change' principle.
3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance near development. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.
4. Opportunities will be sought to incorporate improvements to the acoustic environment within major development.
5. When bringing forward major development proposals, developers should explore opportunities to enhance the existing acoustic environment.



3 Health, Inclusion & Safety

Reason for the policy

- 3.4.0 The City has a complex, densely developed and intensively used built environment in which space is at a premium and where multiple activities occur in very close proximity. Therefore, the effective management of noise impacts applies to both development that introduces new sources of noise pollution and development that is sensitive to noise.
- 3.4.1 The main noise and vibration sources related to new developments in the City are:
- ▶ Construction and demolition work and associated activities, such as piling, heavy goods vehicle movements and street works;
 - ▶ Building services plant and equipment, such as ventilation fans, air-conditioning and emergency generators;
 - ▶ Leisure facilities and licensed premises, involving noise from people and amplified music; and
 - ▶ Servicing activities such as deliveries, window cleaning and building maintenance.
- 3.4.2 Noise sensitive uses and developments in the City include residential developments, hotels and serviced apartments, health facilities, schools and childcare provision, [places of worship](#), and certain open spaces, [including churchyards](#).
- 3.4.3 Planning and licensing regimes operate under separate legislative and regulatory frameworks. The City Corporation will ensure that, as far as is possible, a complementary approach is taken between planning and licensing to enable consistency of advice and decision making.

AM14

How the policy works

- 3.4.4 The City of London Noise Strategy 2016-2026 sets out the strategic approach to noise in the City and the City Corporation's Code of Practice for Deconstruction and Construction Sites provides guidance on procedures to be adopted to minimise the noise and vibration impacts of development. The use of planning conditions or obligations will be considered where this could successfully moderate adverse effects, for example, by limiting hours of operation.
- 3.4.5 Some major developments may have the potential to enhance the City's acoustic environment, for instance by incorporating water features that can aid relaxation, help to mitigate sensory overload and help to mask traffic noise. More information about this can be found in the City Corporation's Noise Strategy.
- 3.4.6 For noise sensitive developments, confirmation will be sought of appropriate acoustic standards at the design stage. The City Corporation will apply the 'agent of change' principle, meaning that the responsibility for mitigating the impact of noise will fall on the new development.

3 Health, Inclusion & Safety

Policy HL4: Contaminated land and water quality

Where development involves ground works or the creation of open spaces, developers will be expected to carry out a detailed site investigation to establish whether the site is contaminated and to determine the potential for pollution of the water environment or harm to human health and non human receptors. Suitable mitigation must be identified to remediate any contaminated land and prevent potential adverse impacts of the development on human and non human receptors, land or water quality.

Reason for the policy

3.5.0 When a site is developed, and ground conditions change, there is potential for contaminants to be mobilised, increasing the risk of harm. Site investigation should establish whether the proposed use is compatible with the land condition. The term “non-human receptors” encompasses buildings and other property, or ecological systems and habitats, which may be harmed as a result of contaminated land or water.

How the policy works

3.5.1 Pre-application discussions will be used to identify the particular issues related to environmental protection that are relevant to each development site. The City Corporation has published a Contaminated Land Strategy and a Contaminated Land Inspection Strategy, which provide details of the issues likely to be encountered in different parts of the City and should be used for reference by developers.

3 Health, Inclusion & Safety

Policy HL5: Location and protection of social and community facilities

1. Existing social and community facilities will be protected in situ unless:
 - a. Replacement facilities of at least equivalent quality, quantity and accessibility are provided on site or within the vicinity which meet existing and predicted future needs for this type of facility; or
 - b. Necessary services can be delivered from other facilities without leading to, or increasing, any shortfall in provision, and with equivalent or improved accessibility for relevant user groups; or
 - c. It has been demonstrated through active marketing, at reasonable terms for public, social and community floorspace, that there is no demand for the existing facility or another social or community use on the site.
2. The development of new social and community facilities should provide flexible, multi use spaces suitable for a range of different uses and will be permitted:
 - a. In locations which are convenient to the communities they serve;
 - b. In or near identified residential areas, providing their amenity is safeguarded; and
 - c. As part of major mixed use developments, subject to an assessment of the scale, character, location and impact of the proposal on existing facilities and neighbouring uses.
3. Developments that result in additional need for social and community facilities will be required to provide the necessary facilities or contribute towards enhancing existing facilities to enable them to meet identified need.

3 Health, Inclusion & Safety

Reason for the policy

3.8.0 There has been an increase in sport and recreational facilities in the City in recent years, with much of the increase resulting from additional private gym facilities, including those within office developments and some hotels. While this is welcome, many facilities charge substantial fees and are not available to those seeking more informal, occasional and cheaper sport and leisure opportunities. By supporting new facilities, and creating a network of facilities across the Square Mile, the City can encourage healthier and more active lifestyles for all. Demand for such facilities is likely to increase due to the rapid growth in the working population and as the City becomes more of a destination for visitors.

How the policy works

MM6 3.8.1 The City Corporation will protect existing **public** sports and recreation facilities in situ, where there is a need, and encourage the provision of new public and private facilities that meet Sport England's Active Design principles. Where in situ provision is not feasible, services should be delivered from other facilities without reducing the level of provision. However, any proposals involving the loss of **public** sport and recreational facilities must be accompanied by evidence of a lack of need for those facilities. Current **public** facilities and uses should be retained where a continuing need exists. However, the loss of private facilities may be acceptable in certain circumstances to allow suitable responses to market demand and effective business planning. If this is not feasible, preference will be given to a similar type of sport and recreational use in the first instance. Where new outdoor facilities are created, priority will be given to those that provide opportunities for recreation that are free or available at low cost. Consideration should be given to locating outdoor exercise facilities for adults and children's play equipment near each other, where appropriate.

3 Health, Inclusion & Safety

Reason for the policy

- 3.9.0 Play is essential for the healthy development of children and takes place in both formal and informal spaces. Formal play spaces include areas specifically designed and designated for play. As the City increasingly becomes a destination for a wider range of visitors, including families, children and young people, there will be increased demand for play spaces that are free of charge, well designed, inclusive and accessible. These are likely to be focussed in areas near to leisure destinations such as the new Museum of London in Smithfield and along the Thames Riverside. Play near and within residential areas is also an important component of ensuring communities can be active and healthy and have fun near where they live.

How the policy works

- 3.9.1 The high rate of development in the City and the creation of new, and improvement of existing, public realm creates opportunities for informal play spaces in the City, which are not designated solely for that purpose but contain features that can be used for imaginative play. These spaces would also benefit the increasing numbers of children who visit the City.
- 3.9.2 Public realm improvements and the creation of new open spaces should be designed imaginatively to serve the needs of all the City's communities but also offer informal play opportunities. Children and young people are diverse in their experiences of the world and have different ways that they want to play and hang out in social spaces. The design of play space should be informed by these differences and children and young people should be involved in helping to design them. Where the opportunity arises, the City Corporation will enable appropriate sensory play areas in the City for disabled children, young people and adults and those with special educational needs and disabilities.

4 Housing

Reason for the policy

4.7.0 The City of London is primarily a commercial office centre. There is a small stock of permanent residential properties, and this stock needs to be maintained and increased to ensure that the City can continue to meet its assessed housing need. Loss of residential accommodation to short-term letting would reduce the overall stock of permanent housing and the City's ability to meet its housing need. At the same time, there is some demand for residential accommodation that can be let on a short-term basis to provide for the needs of the City's business community, particularly for visiting workers. Such short-term accommodation has a role to play but should not be mixed with permanent residential accommodation as it can impact the amenity of neighbours.

How the policy works

- 4.7.1 Under the Deregulation Act 2015, short-term letting for less than 90 days in a calendar year of domestic premises liable for council tax does not require planning permission. Letting for periods of more than 90 days in a calendar year would require permission.
- 4.7.2 Short term residential lets of more than 90 days in a calendar year within domestic premises will not normally be permitted as they would reduce the stock of permanent housing in the City, possibly jeopardise housing delivery targets, and adversely impacting on the amenity of existing residents.
- 4.7.3 Change of use of short term residential letting accommodation to permanent dwellings will normally be permitted where housing and amenity standards are met and the location accords with Policy HS1.
- 4.7.4 Where short term lets are proposed, the units should be contained in a separate block that is designed and managed for this purpose rather than forming part of a mixed block of short term and permanent residential units or short term residential lets and commercial activities.
- 4.7.5 The requirement for the provision of affordable housing in Policy S3 applies to the commercial provision of self-contained short let residential accommodation.

4 Housing

Policy HS6: Student accommodation and hostels

1. Proposals for new Purpose-Built Student Accommodation (PBSA) and hostels should support the City of London's primary business function and the vibrancy of the Square Mile. They will only be permitted where:
 - a. They would meet high standards of design and amenity for occupants;
 - b. There are appropriate amenities for occupants in the local area;
 - c. They are well connected to relevant further or higher education institutions;
 - d. They would not prejudice the primary business function of the City, or result in the loss of suitably located and viable office floorspace, contrary to Policy OF2;
 - e. They would not have an adverse impact on the residential amenity of the area; and
 - f. They would not involve the loss of permanent residential accommodation.
- MM16 2. Proposals for PBSA should be supported by and secured through a nominations agreement with an identified further or higher educational institutions operating in the City of London or the CAZ.

AM26

3. 35% of student accommodation rooms on a site should be secured as affordable student accommodation as defined through the London Plan and associated guidance.
4. The loss of existing student accommodation and hostels to other suitable uses which are in accordance with Local Plan policies will be permitted where there is no longer a need to provide accommodation for CAZ based universities or there is evidence that student accommodation is impacting on residential or business amenity.



4 Housing

Reason for the policy

- 4.8.0 The demand for student accommodation in London continues to grow. Higher education provision is a key part of London's attractiveness as a World City and supports the City of London's commercial role. However, opportunities for residential development in the City are limited and student accommodation may represent an opportunity lost to meet other housing needs in residential areas.

How the policy works

- 4.8.1 PBSA should be supported by an identified further or higher educational institution for the housing of its own students. To reduce the need to travel between student accommodation and educational institutions, PBSA providers should seek support from institutions within the City or the CAZ through nomination agreements in line with London Plan requirements. Nomination agreements, secured by s106 agreements, will be required for all affordable student accommodation.
- 4.8.2 The Housing Delivery Test establishes a national ratio that every 2.5 student bedrooms in PBSA meet the same housing need as one conventional housing unit and contribute to meeting the City's housing target at this ratio.
- 4.8.3 Student accommodation, like all development in the Square Mile, should meet the highest standards of accessibility and inclusive design. To help achieve this, the appropriate proportions of accessible rooms should be provided, in line with guidance issued by the Greater London Authority, which advises that the relevant part of London Plan Policy E10 Part H applies to development proposals for new non-self-contained student accommodation. [In accordance with Policy VT3 disabled parking is expected to be provided for student accommodation.](#)
- AM27
- 4.8.4 Student accommodation should be built to a high standard, including appropriate sunlight and daylight levels.
- 4.8.5 New student accommodation must not impact adversely on the amenity of existing residents or occupiers, either individually or cumulatively with other student accommodation developments. Developers will be expected to proactively liaise with local residents and businesses to manage the impacts of the development and offer mitigation solutions. Applicants will be required to submit Management Statements detailing how amenity issues will be addressed.
- 4.8.6 Hostels can contribute to providing accommodation for homeless people. The City Corporation's Homelessness Strategy outlines how the Corporation will seek to reduce the incidence of rough sleeping in the City through collaborative working with outreach services, health services, the City of London Police, businesses and others. The Strategy seeks to provide appropriate accommodation options for homeless people, including through the use of s106 contributions to deliver new affordable housing or hostels. Hostels may be acceptable within or near identified residential areas, where the amenity of existing occupiers is protected.

4 Housing

Policy HS7: Older persons housing

1. The City Corporation will aim to ensure there is a sufficient supply of appropriate housing available for older people by:
2. Seeking to provide a minimum of 86 net additional dwellings for older persons between 2023 and 2040 supporting development that meets the specific needs of older people;
3. Supporting development that replaces existing provision for older people with better provision that addresses care needs or fosters independent living;
4. Ensuring new development is inclusive and accessible to all to allow people to continue living in their own homes; and
5. Resisting development that involves the net loss of housing for older people.

Reason for the policy

- 4.9.0 The City of London has an ageing resident population profile, in line with national demographic trends. Some people will wish to remain in their own homes, with suitable adaptations, or may choose to move into specialist housing which caters for the needs of older people, with varying degrees of support. The City of London SHMA identifies a need for 86 specialist older person units over the life of the Plan, however this figure does not take into account older people who choose to stay in their own homes and access personalised care. The London Plan has an indicative figure of 10 units per year.

How the policy works

- 4.9.1 The City Corporation will work with developers to encourage the provision of sufficient accommodation suitable for older people, including provision of specialist older persons accommodation, where feasible, to meet identified needs. Housing suitable for older persons, including sheltered housing, is provided by the City Corporation on its land and estates, inside and outside of the City. Provision outside the City may assist in meeting the need for older persons housing for City residents through nomination rights. Specialist older persons housing should deliver affordable housing in line with Policy S3.

4 Housing

Policy HS8: Self and custom housebuilding

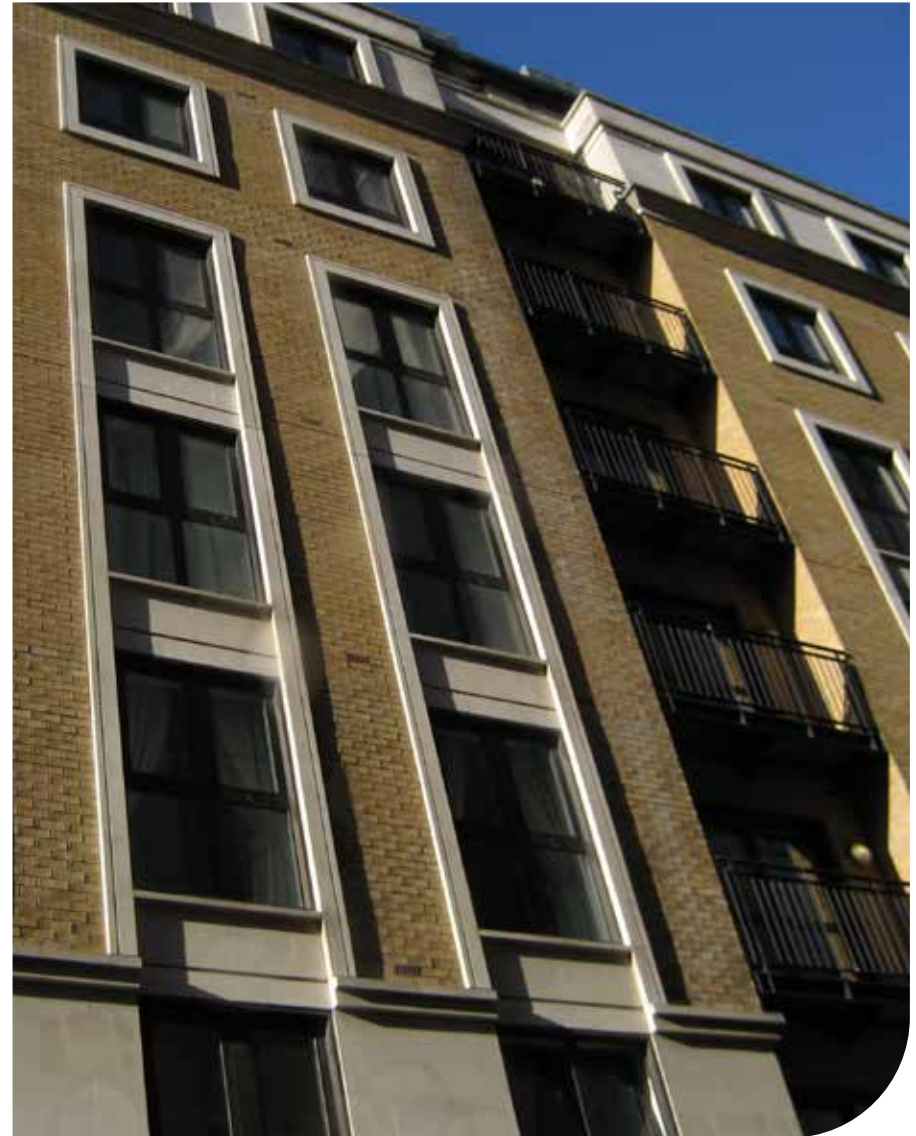
The City Corporation will encourage the provision of self and custom build units within large residential schemes.

Reason for the policy

4.10.0 The Self Build and Custom Housing Building Act 2015 requires councils to create a public register of individuals and groups who are interested in acquiring a plot to use for a self-build or custom build home. The City Corporation launched its own register for prospective self-build and custom housebuilding in 2016.

How the policy works

4.10.1 There are no large areas of unused land in the City of London that would provide an opportunity to create serviced building plots. Furthermore, self-build and custom-build are likely to involve lower density development, which would conflict with policies in the Plan which seek to maximise housing supply. Given these constraints, the City Corporation considers that the best prospect for bringing forward suitable land will be in conjunction with large housing developments.



5 Offices



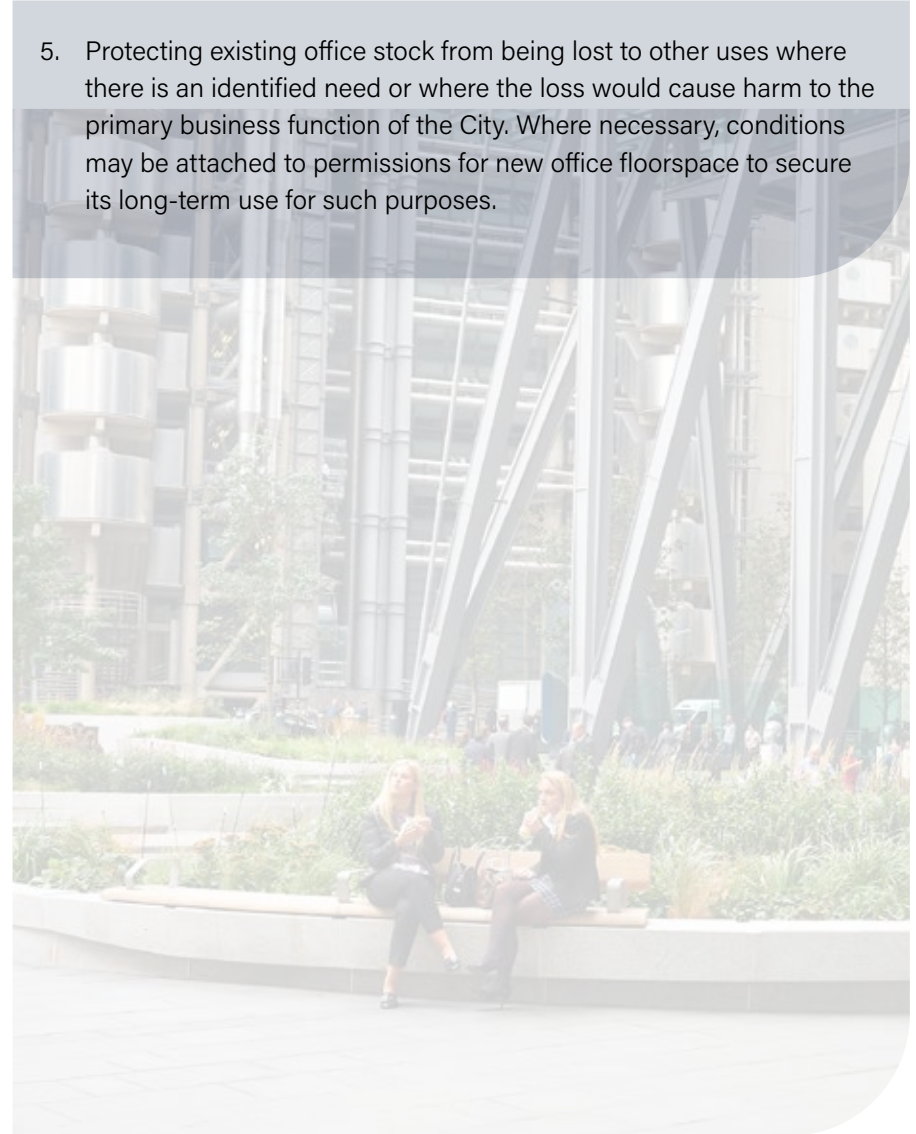
5 Offices

Strategic Policy S4: Offices

The City Corporation will facilitate significant growth in office development of the highest quality to meet projected economic and employment growth by:

1. Increasing the City's office floorspace stock by a minimum of 1,200,000 m² [NIA \(1,600,000 m² GIA\)](#) net during the period 2021 to 2040, phased as follows:
 - ▶ 2021 – 2026 500,000m² [NIA \(666,666m2 GIA\)](#)
 - ▶ 2026 – 2031 400,000m² [NIA \(533,333m2 GIA\)](#)
 - ▶ 2031 – 2036 200,000m² [NIA \(266,666m2 GIA\)](#)
 - ▶ 2036 – 2040 100,000m² [NIA \(133,333m2 GIA\)](#)
2. Ensuring that new floorspace is designed to be flexible to allow the transformation and adaptation of space to support new uses, different layouts and configurations, different types and sizes of occupiers, and to meet the needs of Small and Medium Enterprises (SMEs), start-up companies, creative industries and those requiring move-on accommodation.
3. Promoting the retrofitting of existing office buildings for office use and upgrades to their environmental performance and the quality of accommodation.
4. Where appropriate, encouraging the provision of affordable office workspace that allows small and growing businesses the opportunity to take up space within the City.

5. Protecting existing office stock from being lost to other uses where there is an identified need or where the loss would cause harm to the primary business function of the City. Where necessary, conditions may be attached to permissions for new office floorspace to secure its long-term use for such purposes.



5 Offices

Reason for the policy

5.1.0 The City of London is a world leading international financial and professional services centre and has a nationally important role in the economy. The intense concentration of business occupiers in a small area is a key part of the attraction for companies looking to move into the City. The clustering of businesses is a vital part of the City's operation and contributes to its reputation as a dynamic place to do business as well as providing agglomeration benefits. The City lies wholly within London's Central Activity Zone (CAZ) where the London Plan promotes further economic and employment growth.

5.1.1 To maintain this position, it is vital to ensure that sufficient office floorspace is available to meet projected employment growth and occupier demand and that additional office development is of high quality and suitable for a variety of occupiers. The minimum requirement of overall office floorspace target of 1,200,000m² net internal area (or 1,600,000m² GIA) is derived from the estimated growth in office employment between 2021 and 2040 and represents a 13% increase in floorspace. Capacity modelling demonstrates that there are sufficient sites to meet this demand, provided primarily within the City Cluster area, supplemented by additional capacity elsewhere in the City.

MM18

AM28

5.1.2 The minimum requirement demand target is the central of three projections, based on different scenarios for office attendance, office densities, occupancy rates and employment projections. The central figure target is aligned with GLA 2022-based long term employment projections for London and the Square Mile.

5.1.3 Recent years have also seen strong demand for 'best in class' or Grade A+ floorspace. Many businesses are placing greater value on high quality sustainable and well-being credentials, quiet spaces for phone calls or working, abundance of meeting spaces and places for collaboration, good access to public transport and food and beverage amenities as well as design that communicates the company's brand and values.

5.1.4 Office floorspace need will be met through the delivery of new office space and through the refurbishment and retrofit of existing space to comply with current office floorspace standards and meet the Government-set requirements for minimum energy efficiency standards.

5.1.5 Traditional office based jobs are the dominant sector in the Square Mile, representing 59% (346,000) of all jobs in 2021, but emerging office-based firms are faster-growing, consisting of 41,600 new jobs (+62% between 2015 and 2021). There were 22,300 businesses and 590,000 workers in the City in 2021 and employment is projected to continue to grow over the long term. The City accommodates 440,000 office based jobs in an estimated 5.3 million m² (Net Internal Area) of office space. Over 99% of all the City businesses are SMEs with fewer than 250 employees; 80% have fewer than 10 employees.

5 Offices

- 5.1.6 In 2023, 29% of take-up of office floorspace in the City of London was from media and tech firms, compared to 19% from financial companies, indicating an increasing shift away from the dominance of financial services, and an increasing demand from new types of occupiers. This broader range of occupiers is creating requirements for a broader range of office types.
- 5.1.7 Demand for Incubator, Accelerator and Co-Working (IAC) floorspace is predicted to continue to grow across London and this type of accommodation is seen as important to the growth of SMEs. Delivering these types of workspace within the City will meet the needs of smaller businesses in particular and help to grow both the City and the wider London economy.
- 5.1.8 As well as providing flexible space, it is important to ensure that there is floorspace that is affordable to start-up and growing businesses. Accommodation costs are a major overhead for new businesses and rents in the City can be prohibitive to new occupiers. The City has seen substantial growth in the serviced and co-working office market in recent years and flexibility of lease arrangements provides a range of opportunities to accommodate both new and growing businesses. Developers and building owners are also encouraged to consider a range of leasing structures, including below market rents to ensure that a range of affordable workspaces are available to meet demand, in particular from new and emerging sectors of the economy and creative industries.

There were **22,300** businesses and **590,000** workers in the City in 2021

99%
of City businesses are SMEs with
fewer than 250 employees

80%
have fewer than 10 employees



5 Offices

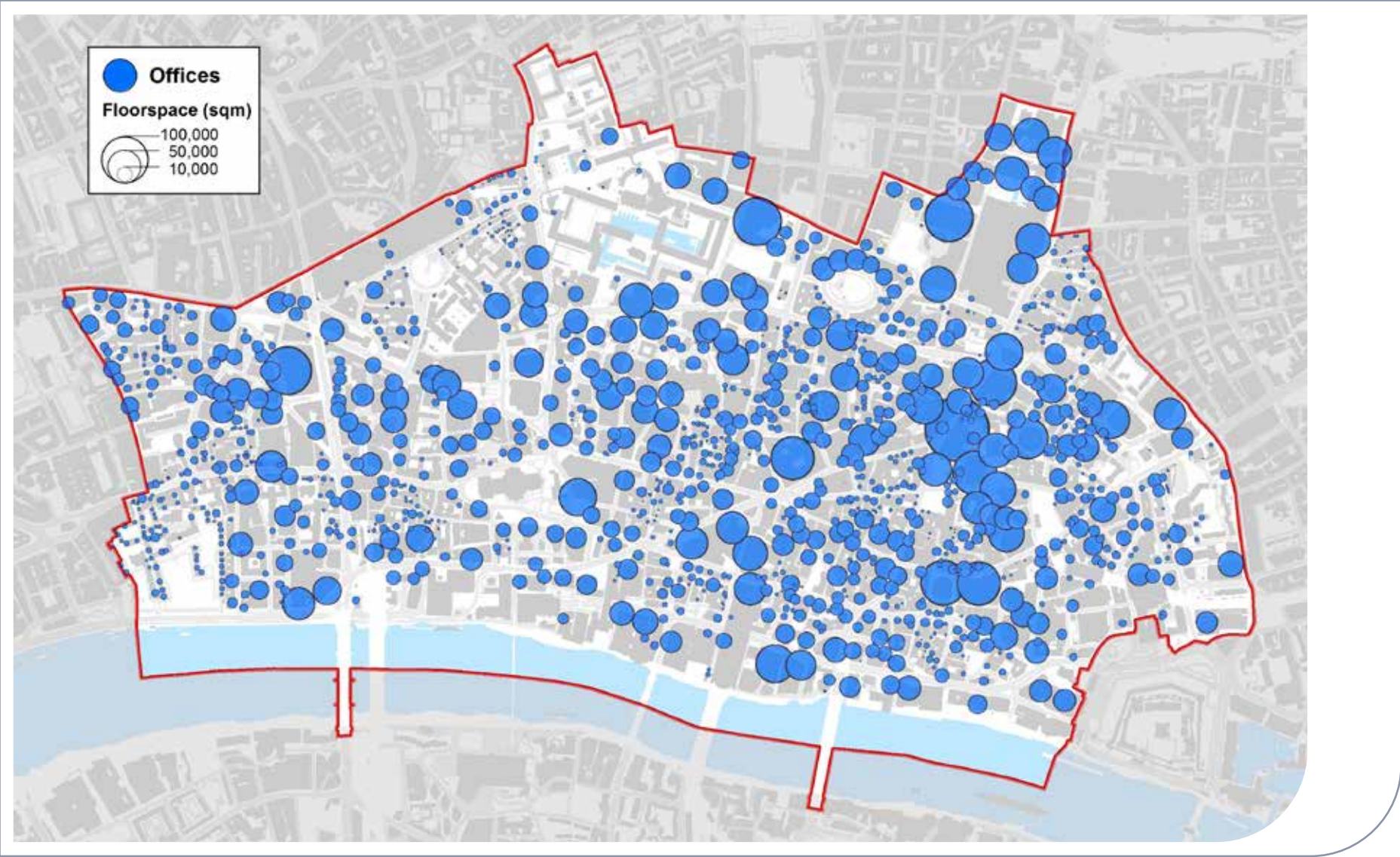


Figure 4: Office distribution

5 Offices

How the policy works

- 5.1.9 Strategic Policy S4 indicates the amount of floorspace required to meet the forecast employment growth and will encourage the flexible floorspace needed to attract and retain a range of occupiers.
- 5.1.10 The delivery of floorspace in the City will be phased across the plan period, with indicative phasing targets identified in the policy. Phasing allows for short term monitoring of progress in meeting floorspace targets and effective planning for supporting services and infrastructure. A significant amount of office floorspace is under construction in the City, much of which will be completed in the first two phasing periods.
- 5.1.11 The City Corporation has made an Article 4 Direction removing permitted development rights for the change of use of offices (E(g)(i)) to dwelling houses (C3) across the whole of the City. The Direction is consistent with the approach to office development and protection of offices set out in this Plan.
- 5.1.12 Changes to the Use Classes Order introduced in September 2020 mean that offices can be converted to a range of other Class E commercial, business and service uses without planning permission. Where permission is granted for office schemes that meet a specific identified need, conditions may be attached to ensure the impacts of any proposed later conversion of such space can be considered through the planning application process.



5 Offices

Policy OF1: Office Development

1. Office development should:
 - a. Prioritise the retrofitting of existing buildings;
 - b. Be of an outstanding design and an exemplar of sustainability;
 - c. Be designed for future flexibility to future proof the City's office stock and realise the principles of circular economy design approaches;
 - d. Provide office floorspace suitable for a range of occupiers;
 - e. Provide healthy and inclusive working environments that promote wellbeing; and
 - f. Where appropriate, provide a proportion of flexible and affordable workspace suitable for micro, SMEs.
2. Other commercial uses will be encouraged as part of office led development, particularly at ground and basement levels, where such uses would not compromise the operation of office premises, would activate streets and provide supporting services for businesses, workers and residents.



5 Offices

Reason for the policy

- 5.2.0 A range of office floorspace is required to accommodate the future needs of the City's office occupiers and this should include provision for incubator, co-working and accelerator space, as well as provision for larger firms where required. Flexible and affordable office floorspace is required that can be easily adapted to meet changing workplace and technology requirements and the needs of a variety of office occupiers.
- 5.2.1 Offices are the predominant land use in the City, but complementary uses are required to provide supporting activities and services for businesses, workers and residents in appropriate locations within the City. Complementary uses which contribute to the City's economy include retail, leisure, education, health facilities and cultural uses. A mix of commercial land uses, in particular at ground floor and basement levels, will be required to create active frontages enhancing an area's vitality and provide important complementary services. They also provide opportunities for creativity, collaboration and social interaction, which are key to the success of the City's business clusters. Some uses have the potential to undermine the functioning, servicing and use of offices, particularly in areas of high density employment and where offices are required to be serviced overnight.

How the policy works

- 5.2.2 Proposals for new office development should demonstrate design quality and flexibility to accommodate a range of businesses. Particular encouragement will be given to floorspace which meets the needs of small businesses, start-ups and incubator space. Office development should include a suitable mix of complementary commercial or other uses appropriate to the site and location and contribute to the creation of active frontages at street level. Where appropriate, conditions or legal obligations may be used to ensure the delivery of a range of affordable workspaces.
- 5.2.3 Many office lobbies have been designed to project a corporate image, and function as through space to access lifts. This can lead to a blank frontage on the street, especially with large windows on the facade with minimal internal activity and no public access. A lobby has the potential to be a more interesting and engaging space. Lobbies can be multifunctional spaces for interaction and provide spaces that contribute positively to the life of the City. The addition of publicly accessible facilities (including public toilets), co working spaces, breakout spaces, art gallery or cafes can create a more active lobby. Office buildings should include dynamic ground level uses to enhance their lobbies. Entrances should be easy to identify and should allow everyone to use them independently without additional effort, separation or special treatment. Revolving entrance doors are not accessible to a range of people.

5 Offices

Policy OF2: Protection of Existing Office Floorspace

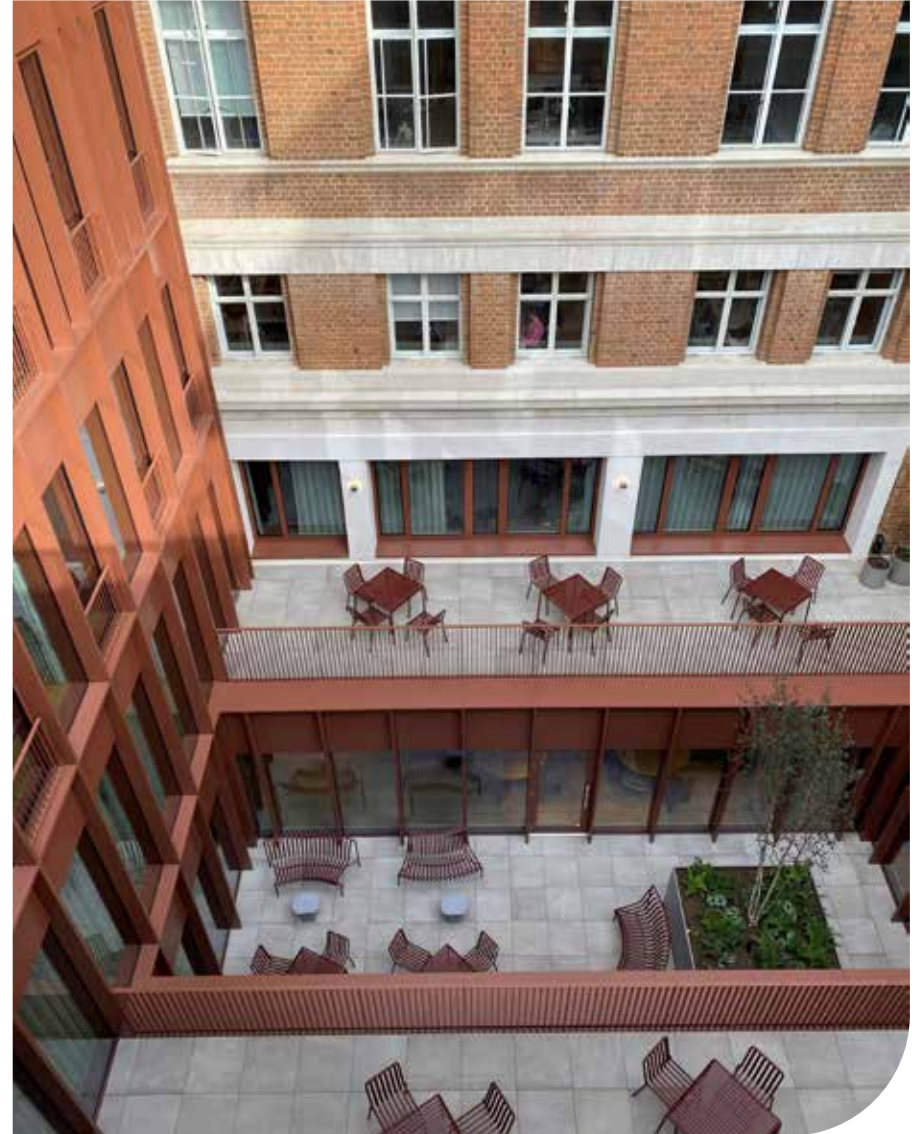
1. The loss of existing office floorspace will be resisted unless it can be demonstrated that:
 - a. The proposed development would not lead to the loss of office floorspace that is, or sites that are, of a strategically important scale, type and/or location for the City;
 - b. The proposed development would not compromise the potential for office development on sites within the vicinity; and
 - c. There is no demand in the office market, supported by marketing evidence covering a period of no less than 12 months.
2. Where the criteria in part 1 of this policy have been met, proposals that would lead to the loss of existing office floorspace may follow one of the following routes:
 - a. Viability tested route: Proposed development will be required to demonstrate that the retention, refurbishment or reprovision of the office floorspace would not be viable in the longer term, demonstrated by a viability assessment;

- b. Retrofit fast track: Proposed development will be required to retain the substantial majority of the superstructure of the existing building, lead to an improvement in the environmental performance of the building, and result in change of use to (one or a mix of) hotel use, cultural uses, and/or educational use. Partial retention of office floorspace will be encouraged;
- c. Residential areas route: the loss of office floorspace is proposed on a site within or immediately adjacent to identified residential areas and would result in the provision of additional housing;
- d. Ground floor uses: the loss of office floorspace would be limited to ground or below ground levels, and proposed new uses would be complementary to continued office use on upper floors. Active frontage uses will be required at ground floor levels in most instances.

5 Offices

Reason for the policy

- 5.3.0 The City is the world's leading international financial and professional services centre and is recognised as having a key role in the UK economy. To maintain this position and accommodate the projected increase in employment and office floorspace, it is important to retain the substantial majority of existing office stock whilst accommodating future demand through the provision of flexible floorspace that is suitable for a range of occupiers and refurbished office space.
- 5.3.1 The protection and refurbishment of existing office space is important to ensure that there is sufficient floorspace to meet future demand, and to offer a range of office stock to provide choice in terms of location and cost to potential occupiers. This includes 'best in class', grade A and grade B floorspace. While the current market for grade B space in the City is facing headwinds, with some traditional grade B occupiers shifting to more flexible working patterns or seeking other forms of flexible workspace, it remains uncertain whether this will persist over the longer term. This will be monitored and guidance will be issued if required to provide additional advice on appropriate responses to this potential challenge.
- 5.3.2 Following changes to the Use Classes Order introduced in September 2020, existing offices can be converted to a range of other Class E commercial, business and service uses without planning permission, unless there are specific planning conditions attached to a site which prevent this.



5 Offices

- 5.3.3 Refurbishment of office floorspace will be encouraged to accommodate future needs, whilst aligning with the sustainability principles set out in Policy DE1 and the need to find suitable and sustainable uses for historic buildings.
- 5.3.4 The City of London Local Plan has for many years sought to protect suitably located and viable office floorspace, with marketing and viability evidence required to support proposals that result in a loss of office floorspace. This approach, supported by policy in the London Plan, has successfully protected the critical mass of office floorspace in the City, helping to maintain its primary office function. This broad approach will be maintained. However, there are instances where conversion of office buildings to other uses may assist in making the retention of existing buildings a more attractive investment opportunity, contributing to the 'retrofit first' approach promoted in this Plan. This approach could also assist in delivering a greater range of facilities and uses in the City, complementing the primary function of the Square Mile while helping to deliver more vibrancy and a focus on increasing visitors. To achieve this, the 'retrofit fast track' approach has been introduced, removing the requirement for viability justification for a change of use in the circumstances set out in policy. The alternative uses set out – education, culture and hotels – would all help to create a more vibrant Square Mile.
- 5.3.5 Within and immediately adjacent to identified residential areas, the loss of office floorspace for which there is no ongoing demand may assist in providing housing, to help meet the housing requirement set out in this Plan.



5 Offices

Policy OF3: Temporary 'Meanwhile' Uses

- 1. Temporary use of vacant commercial, business and service buildings or sites ('meanwhile' uses) will be encouraged where the proposed use would not result in adverse impacts on the amenity of the surrounding area or the primary business role of the City. Where temporary permission is granted, it will be for a period not exceeding 36 months and the site will revert to its prior lawful use thereafter. Culture and Vibrancy Plans (CVPs) that accompany major developments should explore the potential for meanwhile use.
- 2. Residential development is not considered an appropriate meanwhile use and will not be permitted.
- 3. Where a major development would affect existing ground floor or podium level active uses (Class E (a) (f)), these units should be kept in active use for as long as possible prior to development taking place. CVPs should set out how this will be achieved.

Reason for the policy

- 5.4.0 Where buildings or sites in Class E commercial, business or service uses are vacant, and development is not expected in the short term, 'meanwhile' or temporary uses will be supported to ensure the vitality and vibrancy of the City is maintained, subject to the impact on surrounding uses.
- 5.4.1 Many development sites in the City include shops, restaurants and other active uses within the curtilage. Where leases end prior to redevelopment, these units can remain vacant for long periods, undermining the vibrancy of the area. Meanwhile uses of these spaces prior to redevelopment would help to address this.

How the policy works

- 5.4.2 'Meanwhile' uses will be granted subject to conditions for a maximum of 36 months, after which the use will revert to its prior lawful use. Applications to extend the period of the 'meanwhile' use or make it permanent will be considered against the relevant policies in the Development Plan and will not be permitted unless it is demonstrated that the permanent loss of the prior lawful use is acceptable.

6 Retail

Policy RE1: Principal Shopping Centres

1. Principal Shopping Centres (PSCs) are designated frontages defined on the Policies Map. Sites or buildings that form part of a designated frontage are considered to be part of the PSC in their entirety.
2. The role of the PSCs as concentrations of comparison and convenience shopping will be retained. The loss of existing ground floor retail frontages and/or floorspace will be resisted and additional retail provision of varied unit sizes and frontage lengths will be encouraged, supported by complementary uses that increase footfall and provide active frontages. Where planning permission is required, proposals for changes between retail uses within the PSCs will be assessed against:
 - a. the contribution the unit makes to the function and character of the PSC;
 - b. maintaining an active frontage; and
 - c. the effect of the proposal on the area in terms of the size of the unit, the length of its frontage, the composition and distribution of retail uses within the frontage and the location of the unit within the frontage.



6 Retail

Reason for the policy

- 6.2.0 Concentrating major new retail development in or near PSCs will ensure that their vitality and viability is maintained and will provide an opportunity to focus retail facilities in the most appropriate areas of the City, enhancing these as shopping destinations for City residents, workers and visitors. In accordance with the definition of PSCs set out in this policy, a sequential or retail impact assessment will not be required for retail development on any site or building that contains a designated frontage in a PSC.
- 6.2.1 Retail uses within the PSCs are predominantly comparison and convenience uses and the City Corporation considers that this predominance should continue, supported by other town centre uses that provide activity at street level and create a welcoming and attractive environment for people to shop, access services and spend leisure time.
- 6.2.2 Following changes to the Use Classes Order introduced in September 2020, existing shops, premises providing financial and professional services to the public, and restaurants and cafes can be converted to a range of other Class E commercial, business and service uses without planning permission, unless there are specific planning conditions attached to a site which prevent this. Where planning permission is required for changes between retail uses, the City Corporation will require the provision of active retail frontages onto the street and will also assess the contribution the unit makes to the character of the PSC as a whole and its frontage; for example, retail units that are large or in prominent locations should be retained in retail use. The net loss of ground floor retail uses to non-retail uses within the identified PSC frontages could compromise the vitality of the PSCs and will be resisted.

How the policy works

- 6.2.3 Proposals for additional retail development in the PSCs should incorporate a range of unit sizes and frontage lengths to help provide a more diverse retail offer, whilst retaining a predominance of comparison and convenience shopping uses. Retail uses can generate significant numbers of delivery trips and retail development proposals will be required to demonstrate how delivery and servicing requirements have been addressed in the design process.
- 6.2.4 Each PSC in the City has an individual character, which is described below, and will be considered in the implementation of policy:

6 Retail

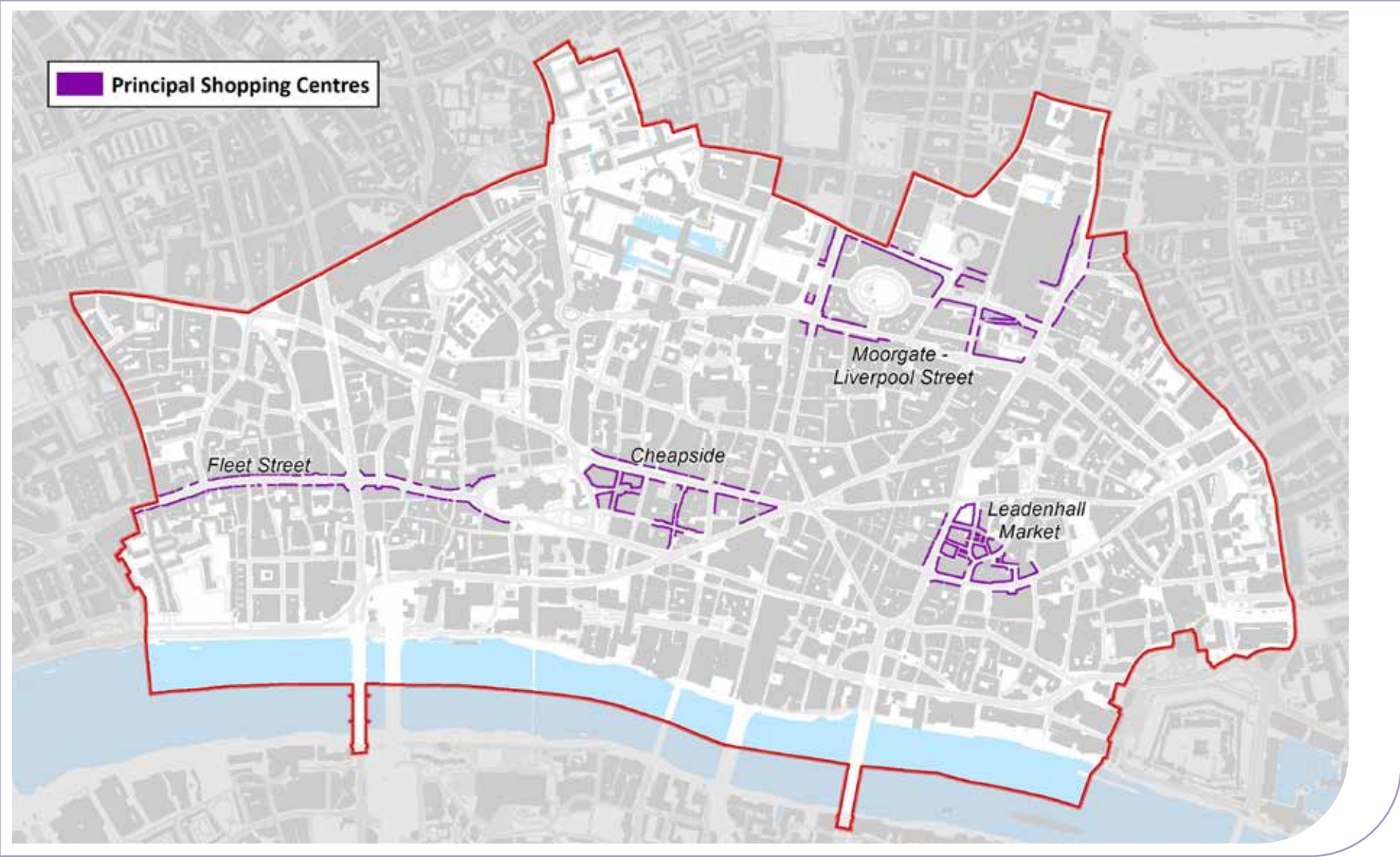


Figure 5: Principal Shopping Centres

6 Retail

Reason for the policy

- 6.3.0 Many areas of the City contain retail and other active frontage uses that add vibrancy to the area and provide valuable services and leisure opportunities for workers, residents and visitors. Evidence demonstrates that there is substantial future demand for retail floorspace in the City, driven by increased numbers of workers and visitors to the Square Mile. The loss of retail and other active frontage uses across the City would undermine the ability to meet this demand and create a more vibrant City for everyone.

- 6.3.1 Retail units outside of PSCs provide local facilities for the City's workforce, enhance the City's vibrancy, and serve the City's residential communities. Given that most of the City's retail provision is tailored towards City workers, it is important to retain units such as convenience stores that are within easy walking distance of the residential areas and meet the day to day needs of surrounding communities. Unless they are subject to specific planning conditions, such units could be converted to any Class E commercial, business and service use without planning permission.



6 Retail

Policy RE3: Specialist retail uses and clusters

The City Corporation will seek to retain specialist retail uses and premises that are historically and culturally significant to the City of London.

Existing and potential clusters of retail uses that contribute to the character and vibrancy of particular areas will be supported. Development in these areas should enhance and support retail uses in the area and deliver active frontages.

Reason for the policy

- 6.4.0 Within the City, there are some specialist retail uses and premises that cannot be found elsewhere, such as the historic Royal Exchange and the London Silver Vaults on Chancery Lane. These uses contribute to the City's visitor economy and to its cultural distinctiveness and should be retained and promoted.
- 6.4.1 The City also has number of retail clusters outside the PSCs that play an important role in bringing vibrancy to an area or that are an inherent part of the area's character. This includes:
- ▶ Premises around Smithfield market, which is going to see substantial change as the new Museum of London relocates to this area.
 - ▶ The courts and alleys around Cornhill, which require careful steps to ensure they remain (and in some cases become more) vibrant as well as improvements to wayfinding.

- ▶ Areas around Middlesex Street and Aldgate High Street, which serve residential communities as well as visitors and local workers. Partnership working with the Aldgate Connect BID and London Borough of Tower Hamlets will be important across the wider area. Additional convenience retail in this area will be supported.
- ▶ Areas around Minories, where there is a number of hotels alongside residential communities and emerging student housing. Additional convenience retail in this area will be supported.
- ▶ Retail around the Golden Lane and Barbican estates, which play a role in serving the residential communities.
- ▶ The south side of Holborn around Chancery Lane tube, which contributes to the wider 'central London frontage' that the London Borough of Camden identify in their Local Plan.
- ▶ Many of the City's main thoroughfares and areas around transport hubs include retail uses.

- 6.4.2 There is potential for areas along the Thames riverfront to enhance the retail and leisure offer, where this would contribute to the creation of a vibrant, inclusive and welcoming riverfront for all.

How the policy works

- 6.4.3 The City Corporation will work with owners, developers and occupiers to retain specialist retail uses and premises where it can be demonstrated that such uses are of historical or cultural significance. The City Corporation may attach conditions to planning permissions to ensure the retention or replacement of specialist facilities on the same site where they are impacted by development proposals.

6 Retail

Policy RE4: Markets

Proposals for markets and temporary retail pop ups will be encouraged where they:

1. Are of an appropriate scale and frequency for their location;
2. Would enhance the vitality and viability of existing retail centres within or outside the City;
3. Would not have a significant adverse impact on the amenity of nearby residents or business occupiers;
4. Would not unduly obstruct pedestrian and vehicular movement; and
5. Would not involve the permanent loss of open space or harm the character of that space.

Reason for the policy

- 6.5.0 There is an increasing demand for temporary retail pop-ups and street food markets, which can support the local economy by generating increased vibrancy, retail diversity and footfall. These uses provide greater retail choice, enliven the public realm and increase the attractiveness of the City as a place to live, work and visit. Pop-up and meanwhile uses can minimise vacancies of retail premises while a long-term occupier is sought and may be used to animate areas where construction works are taking place.

- 6.5.1 Street trading in the City is regulated by the City Corporation under the City of London Various Powers Act 1987 (as amended), which restricts permanent street trading but allows street trading to take place for temporary periods in specified locations. The exception is on Middlesex Street (Petticoat Lane) Market, which straddles the boundary between the City and London Borough of Tower Hamlets, where licensed trading is permitted between 9am and 2pm on Sundays. Further information on licensing requirements is set out in the City Corporation's Street Trading Policy which is available on the Corporation's website.
- 6.5.2 Temporary street trading, where permitted under the Various Powers Act, can operate for up to 14 days in a calendar year under permitted development rights. Trading for longer periods will require planning permission. Market trading off City streets but within the curtilage of a building will similarly require planning permission if undertaken for a period of more than 14 days in a calendar year.

How the policy works

- 6.5.3 Proposals for markets or temporary retail pop-ups located within a building or its curtilage should be ancillary to and complement the main use of the site. When assessing proposals for new permanent markets and opportunities for pop-ups, the City Corporation will consider the potential for significant adverse impacts on the trade of retailers occupying fixed units within the vicinity, together with impacts on the amenity of nearby residents or business occupiers, on pedestrian and vehicular movement or on open spaces.

7 Culture & Visitors

Reason for the policy

7.1.0 London has long been recognised as one of the world's great cultural cities. The definition of culture in the context of the City is broad and inclusive; culture exists both in the buildings and heritage of the City's institutions and in the streets and informal spaces in between and to recognise this the plan takes forward a 'cultural ecosystem' approach deployed in the Cultural Planning Framework. The City of London contains a huge concentration of arts, leisure, recreation and cultural facilities and spaces that contribute to its uniqueness and complement its primary business function. Within the Cultural Ecosystem, cultural infrastructure makes up the primary sites where culture is either produced or consumed. This includes production in creative education, workspaces, studios, livery halls and places of worship; and consumption in museums, art galleries, cinemas, livery halls, libraries, theatres, performance venues and places of worship. Churches and other places of worship, often open for free every day of the year, are deeply embedded in the fabric of the city and are key locations for the production and consumption of culture and provide a key role in educating and understanding the history of the City and its role in the nation. These include buildings, structures and spaces where culture is either consumed (culture consumption spaces) or produced (culture production spaces) such as creative workspaces, arts galleries, studios, museums, theatres, Livery Halls, libraries, music, sports, entertainment and performance venues; and complementary uses which contribute to the primary culture, leisure and recreation function such as restaurants, retail, hotels, open spaces and tourism facilities.

AM31

Cultural contributors are complementary uses that facilitate cultural infrastructure, these can include restaurants, bars, clubs, public houses, retail areas and tourism facilities. The City's night-time entertainment facilities – such as clubs, bars and event venues alongside traditional historic public houses – play a crucial role as cultural contributors. They enhance the City's leisure, recreation and cultural offer, providing people with a wholesome experience and a sense of belonging. Community facilities, open spaces, places of worship, and heritage also provide important physical settings for a wide range of cultural, leisure and recreation activities that can attract more visitors.

7.1.1 The City's cultural offer forms an integral part of the Square Mile, alongside its financial and business role. The Barbican is identified as a strategic night-time location of national or international significance in the London Plan while Cheapside and Liverpool Street are identified as night-time areas of more than local significance in the London Plan. The London Museum with its new home in Smithfield's iconic market buildings will act as a cultural anchor in one of the most historic areas of the Square Mile.

7 Culture & Visitors

Reason for the policy

- AM34 7.2.0 The vibrancy of the City's cultural offer depends on a broad network of arts and cultural organisations and facilities, and it is important that there is sufficient floorspace available to accommodate these uses. [In a cultural ecosystem approach, these arts and cultural organisations and facilities are also known as sites of cultural production and/or cultural consumption.](#) There is strong competition for buildings and sites from commercial uses in the City so it will be necessary to demonstrate that an existing arts or cultural use is no longer needed before a site will be allowed to change use.
- 7.2.1 There are many cultural facilities that are unique to the City and maintain an historic or cultural association with the Square Mile. Special consideration needs to be given to the protection of these facilities to maintain the City's unique cultural heritage. Examples of such facilities include City Livery Halls, public houses which have a heritage, cultural, economic or social value to local communities, theatres, museums, churches, and specialist retail premises such as the Silver Vaults in Chancery Lane.

How the policy works

- AM35 7.2.2 Applicants will be required to demonstrate that [an existing cultural infrastructure, and leisure, recreation and visitor, arts or cultural facility](#) has been marketed and that there is no reasonable interest from relevant organisations. Information should be included which sets out the length of time the property or site has been marketed; the number of viewings; the comments from prospective purchasers or tenants (including reference regarding the suitability of continued visitor, arts or cultural use). Marketing will not be required if it can be

demonstrated that the loss of a facility is part of a business plan to deliver improvements to another similar facility nearby.

- 7.2.3 The City Corporation has published guidelines for determining nominations for Assets of Community Value (ACV) in the City of London, which include local criteria to assess the role of public houses in furthering social wellbeing or social interest. In determining whether a public house has heritage, cultural, economic or social value, the City Corporation will have regard to those guidelines as well as the characteristics outlined in the London Plan.



7 Culture & Visitors

AM39 7.3.3 Cultural infrastructure, Arts, culture and leisure, recreation and visitor facilities covers a wide range of uses, including museums, art galleries, libraries and performance venues; community uses that can be used and programmed creatively; integrating cultural activities into new public spaces, including roof gardens and viewing galleries; creating active street-level spaces; revealing spaces within heritage buildings to the public; creating a heritage-led cultural offer; providing affordable space for creative enterprises; encouraging meanwhile uses; providing inclusive and accessible sport and recreation facilities; and incorporating public art in the building’s design or within the public realm.

MM21 7.3.4 Part two of the policy requires on site provision for developments of 10,000sqm gross or more, regardless of the uplift in floorspace, but does not dictate the scale of the provision. The capacity of developments to incorporate a cultural use will be determined on a site by site basis and will be commensurate with the scale of the development.

	On Site	Off Site
> 10,000sqm gross floorspace	Yes. Provision will be commensurate with the scale of development	Not acceptable
< 10,000sqm gross floorspace	Preferred. Provision will be commensurate with the scale of development	Yes if a specific project has been identified. Provision can be through a direct intervention to support the project or through a financial contribution. As per paragraph 7.3.5, financial contributions can be pooled

AM40 7.3.5 Developers should consider the operational and management requirements of cultural infrastructure and leisure, recreation and visitor facilities provided in new developments prior to approval. A robust management An outline plan for operational and management arrangements should be submitted as part of the Culture Plans at the pre-application stage, to be completed in detail at application stage.

7.3.6 In some instances, financial contributions can be pooled together to deliver larger projects creating a more significant impact. Where two or more developments are in close proximity to each other, it may be acceptable to pool contributions to provide a larger cultural offer which will have a greater value.

7 Culture & Visitors

Reason for policy

- 7.6.0 Evening and night-time entertainment is becoming an important part of the City's economy, bolstered by London's move toward becoming a 24-hour destination, growing numbers of workers and visitors, and the encouragement of arts and culture in the City. Expansion of the City's evening and night-time offer will be encouraged where it is compatible with neighbouring uses. Night-time entertainment has the potential to add vibrancy to the Square Mile but can cause noise disturbance to nearby residents as well as other impacts such as anti-social behaviour, litter and odours. These adverse impacts need to be mitigated.
- 7.6.1 Anti-social behaviour can potentially be reduced by providing a broad range of evening and night-time activities that appeal to different customers, rather than concentrating one type of use in a particular area. This includes extending the opening hours of existing day-time facilities such as shops, cafes and leisure facilities, which can promote customer cross-over and create bridges between the day-time and night-time economy.

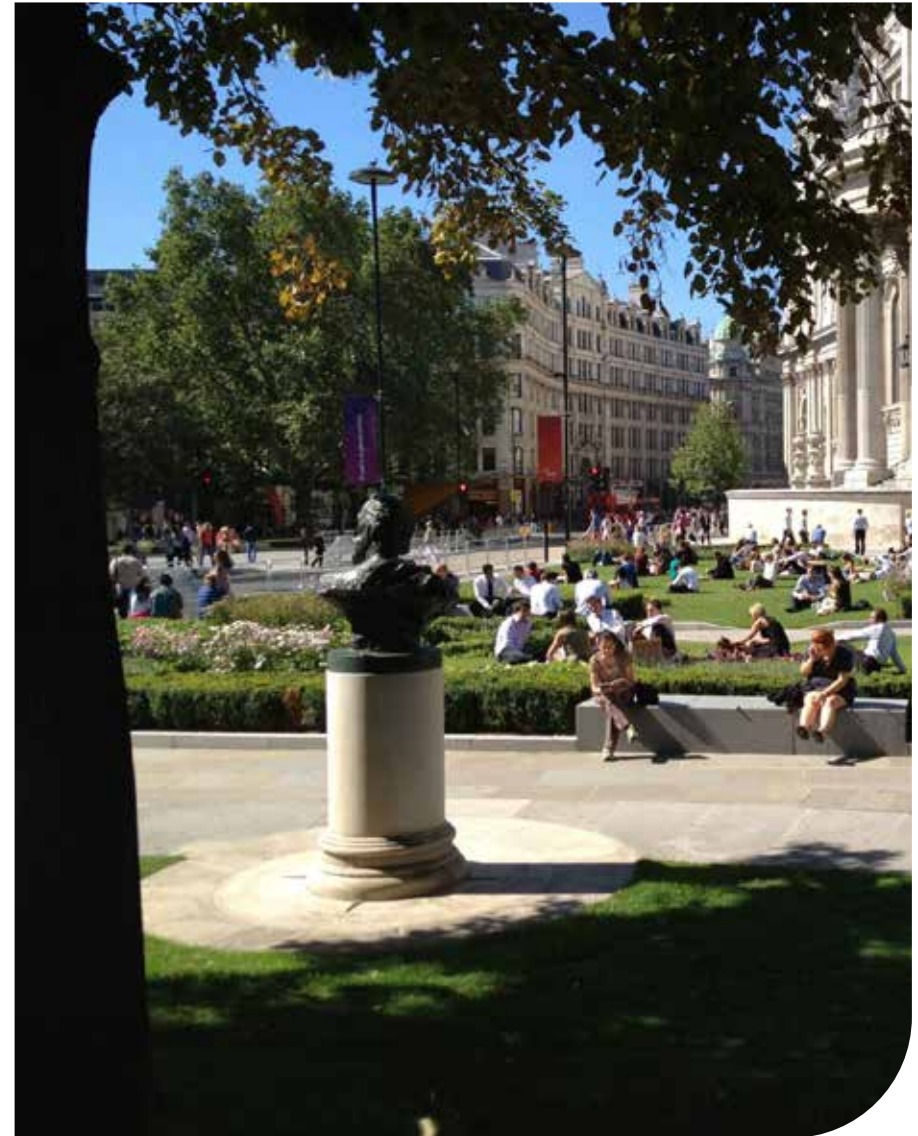
How the policy works

- 7.6.2 The City Corporation will require the development responsible for change to manage the impact of that change – the 'Agent of Change' principle. This means that a new residential development built near to an existing night-time entertainment use would be responsible for providing appropriate soundproofing or other mitigation measures to avoid any undue impact, whereas a new night-time entertainment use opening in a residential area would be responsible for the necessary mitigation measures.
- 7.6.3 Night-time entertainment uses in the City include restaurants and cafes, drinking establishments, hot food takeaways, nightclubs and other related uses which form part of the City's wider night-time economy.
- 7.6.4 The management of night-time entertainment and licensed premises is undertaken through the operation of both planning and licensing regimes. In general, the planning regime controls the location, design and planning use of premises to protect the amenity of an area or local residents, whilst the licensing regime is used, having regard to licensing objectives, to control specific activities at premises to prevent, for example, noise and other public nuisance.
- 7.6.5 Planning and licensing regimes operate under separate legislative and regulatory frameworks. The City Corporation will ensure that, as far as is possible, a complementary approach is taken between planning and licensing within the legislative framework. The City Corporation publishes a Statement of Licensing Policy, which outlines the approach that it will take when considering

7 Culture & Visitors

applications for the sale and supply of alcohol, the provision of regulated entertainment and the provision of late-night refreshment. This is supported by the City Corporation's Code of Good Practice for Licensed Premises. The City Corporation's Noise Strategy sets the strategic direction for noise policy within the City of London and outlines steps that the City Corporation will take, and is already taking, in dealing with noise issues, including those arising from night-time entertainment.

- 7.6.6 The character of many licensed premises has changed significantly in recent years. Existing and new premises often have longer operating hours, may have larger capacity and may provide live or recorded amplified music. Some of these premises are close to residential accommodation and this can result in disturbance and nuisance from excessive noise, particularly from people drinking and smoking outside, and arriving or leaving. Policy SA2 (Dispersal Routes) requires applications for night-time uses to include Management Statements setting out proposals for the dispersal of patrons.
- 7.6.7 All planning applications for restaurants and cafes, where planning permission is required, and for drinking establishments, hot food takeaways and related, uses should include information stating the proposed hours of operation. The City Corporation may impose conditions requiring the closure of the premises between the hours of 11pm and 7am where appropriate, such as near noise sensitive uses.



7 Culture & Visitors

- 7.6.8 Potential applicants seeking planning permission for a night-time entertainment use, between the hours of 11pm and 7am, are expected to engage at the earliest possible stage with the City Corporation as Licensing Authority, the City of London Police, local residents and other neighbouring occupiers that will be affected by the proposal. This will ensure that the local context and local sensitivities are fully understood and can be taken into account when designing premises for night-time entertainment uses and planning the operation of the proposed use to minimise adverse impact on amenity.
- 7.6.9 Proposals for new and extended night-time entertainment uses or for variations of planning conditions must be accompanied by a Management Statement that addresses planning amenity issues, sets out how potential impacts on amenity will be addressed through the design of the premises and how they will operate without causing disturbance including:
- ▶ hours of closure to protect amenity;
 - ▶ noise mitigation plans related to both internal and external noise, including measures to reduce sound transfer, such as soundproofing, noise controls and double entry lobbies;
 - ▶ the dispersal of patrons so as not to cause disturbance to residents;
 - ▶ arrangements for the storage, handling and disposal of waste;
 - ▶ a timed programme for deliveries and collections and other servicing arrangements;
- ▶ measures to deal with the emission of odours; and
 - ▶ location of ventilation ducts and plant.
- 7.6.10 Assessment of the Management Statement will have regard to the City Noise Strategy, the provisions of the City of London Statement of Licensing Policy and to any submitted licence application operating schedule. It is recognised that it may not be possible to submit detailed Management Statements when details of the end use operator are not known. However, applicants should submit an outline Management Statement which considers physical design measures to minimise disturbance, such as those outlined in the paragraph above. In such cases, conditions will be attached to any planning permissions granted requiring full Management Statements to be submitted once the occupiers are known.
- 7.6.11 To safeguard quiet times and amenity, particularly for residents and other noise-sensitive uses, the City Corporation will attach planning conditions or seek s106 planning obligations to ensure compliance with agreed Management Statements. The City Corporation will normally apply conditions to limit the hours of operation where there is potential for unacceptable disturbance to local residents and others. Each case will be considered in relation to its locality and the need to strike a balance between the benefits to the City of night-time entertainment and the risk of disturbance to local residents, workers and others.

7 Culture & Visitors

Reason for the policy

- 7.7.0 Art can contribute significantly to the quality of the environment, particularly where it enhances a sense of place and local identity and is a form of community infrastructure. Public art includes temporary installations and non-physical works such as soundscapes.
- 7.7.1 Where appropriate, artworks can be multi-functional so that a variety of community needs can be met. Artworks may provide shelter from the weather, include sensory elements and provide play opportunities.
- 7.7.2 There are several arts events held regularly including Sculpture in the City which forms a free public trail of works of art throughout the City.
- 7.7.3 The proposed public art must respect, and not detract from, the surrounding environment. Objects of cultural significance may include blue plaques, statues, monuments, fountains, memorials, parish boundary markers and other similar heritage assets.
- 7.7.4 Works of art must ensure that health and safety considerations are considered when designing, siting and maintaining the installation. Restriction of pedestrian flows must be avoided, and consideration given to ensuring that people with visual or mobility impairments are not placed in danger. Illuminated artworks must be sited to avoid light pollution impacting on nearby residential occupiers.

How the policy works

- 7.7.5 The City Arts Initiative (CAI) group advises the City Corporation on the artistic merit, siting, setting and appropriateness of public art proposals in the City. Temporary works of art (in situ for less than 8 weeks), which do not require planning permission, will be considered by the CAI group.
- 7.7.6 Opportunities for public art in open spaces should be considered at an early stage to ensure that they are satisfactorily integrated into the design of development and applicants should work with artists at an early stage of design. Artworks and memorials should be appropriate to their location, including the history and context and the use of a site. Where works of public art are sited in the public realm, they should be endowed to secure their appropriate maintenance in perpetuity and their retention will be secured by condition or legal agreement. Where works of art are on private land, it is expected that those pieces will be maintained to a high standard by the landowner. The City Corporation may seek contributions through s106 obligations towards the provision of new public art and the future maintenance of public art.

8 Infrastructure



8 Infrastructure

Strategic Policy S7: Infrastructure and Utilities

1. To coordinate and facilitate infrastructure planning and delivery and the transition towards a zero carbon and climate resilient City, all development should:
 - a. Minimise the demand for power, water and utility services;
 - b. Incorporate sustainable building design and demand management measures;
 - c. Connect to existing pipe subways where feasible, particularly where there is pipe and cable congestion under the streets;
 - d. Seek to provide the latest and best quality utility infrastructure and connections to serve the development.
2. Developers must engage with infrastructure providers at an early stage of design to ensure that the infrastructure needs arising from the construction and operation of new development are addressed and required utility networks and connections are in place in time to serve the development.
3. Existing essential utilities and telecommunications infrastructure will be protected from development unless it is no longer required or will be adequately relocated.
4. The improvement and extension of utilities infrastructure should be designed and sited to minimise adverse impacts on the visual amenity, character and appearance of the City and its heritage assets.



8 Infrastructure

Reason for the policy

- 8.1.0 Infrastructure is a vital component of modern cities. Maintaining high quality and sustainable utilities provision in the Square Mile is crucial for the City to remain competitive and address climate challenges.
- 8.1.1 There are specific challenges to providing the infrastructure needed to support existing activity in the City and the development set out in this Plan:
- ▶ The dense concentration of business activity in the City means that high demand is concentrated in a small geographical area.
 - ▶ There is a legacy of congested cable routes under the City's streets.
 - ▶ Delivery of new infrastructure and improvements to existing networks may result in temporary disruption to businesses, residents and visitors.
 - ▶ Energy and telecoms demands are increasing and there is a need to continually improve and upgrade networks to meet this changing demand in a sustainable way, which does not compromise the City's trajectory towards zero carbon.

How the policy works

- 8.1.2 The City Corporation has established strong links with the various infrastructure providers that service the City, including Thames Water, UK Power Networks, Cadent Gas, Citigen and telecoms providers. The City Corporation will seek to retain and strengthen these links, working with all providers and regulators, where appropriate. The City Corporation is developing a Utility Infrastructure Strategy, which sets out the steps that will be taken, including through partnership working, to ensure the City's utilities infrastructure remains fit for purpose and future proofed.
- 8.1.3 Developers will be required to demonstrate liaison with infrastructure providers at an early stage of building design, ensuring that future needs are planned and delivered in a timely fashion with minimal disturbance to City streets, businesses and residents.
- 8.1.4 Utilities infrastructure comprises the provision of electricity, gas, water, sewerage, sustainable drainage (SuDS), telecommunications, including wired and wireless infrastructure, decentralised energy networks and the pipe subway networks that accommodate such infrastructure.

8 Infrastructure

Policy IN1: Infrastructure provision and connection

1. Utility infrastructure and connections must be designed into and integrated with the development. The following infrastructure requirements should be planned for:
 - a. Electricity, gas and water supply necessary for the operation of the intended use and during the construction period. Account should be taken of the need to conserve resources and deliver energy and water efficient buildings to minimise future demands. Temporary building supply for the construction phase should be identified in conjunction with electricity providers including the estimated load capacity, substations and route for supply;
 - b. Heating and cooling demand and viability of provision. Designs should incorporate connections to existing decentralised energy networks where feasible;
 - c. Digital and telecommunications network demand, including full fibre wired and wireless infrastructure in line with the Mayor of London's 'Wired Score' connectivity rating or equivalent, planning for dual entry through communal entry chambers and flexibility to address future technological improvements;
 - d. Separate surface and foul water drainage requirements within the proposed building or site, including provision of Sustainable Drainage Systems (SuDS), rainwater harvesting and grey water recycling, minimising discharge to the combined sewer network.

Where it is not possible to provide detail at application stage, planning conditions and/or obligations will be used to secure the provision of such detail.

2. To avoid delays to prospective tenants, developers should consider pre installing telco communal chambers or other innovative solutions to help facilitate communications networks, into the new development.
3. Developers should conduct mobile signal tests within the development and consider the need for provider neutral in building mobile solutions where coverage is poor.
4. Development should aim to avoid reducing mobile connectivity in surrounding areas, and if that is not possible suitable mitigation measures will be required. Provision should be made on buildings or in the public realm to accommodate well designed and located mobile digital infrastructure.

8 Infrastructure

Reason for the policy

- 8.2.0 The dense concentration of businesses means that high demand is focused in a restricted geographical area. Electricity, telecommunications, water, gas and district heating and cooling networks are of particular importance. Congested cable routes traverse the City under its streets. Energy demands are increasing, particularly to provide air conditioning to counter increased warming and the delivery of upgraded ICT networks required by financial and business services. The impact of Covid-19 has highlighted the importance of digital connectivity and the transition to an increasingly digital-reliant economy.
- 8.2.1 The City Corporation's Utilities Infrastructure Strategy sets out in more detail the infrastructure projects that are under construction or required.



How this policy works

- 8.2.2 Developers must liaise with utility providers and adopt best practice in assessing and improving connectivity within developments. Connection layouts and future proofing should be considered in the design of the development.
- 8.2.3 Addressing air pollution is a fundamental concern for the City Corporation. Developers should engage with energy providers prior to commencement of development works to ensure the availability of temporary building supplies, avoiding the need for diesel generators to provide electricity.
- 8.2.4 Delivery of new infrastructure and improvements to existing networks could result in temporary disruption to businesses, residents and visitors. Developers must co-operate with infrastructure providers to minimise disruption to highways and businesses during major infrastructure upgrades and pipe subway construction.
- 8.2.5 It is essential for the City to be digitally connected and responsive to the changing requirements of business, equipping businesses to benefit from the digital transformation stimulated by the Covid-19 pandemic. Buildings must be equipped to meet the digital needs of current and future occupiers. Developers will be expected to undertake an assessment of the connectivity of major new office buildings or refurbishments, using a wired certification such as WiredScore. Development should result in an improvement in the City's digital connectivity.

8 Infrastructure

- 8.2.6 Mobile connectivity within and around buildings is critical to the City of London. Developers will need to ensure that their buildings do not worsen existing signal strength in the area and consider the provision of in-building solutions where signal strength is poor. The roll out of 5G across the City will require additional mobile infrastructure and suitably located cells. Where feasible, provision for new cells should be incorporated into new development. Where this is not feasible, provision should be made for additional cells to be located in the public realm, on existing street furniture or elsewhere as appropriate.
- 8.2.7 The City Corporation will encourage the improvement and extension of utilities networks to ensure that the City uses the latest technology and continues to provide good quality services for businesses, residents, students and visitors. The City Corporation's City Developer Guidelines for Incoming Utility Services provides guidance on best practice.



8 Infrastructure

Policy IN2: Infrastructure Capacity

MM23

1. Development must not lead to capacity or reliability issues in the surrounding area and should therefore be designed to operate efficiently, while maintaining a high standard of infrastructure provision for occupiers capacity-projections must take into account the impacts of climate change which will influence future infrastructure demand.
2. Developers are required to demonstrate, through effective engagement with provide evidence that they have engaged with infrastructure providers at an early stage to seek to ensure, that adequate utility infrastructure will be provided, both on and off the site, to serve the development during construction and operation, and that they have co-operated (where appropriate) with infrastructure providers to minimise disruption. New major residential and major non-residential development will need to provide information as part of a planning application that shows early engagement by the applicant with the sewerage and water supply network provider, to demonstrate the provider can meet their duty to ensure there is adequate water supply, foul drainage and sewage treatment capacity to serve the development.
3. Where potential capacity problems are identified, and no improvements are programmed by the utility company, the City Corporation will require developers to demonstrate that they have sought to work collaboratively with utility providers to facilitate appropriate improvements, which may require the provision of and have explored and (where feasible) provided space within new developments for on-site infrastructure or off-site infrastructure upgrades.



8 Infrastructure

Reason for the policy

8.3.0 Early engagement with infrastructure providers is essential to ensure that there is adequate capacity to serve the development during its construction and operational phases.

How this policy works

8.3.1 The Sustainability or Energy Statement submitted as part of the planning application should set out the demand management measures incorporated into the scheme and should include evidence of engagement with providers.

8.3.2 Infrastructure provision must be completed prior to the occupation of the development. The City Corporation will expect development to promote and contribute towards a zero carbon economy, through smart buildings and incorporating alternative solutions into the design. It will be necessary for developers to establish if the proposal would lead to overloading of the existing infrastructure, which may involve studies being undertaken by utility providers. Adequate time should be allowed to consider the supply options and to enable utility providers to collate an informed response.

8.3.3 Projections of infrastructure demand should be realistic. Over specification should be avoided as it could result in underutilisation of infrastructure. The cumulative impacts should be considered through discussion with providers and pre-application meetings with the City Corporation. The co-ordination of infrastructure works is essential to minimise disruption and the impact on existing services.

AM45 8.3.4 Developers will be required to submit written evidence from utility providers that effective engagement has been carried out. This could include a joint statement of intent endorsed by the relevant providers. [Where capacity problems are identified, developers should work collaboratively with utility providers to find a solution.](#) S106 agreements may be used to ensure continuous engagement regarding route planning and confirmation of load demands.

8.3.5 Redundant plant should be removed where possible to facilitate future infrastructure connections. Redundant infrastructure within the public realm, such as telephone boxes, should be removed unless it is of heritage interest.



8 Infrastructure

Policy IN3: Pipe Subways

Developers and utility providers must provide entry and connection points within the development which relate to the City's established utility infrastructure networks, utilising pipe subway routes where these are available. Sharing of routes with other nearby developments and the provision of new pipe subway facilities adjacent to buildings will be encouraged.



Reason for the policy

- 8.4.0 Expansion and integration of pipe subway and decentralised energy networks is a long-term aspiration of the City Corporation. The provision of additional pipe subways would provide greater capacity for pipes and cables, reducing the need for street works which often cause disruption. Pipe subways accommodate gas and water mains and electricity more effectively with easier access for maintenance, rather than burying pipes which are then not easily accessible.

How the policy works

- 8.4.1 The City Corporation will seek the expansion and integration of development into the pipe subway network where there is sufficient evidence to demonstrate that services to development would be better integrated within an established pipe subway. Given the cost of installing new pipe subways, it is especially important to make efficient use of the existing network. Developments which are located adjacent to existing pipe subways will normally be expected to install connections.

9 Design



9 Design

Strategic Policy S8: Design

The City Corporation will promote innovative, sustainable and inclusive high quality buildings, streets and spaces. Design solutions should make effective use of limited land and contribute towards vibrancy, inclusion, wellbeing and a greener, net zero carbon City, through development that:

Sustainable design

- 1. Takes a 'retrofit first' approach, prioritising the retention and retrofit of existing buildings, informed by an appraisal of the development options;
- 2. Seeks opportunities to refurbish existing buildings, improving their environmental performance;
- 3. Minimises whole life-cycle carbon and contributes towards a net zero carbon City;
- AM46 4. Delivers world class sustainable buildings that are adaptable and informed by designed with best practice circular economy principles and that treat materials as a valuable resource;
- AM47 5. Embeds climate resilience into the early design concept to and contributes to the resilience of the Square Mile; and
- AM48 6. Seeks opportunities to contribute to the wider sustainability of the City and (where relevant) neighbouring boroughs, especially where development would result in substantial embodied carbon emissions.

Form and Layout

- 7. Optimises site capacity, informed by the character of the area and its potential for growth;
- AM49 8. Delivers buildings and spaces that have the right an appropriate scale, massing, built form and layout, with due regard to the existing and emerging urban structure, building types, form and proportions identified in the Character Areas Study;
- AM50 9. Optimises pedestrian movement by maximising permeability, providing external and where feasible internal pedestrian routes which are inclusive, welcoming, convenient, comfortable and attractive, enhancing the City's characteristic network of accessible buildings, streets, squares, courts and alleys; and
- 10. Is pedestrian-focused, reducing conflict between pedestrian and vehicular traffic, creating a safe and attractive public realm, prioritising pedestrians and cyclists, whilst mitigating the impact of building servicing;

9 Design

Experience

- 11. Provides an appropriate mix of uses that contribute to the creation of a vibrant City;
- 12. Places people at the heart of design, creating buildings and spaces with a strong sense of belonging;
- 13. Optimises microclimatic conditions, addressing solar glare, daylight and sunlight, wind conditions and thermal comfort and delivers improvements in air quality, open space and views;
- 14. Delivers street level building frontages which are active, public facing, usable, permeable, interesting, well detailed and appropriately lit, delivering suitable levels of passive surveillance;
- 15. Optimises the amount and connectivity of green infrastructure and, biodiversity and public amenity space and urban greening, and provides these in ways that are integral to the architecture and site design;
- 16. Delivers inclusive buildings, streets and spaces that meet the access needs of all the City's communities irrespective of background or circumstance;
- 17. Delivers publicly accessible space within the development by maximising the amount of accessible, inclusive and free to enter open spaces, roof terraces, cultural offers and other spaces, including in tall buildings and along the river and around City landmarks;

- 18. Supports health and wellbeing within the City's communities; and
- 19. Is informed by early and meaningful stakeholder engagement, proportionate to the scale and type of development proposed.

Quality and character

- 20. Delivers high quality design, which is visually interesting, well proportioned and well detailed and conserves and enhances the townscape character and appearance of the City, and its historic environment, and takes into account cross boundary impacts of the neighbouring boroughs;
- 21. Incorporates sustainability measures and other plant and building services into a coherent architectural design;
- 22. Considers lighting as an integral part of the design process, ensuring that internal and external lighting provides the right light in the right place at the right time;
- 23. Incorporates signage of an appropriate siting, size, form, appearance and illumination within the building's architecture;
- 24. Incorporates necessary security and safety measures as an integral part of the design; and
- 25. Ensures that the building design concept is maintained from permission through to completion of a project.

9 Design

Reason for the policy

- MM24** 9.1.0 As a world leading financial and professional services centre, with many important heritage assets and high quality buildings, the City requires world leading design in all aspects of the built environment, including the sustainability of new, retrofitted and refurbished buildings. Business occupiers are seeking buildings that are designed with high sustainability, accessibility and inclusion, and wellness credentials, and for these to be reflected in the appearance, functioning and design of buildings and their relationship to the wider context.
- AM51** 9.1.1 The built environment is a major contributor to carbon emissions. Development should not only seek to minimise emissions but also find opportunities to improve wider sustainability. Retrofitting existing buildings will in many cases result in lower whole life-cycle upfront embodied carbon emissions (~~in total, and~~ per square metre) than demolishing and redeveloping sites, and helps to minimise the use of materials. As our climate changes, development must play a role in helping to make the City more resilient to extreme weather conditions and the impact of changing climatic conditions.
- 9.1.2 Development has a significant role to play in enhancing the public life of the Square Mile and making it more welcoming for everyone through delivering inclusive and accessible public spaces, vibrancy, destinations, experiences and leisure opportunities as an integral part of new development.

How the policy works

- MM25** 9.1.3 The design approach to each site in the City will be unique and there is a need to consider a broad range of factors through an iterative design process. While sites won't share a singular route through the design process, this City Plan places significant importance on achieving sustainable development through a 'retrofit first' approach. An understanding of the potential for retaining and retrofitting existing buildings should therefore be the starting point for appraising site options, alongside a robust analysis of the whole life-cycle carbon of different development approaches.
- MM26** 9.1.4 Options appraisals should also be informed by the potential for wider environmental sustainability benefits for the site, its context and the whole City before considering the many wider other design and planning matters set out in this policy and other policies throughout the Plan, and using this work to inform the design of the proposed scheme.
- MM27** 9.1.5 Development with a substantial embodied carbon impact should seek to incorporate environmental sustainability benefits on site or to contribute to offsite measures in the wider local area that contribute to substantial improvements for the sustainability of the City. Opportunities for such measures may vary on a site by site basis due to the specifics of the location, context, building use and type of a site.

9 Design

Policy DE1: Sustainable Design

- MM28 1. Development proposals should ~~follow~~ **adopt** a retrofit first approach. ~~thoroughly exploring the potential for retaining and retrofitting~~ **At the project outset, potential options for retention and retrofit should be explored to reduce carbon emissions and material waste. existing buildings as the starting point for appraising site options:**
- AM52 2. All major development must undertake an assessment of the **feasible** options for the site, in line with the City Corporation's Carbon Options Guidance Planning Advice Note, ~~and should use this process to establish to inform~~ the most sustainable and suitable approach for the site.
- MM29 3. Development proposals should minimise whole life-cycle carbon emissions. Major developments must submit a whole life-cycle carbon assessment **at planning stage and post construction.**
4. Where new buildings are the most sustainable and suitable approach, they should deliver exemplar low carbon development and the highest environmental sustainability quality, driving forward best practice beyond standard approaches and contributing to wider sustainability improvements in the area.
5. Innovative design, materials, construction, and technologies should be used to deliver highest standards of environmental sustainability.
6. Applicants must ensure that measures to improve environmental performance and mitigate and adapt to climate change have been integrated into the design.

MM30

MM31

Circular economy design approaches

7. Development should be designed to incorporate circular economy principles throughout the life cycle of the building through:
- Flexible building design to accommodate evolving working and living patterns, reducing the need for redevelopment;
 - Floorspace adaptability to maximise the lifespan of buildings;
 - ~~Retention, refurbishment, retrofit and reuse~~ **Reuse, refurbishment and retention** of existing buildings, structures and materials to reduce reliance on virgin resources;
 - Designing for disassembly, reuse and recycling of deconstruction materials;
 - Maximum use of recycled materials in development and off-site construction methods to reduce wastage; and
 - Designs which enable durability, modularity, sharing of goods and services and reuse of supplies and equipment, minimising waste during the building's operational phase.

Sustainability standards

8. Proposals for major development will be required to:
- Achieve a minimum BREEAM rating of "excellent" and aim for "outstanding" against the current, relevant BREEAM criteria at the time of application, obtaining maximum credits for the City's priorities (energy, water, materials, waste and pollution). The

9 Design

adaption to climate change credit Wst 05 must be achieved in the waste category Climate resilience credit should be achieved for the waste category;

- b. Commit to a minimum NABERS UK Base Build energy rating of 5 stars for new build and 4 stars for retrofit developments (offices only); Commit to achieving a minimum NABERS UK rating of 5 stars;
- c. Demonstrate that London Plan guidance on operational carbon emissions and air quality requirements have been met on site. In exceptional circumstances, where standards cannot be met on site, carbon offsetting will be required to account for the shortfall. This will be secured through a S106 agreement with offsetting contributions ring fenced for carbon reduction projects;
- d. Retain existing buildings and structures where feasible to reduce embodied carbon emissions and waste;
- e. Demonstrate climate resilience in building and landscape design;
- f. Incorporate collective infrastructure such as heating and cooling networks, smart grids and collective renewable energy storage (for example batteries) wherever possible, to contribute to a net zero carbon, zero-waste, climate resilient City; and
- g. Prioritise the objectives of the City of London Local Area Energy Plan (LAEP) to create or link into local energy networks and waste heat sources, and include opportunities for heat and cooling transfer to/from nearby developments.



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where decarbonised electricity that does not contribute to future local levels of pollution, is the main energy source. Heating and cooling networks will increasingly exploit low carbon energy from waste heat and heat pump technologies rather than fossil fuels and contribute to reductions in primary energy demand, carbon emissions and nitrous oxides. Therefore, connection to these networks is expected wherever feasible. This will also reduce the need for roof top installations such as boiler flues, cooling towers and plant rooms.

AM53

- 9.2.3 As new developments are large consumers of resources and materials, the possibility of sensitively refurbishing or retrofitting buildings should be considered in preference to demolition. Proposals for substantial demolition and reconstruction should have regard to the [whole life-cycle carbon](#) ~~whole-life-carbon~~ impact, resource and energy use, when compared to the existing building, and must justify why redevelopment and new build is the most sustainable and suitable approach. All development should ensure the reduction, reuse or recycling of resources and materials, and minimise energy use and emissions that contribute to climate change.
- 9.2.4 The application of sustainability standards through this Plan will contribute to the achievement of the objectives of the City's Climate Action Strategy, however, guidance in the area of sustainable development is rapidly evolving and applicants should use the most up to date guidance to inform their planning proposals.
- 9.2.5 The circular economy is an alternative to the typical 'linear' way of treating resources. By finding ways of remanufacturing, reusing or

recycling materials and keeping them in use for longer, waste can be reduced. The circular economy emphasises design for durability and modularity, making better use of under-used assets through sharing and offering products as a service. Circular economy principles can be applied to buildings and the development cycle, reducing the demand for new materials, and to the operational phase of a building's life to minimise annual waste arisings.

How the policy works

- 9.2.6 The approach to retention and/or redevelopment, built form, whole life-cycle carbon and circular economy for the development should be shaped on the basis of the insights derived from the carbon options assessment. Applicants should work collaboratively through the carbon options process to establish the most sustainable and suitable approach for the site. Applicants should demonstrate that they have taken into account principles of sustainable design and that measures to improve environmental performance and mitigate and adapt to climate change have been integrated into the design.
- 9.2.7 The requirement for the highest feasible and viable sustainability standards applies to all development in the City, including major new development, extensions to existing buildings, major refurbishments and minor development. Refurbishments of existing buildings are subject to this policy where proposed works constitute development.
- 9.2.8 Sustainability Statements should be used to provide comprehensive evidence of the sustainability of each development.

9 Design

MM33 9.2.9 For major development (where the floorspace to be created by the development is 1,000sqm+, the site is 1 hectare or more, a residential development of 10+ dwellings, or a residential development on a site of 0.5 hectares or more) the following information should be provided:

- ▶ A BREEAM pre-assessment or design stage assessment including a summary of the credits to be targeted in each category. Planning conditions will be used to require submission of a post construction BREEAM certificate to demonstrate implementation of the approved designs, achievement of the City's priority credits and identify any performance gaps between design and completed development.
- ▶ A Design for Performance (DfP) Agreement to the required Base Build NABERS UK energy rating (offices only). The DfP Agreement should set out how the design intent for energy efficiency will be maintained from design through to occupation and rating. Planning conditions will be used to require submission of a NABERS certificate after the rating period.

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- ▶ An energy assessment in line with the Mayor of London's Energy [Assesment Planning](#) Guidance.
- ▶ An options appraisal following the City Corporation's Carbon Options Guidance Planning Advice Note to develop a low carbon solution that optimises social, economic and environmental sustainability benefits.

- ▶ An air quality assessment to meet the requirements of the London Plan demonstrating that the development will not result in deterioration in air quality be at least Air Quality Neutral, in line with the City of London Air Quality SPD.
- ▶ Details of the proposed adaptation and resilience measures to make the building resilient to the climate and weather patterns it will encounter during its lifespan.
- ▶ Details of collective infrastructure and other environmental sustainability improvements for the site, its context or the City as a whole, which has been incorporated to address environmental challenges.
- ▶ Whole life-cycle (WLC) carbon assessments in line with the London Plan Guidance and City Corporation's Carbon Options Guidance Planning Advice Note, fully exploring opportunities to minimise embodied and operational carbon emissions.

Extensions

- ▶ If a development proposal includes an extension greater than 25% of the existing floorspace or consists of a distinct structure greater than 1,000sq.m, the extension on its own should be treated as a major development and assessed accordingly, including consideration of London Plan carbon emission targets, carbon options appraisal and BREEAM requirements.

9 Design

For minor development

- ▶ Although minor development may provide more limited opportunities for the incorporation of sustainability features it is important that sustainability is considered at the design stage for all projects. For most minor development inclusion of sustainability information in the Design and Access Statement will suffice.

MM34 ▶ [For minor development that includes substantial works \(including substantial retrofit, extension\), more detailed sustainability information may be requested to demonstrate policy alignment, such as consideration of London Plan carbon emission targets, carbon options appraisal or BREEAM requirements.](#)

Circular design approaches

EIA development

- 9.2.10 For development that requires an Environmental Impact Assessment (EIA) the Environmental Statement should demonstrate how circular economy principles have been incorporated into the development, fully addressing how Construction, Demolition and Excavation (CD&E) waste will be minimised, deconstruction materials will be reused or recycled and the waste arising during the operational phase of the development will be minimised and managed. This should include consideration of on-site facilities to reduce the need for waste vehicle movements such as on-site composting or anaerobic digestion, or waste consolidation.

- 9.2.11 A Circular Economy Statement and the WLC carbon assessment following the London Plan guidance should be submitted for all EIA development.

Major development

- 9.2.12 For all other Major development proposals, the Sustainability Statement should provide evidence of the application of circular economy principles and the adherence to the waste hierarchy. This could include reuse of existing buildings and structures, provision of Site Waste Management Strategies for the construction phase and Zero Waste Plans for the operational stage of the development. Major development should aim to achieve maximum BREEAM credits for Waste.

- 9.2.13 A Circular Economy Statement following the London Plan guidance should be submitted for all Major development.

All other development

- 9.2.14 For all other development, the Design and Access statement should demonstrate how waste minimisation and the circular economy have been considered in the design of the development.

9 Design

Policy DE2: Design Quality

1. Development should be of an exemplar standard of design, aesthetics and architectural detail and should enhance the townscape and public realm. Development that would adversely affect the character, appearance or amenities of the buildings or area will be resisted.
2. The design of new development must ensure that:
 - a. The layout, form, scale, massing and appearance of schemes are appropriate in relation to their surroundings and have due regard to the scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of the area;
 - b. The site layout takes account of established and potential pedestrian desire lines enhancing pedestrian permeability;
 - c. Buildings and public spaces are inclusive and accessible for everyone;
 - d. The architecture and urban design function well, are visually attractive with high quality detailing, finishes and materials, and enrich the overall quality of the area for the long term;
 - e. Elevations have active, engaging and welcoming street frontages;
 - f. The development incorporates high quality landscape design and maximises opportunities for greening, biodiversity and public realm improvements;
 - g. Innovative design approaches are used to create high quality buildings that meet high sustainability standards, and integrate well with the surroundings;
 - h. It is constructed using appropriate, high quality, low carbon, sustainable and durable materials;
 - i. It avoids unacceptable wind, loss of daylight and sunlight and thermal comfort impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;
 - j. The proposed uses and activities are accommodated within the curtilage of the development and do not rely on use of the public realm, including the use of public highway;
 - k. The plant and building services equipment are fully screened from view and integrated into the design of the building such that there are no adverse impacts on amenity in surrounding areas;
 - l. The form, profile and appearance of the roofscape adds visual interest and complements the building.
3. Applicants will be encouraged to undertake meaningful developer led engagement before submitting their planning application in line with the City Corporation's Developer Engagement Guidance;
4. Applicants will be required to provide digital 3D visualisations of their developments in an open source or other format compatible with the City Corporation's 3D digital modelling technology. These visualisations should be used to inform pre application and post application consultation with local communities and stakeholders.

9 Design

on a sound understanding of the site and its context. A series of key characteristic features have been identified in the City’s Character Areas Study, which should be applied to understand the underlying character of the different areas of the City. In assessing development proposals, careful consideration will be given to the scale, form, massing, appearance and those distinctive features that contribute to the area’s unique identity and local character.

- 9.3.3 Good design is a key aspect for creating places, buildings or spaces that work well for everyone, look good, last long and can adapt to the changing needs of future generations. Making the right choices at all levels of the design process is therefore very important. The development proposals will be required to clearly articulate the design evolution from the conceptual stage to the final product. This narrative should be set out in the Design and Access Statement and should address the key design aspects outlined in the National Design Guidance:
- ▶ the layout
 - ▶ the form
 - ▶ the scale of buildings
 - ▶ their appearance
 - ▶ landscape
 - ▶ materials
 - ▶ their detailing
- 9.3.4 Wind conditions and solar glare may have an adverse effect on the surrounding townscape and the quality and use of the public realm. Assessments will need to be carried out on the impact of proposed development on wind conditions, thermal comfort and solar glare. Any adverse impacts should be minimised and unavoidable impacts will need to be mitigated. Appropriate measures to achieve this should be integrated into the design of the development. The City Corporation has published guidelines for developers on wind microclimate studies required to support planning applications. Further guidance is available on solar glare, solar convergence and daylight and sunlight impacts of development.
- 9.3.5 The design and implementation of building extensions and alterations, such as entrances and windows, are important because they have a cumulative effect on the overall character and appearance of the City. Extensions or alterations should be considered in relation to the architectural character of the building, designed to minimise their impact and integrated into the design of the building. Alterations and extensions should achieve a successful design relationship with their surroundings, taking full account of the local context and the setting of the building.
- 9.3.6 In most buildings, the ground floor elevation has the most effect on public amenity, so its design should be given particular attention to ensure that it is legible, visually attractive and provides active frontages. Blank frontages and ventilation louvres should be avoided. Ventilation louvres, where necessary, should be located away from busy streets.

9 Design

- 9.3.7 Plant should be located below ground. Where this is not feasible, it should be satisfactorily integrated into the form and design of the roof. It should be enclosed and covered where it would otherwise harm the appearance of the building, the general scene, or views from other buildings. Intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should terminate above the roof height of the tallest building in the development to ensure maximum dispersion of pollutants.
- 9.3.8 Servicing entrances can have a detrimental impact on the appearance of the building and its immediate setting and can harm otherwise attractive pedestrian routes. The City Corporation expects innovative design solutions for servicing entrances and adjacent areas to minimise their visual impact and to enable them to be integrated into the design of the building. Design solutions must respect the sensitive nature of listed buildings and conservation areas.
- 9.3.9 Ventilation or extraction systems should be routed internally, and extensive or unsightly external ducting will not normally be permitted. Provision must be made within the building for services and ducting to and from all uses. Ventilation systems in new build premises for extracting and dispersing any emissions and cooking smells must be discharged at roof level and designed, installed, operated and maintained in accordance with manufacturer's specification in order to prevent smells and emissions adversely affecting neighbours. For changes of use, developers and/or occupiers should investigate the potential

to vent emissions to the roof. Developers should provide suitable rooftop ventilation, where appropriate. Where it can be demonstrated that venting of such emissions to the roof is not practical, venting to an adjacent footway will only be acceptable where the extraction system is of the highest specification for odour abatement and there is no adverse impact on neighbours by virtue of smells or other emissions. Other ventilation louvres should not be sited by adjoining footways.

9 Design

Policy DE3: Public Realm

The City Corporation will work in partnership with developers, Transport for London and Business Improvement Districts (BIDs), and other key stakeholders to design and implement schemes for the enhancement of streets and spaces and the creation of new spaces including public squares, parks, open spaces, viewing galleries, rooftops, forecourts, streets, courts, alleyways, routes and spaces between buildings.

Public Realm Design

Public realm schemes, must have regard to:

1. The need to provide high quality, inclusive, welcoming, well designed, safe, and functional public realm that takes into account how people will use the space;
2. The wellbeing of users ensuring appropriate shade and shelter, provision of areas with access to direct sunlight and taking into consideration microclimatic conditions including temperature, wind, exposure to noise, air pollution to create places that encourage people to dwell and spend time;
3. The predominant use and function of the space and adjacent spaces;
4. The use of sustainable natural and high quality materials, avoiding an excessive range whilst harmonising the proposals with the surroundings and the materials used throughout the City;

AM55

5. The need to increase the provision of green infrastructure, including tree planting, urban greening, soft landscaping and the delivery of net gains in biodiversity, and to link up existing habitats, green spaces and routes to provide green corridors;
6. The City's heritage, identifying, and retaining, and better revealing features that contribute positively to the character, cultural and leisure experience and appearance of the City;
7. ~~Opportunities~~~~The need~~ to integrate high quality public art as part of the public realm design;
8. The provision of sustainable drainage, where feasible, co-ordinating the design with adjacent buildings to facilitate rainwater management;
9. The need to improve pedestrian amenity, ensuring that streets and walkways remain uncluttered and encourage walking, cycling and wheeling;
10. The promotion of active travel, delivering interventions which improve the design of streets and spaces for pedestrians and cyclists in line with the Healthy Streets Approach;
11. The sensitive co-ordination of lighting with the overall design of the scheme;
12. The need to provide public amenities including seating and free water drinking fountains.

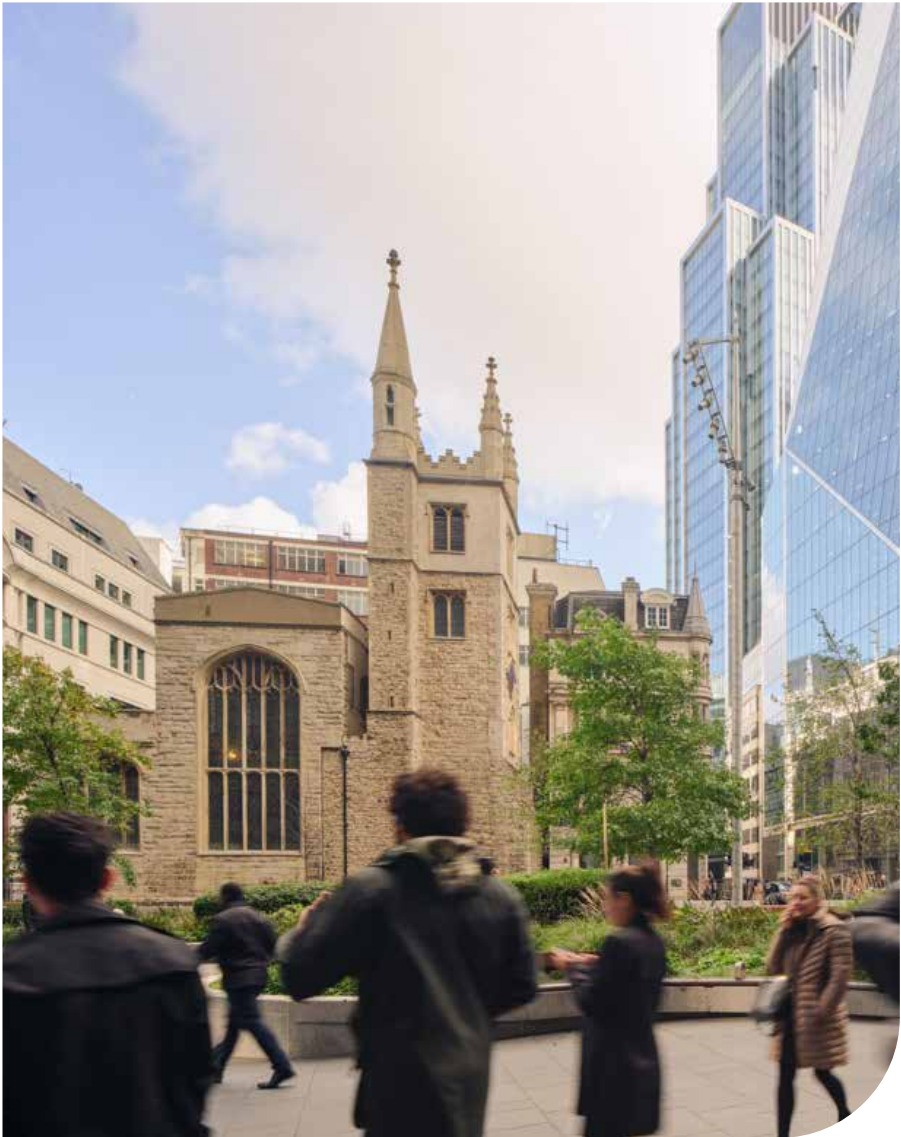
9 Design

Inclusive and Accessible Public Realm

The public realm should be welcoming, inclusive and accessible to all; it should be free to use and access.

Development proposals should:

- 1. Provide inclusive and accessible public realm that meets the existing and future needs of all user groups;
- 2. Ensure public spaces are open, welcoming, inclusive, free to use, and fully publicly accessible and that appropriate management and operational arrangements are in place. Where the development creates new public realm or affects the use of existing public realm, it should be ensured that public access to the space is maximised and the rules governing the space are minimised to those required for its safe management, in accordance with the Mayor of London’s Public London Charter. A Management Plan should be provided setting out how the space will be used and managed at different times of the day and different days of the week.
- 3. Ensure public spaces are free to use and access and align with the principles contained in the Mayor’s Public London Charter; any restrictions to public access will only be allowed in exceptional circumstances, subject to a legal agreement and should be the minimum necessary, appropriate and reasonable.



9 Design

Reason for the policy

- 9.4.0 The City of London is a dense urban environment, with a limited amount of public realm. Most streets and public spaces accommodate a high level of pedestrian footfall and perform a variety of functions above and beyond accommodating the movement of people. The City's streets and public spaces are where public life takes place, where workers, residents and visitors experience the City as a whole. Given the limited amount of space available at ground floor level in the City, public realm proposals must make effective use of the constrained land resource and be of the highest design quality, maximising benefits for the public.
- 9.4.1 To attract a greater and more diverse range of people to the city at different times of the day and on different days of the week, the design of the public realm must cater for a wide variety of requirements. The management and curation of the public realm influences how it is used and its appeals to different user groups. Management and maintenance of public space should be limited to minimise rules governing public spaces to avoid management regimes being implemented that set unnecessary rules for how people should behave. Whether publicly or privately owned, public realm should be open, free to use, welcoming and offer the highest level of public access. These spaces should only have rules restricting the behaviour of the public that are essential for safe management of the space.

- 9.4.2 High quality natural materials are characteristic of the City of London and add greatly to the character and identity of streets, courts and spaces. Wherever possible, the City Corporation will retain these surface materials and will carry out repairs to match and extend their use. Elsewhere, the City Corporation will encourage a limited palette of materials, providing continuity in the streetscape, and ease of access through the City.

How the policy works

- 9.4.3 The City Corporation will actively promote schemes for the enhancement of the public realm in accordance with the Healthy Streets Approach, the Mayor of London's Public London Charter, the Mayor of London's Streetscape Guidance, the City of London Public Realm SPD, the City of London Public Realm Toolkit, the City of London Transport Strategy and the Climate Action Strategy.
- 9.4.4 Developers will be required to demonstrate that public realm enhancements will improve the function and appearance of the space. An assessment will be required to demonstrate how the development will function in terms of the use of the public space, pedestrian desire lines, and potential congestion or conflict, and what public realm enhancements will be required to deliver a functional, inclusive, accessible, safe and attractive public space.
- 9.4.5 Public realm design should follow best practice place-making principles, by creating site layouts that positively respond to the context and microclimatic conditions, and using materials that harmonise spaces. Development proposals that deliver new or improved high quality public space will be encouraged

9 Design

and the provision of outdoor public space at ground level will be prioritised. There will be a particular focus on creating new routes and spaces that link the public realm network, connect key destinations in the City, and provide attractive walking and cycling routes and public spaces. These spaces should encourage people to dwell and spend time, and provide amenity for people's health and well-being.

- 9.4.6 The provision of tree planting will be encouraged to improve climate resilience, provide shade and visual amenity. It should be ensured that tree planting is feasible with below ground constraints.
- 9.4.7 A draft public realm management plan must be provided at the pre-application stage, outlining how the public realm will be designed and managed in accordance with the London Plan and the Public London Charter principles. Public realm management plans will be secured through s106 agreements. These plans should ensure that the design, and management regime that govern public spaces maximises public accessibility and supports the requirements of this policy. It should demonstrate how the public space will operate and be managed at different times of the day, and at different times of the week.
- 9.4.8 Through site analysis and public engagement, developers should identify existing uses and users of public space and develop proposals that support and encourage the existing and future use of the space, while seeking to ensure public spaces are inclusive and accessible for all.
- 9.4.9 Further information on design requirements for the public realm is available in the City Public Realm SPD, the City Public Realm Technical Manual, Conservation Area Character Summaries and Management Strategies, where appropriate, the Mayor of London's Streetscape Guidance and the Public London Charter.
- 9.4.10 The City Corporation will undertake public realm enhancement works through specifically targeted projects or in association with general street maintenance and vehicle, cycle and pedestrian traffic management schemes. The City Corporation will use s106 planning obligations, s278 highways contributions, the Community Infrastructure Levy and funding from external sources to deliver enhancement works.

9 Design

Policy DE4: Terraces and Elevated Public Spaces

1. Roof terraces will be encouraged where:
 - a. The roof terrace is visually integrated into the overall design of the building when seen from both street level and elevated viewpoints;
 - b. There would be no immediate overlooking of residential premises, unacceptable disturbance from noise or other significantly adverse impacts on residential amenity. Where there is a potential for a significantly adverse impact, the use of an extensive green roof and a restriction on access should be considered as an alternative;
 - c. Historic or locally distinctive roof forms, features or structures can be retained and enhanced;
 - d. There would be no adverse impact on protected views;
 - e. The design and layout of the terrace optimises the potential for urban greening;
 - f. Emissions from combustion plant will not affect users of the terrace.
2. Where roof terraces and elevated public spaces are proposed, safety and security risks must be addressed at the design stage and space for security checks and any hostile vehicle mitigation incorporated into the development, where required.

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3. Requiring all tall buildings ~~or major developments~~ to provide free to enter, publicly accessible elevated spaces, which may include roof gardens, terraces, public viewing galleries, or other retail or leisure facilities to create attractive destinations for people to enjoy the City's spectacular skyline and views.



9 Design

Reason for the policy

9.5.0 Roof gardens and terraces are becoming increasingly common in the City, in response to demand from developers and occupiers. Public and private roof gardens and terraces present an opportunity for additional amenity space, urban greenery and the creation of new viewpoints of the City and the surrounding areas, thereby reinforcing London’s cultural and historic attractions.

How the policy works

- 9.5.1 The City Corporation encourages proposals for roof gardens and terraces where they are sympathetic to existing roof forms and features, particularly those of historic interest or which are otherwise locally distinctive and where they do not impact adversely on residential amenity. There should be no impact on strategic or locally protected views.
- 9.5.2 Where roof terraces and gardens are publicly accessible, entrances should not result in safety or security concerns, create congestion or adversely impact on the environmental quality at street level. Security implications should be considered at the design stage of the development, including making provision for security checks within the development and hostile vehicle mitigation, where required. Opening hours may be managed by condition or agreement, particularly where there are residential premises nearby. Roof terraces should not significantly increase noise levels or result in unacceptable light spillage in areas with residents or other sensitive uses. Appropriate safety features should be included to reduce the potential for suicide or falling

from buildings. The City Corporation has adopted a Planning Advice Note on Preventing Suicides in High Rise Buildings and Structures to advise developers on best practice to reduce the potential for suicides from tall buildings. The positioning of combustion flues should be carefully considered so as to not expose users of the roof terrace to pollution emissions from combustion plant.

- 9.5.3 Public access to tall buildings within the City is important in creating an inclusive city. Tall buildings should provide publicly accessible, step-free areas that are free to enter and inclusively designed. These may include public viewing galleries at upper levels or other forms of open space provision and may provide retail, leisure or educational facilities to enhance their attraction, where this would not undermine the inclusivity of the space.

9 Design

Policy DE5: Shopfronts

Shopfronts should be of a high standard of design and appearance to create an attractive and welcoming retail and leisure experience on City streets. Inappropriate designs and alterations will be resisted. Shopfront proposals should:

1. Help to create active frontages, designed in ways that facilitate the visual and physical permeability of the building;
2. Respect the quality and architectural contribution of any existing shopfront;
3. Maintain the relationship between the shopfront, any fascia, the building and its context;
4. Use materials which are sympathetic to the wider context and are of high quality;
5. Ensure that signage is in appropriate locations and in proportion to the shopfront;
6. Take into account the impact of louvres, plant and access to refuse storage;
7. Consider the potential to use awnings and canopies to provide shade and mitigate against adverse climate impacts. Where they are provided, they should not harm the appearance of the shopfront, obstruct architectural features or views and should be in compliance with highway requirements;
8. Avoid external shutters and contain alternative security measures, where required;
9. Avoid opaque windows and provide retail displays which encourage browsing and passive surveillance;
10. Ensure that the design is inclusive incorporating level entrances and adequate door widths; and
11. Ensure that internal shop lighting does not create inappropriate light spillage into the public realm.



9 Design

Policy DE8: Lighting

- AM58
1. Development should be designed in ways that consider the impacts of internal and external lighting and should include measures to reduce energy consumption, avoid spillage beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals, [places of worship](#), relevant open spaces [including churchyards](#) and community uses. The design of lighting should be informed by the potential impacts on biodiversity, and should seek to make the City a safer and more welcoming place to be for all its communities after dark.
 2. The external lighting of buildings should contribute positively to the unique character and – where relevant – grandeur of the City townscape by night.
 3. External lighting of heritage assets within the City must be sympathetic to the building and the wider context in terms of tone and brightness.
 4. Applications for major development and for lighting schemes should follow the submission requirements set out in the Lighting SPD (Lighting Strategy, Lighting Concept and Technical Lighting Design). All other applications should address how lighting has been considered as part of the submission.



9 Design

Reason for the policy

- 9.9.0 The City Corporation aims to improve the night-time offering and create an after-dark street experience that befits a world class business and cultural centre. Well-designed lighting schemes on commercial properties within the City can help create an attractive night-time townscape and enhance the experience for visitors, whilst avoiding disturbance to residents.
- 9.9.1 Development has the potential to positively or adversely affect the level and quality of lighting in the surrounding area, so the lighting scheme should be incorporated into the detailed design process at an early stage. Careful planning and design are required to ensure proper consideration of key issues where lighting has an impact such as on biodiversity, movement, accessibility, safety, security as well as the reduction of energy use and light pollution.
- 9.9.2 Sensitively designed lighting schemes can improve accessibility for disabled people by reducing glare and excessive contrast. Well-designed lighting can support the prevention and detection of crime and anti-social behaviour and improve the perception of personal security. In the City, the predominance of glazed office buildings can lead to light pollution, which can impact residential amenity, undermine biodiversity and cause harm to wildlife. Impacts on the City's open spaces – including the riverfront – are important considerations.

How the policy works

- 9.9.3 The highlighting of key buildings, bridges and other points of interest within the City at night time is appropriate where it enhances the overall experience of this unique area, and provides orientation and wayfinding after dark.
- 9.9.4 The external illumination of buildings, where appropriate, should be carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design. Lighting intensity, tone and colour need to respect the architectural form and detail of the building, be sensitive to the setting of historic buildings and limit adverse effects upon adjacent areas, uses and biodiversity.
- 9.9.5 The design of lighting schemes should be considered at an early stage in the development design process, having regard to the City of London Lighting SPD. For major applications and lighting schemes, developers should submit a Lighting Strategy at pre-application stage, a Lighting Concept with their planning application, and Technical Lighting Design details through condition if the application is approved. All other applications should consider the lighting impacts as part of the application.
- 9.9.6 Owners, occupiers and managers of existing buildings will be encouraged to adopt the principles set out in the Lighting SPD by signing up to the 'Considerate Lighting Charter' in the SPD.

10 Transport



10 Transport

Strategic Policy S9: Transport and Servicing

The City's transport infrastructure will be maintained and improved by:

1. Safeguarding land where necessary, as shown on the Policies Map, to enable the delivery of increased public transport capacity. Proposals which are contrary to the safeguarding of strategic infrastructure projects will be refused.
2. Implementing improvements to street-level interchange between Fenchurch Street and Tower Hill and Tower Gateway stations and working with partners to explore the feasibility of a direct interchange route in the longer-term.
3. Promoting further improvements to public transport capacity and step-free access at existing mainline rail, London Underground stations, Docklands Light Railway (DLR) stations and river piers.
4. Minimising road danger and congestion, and reducing vehicle emissions by:
 - a. Not providing any additional on-street car and motorcycle parking;
 - b. Identifying opportunities to use on-street parking reductions and restrictions to discourage private vehicle use;
 - c. Designing and managing streets in accordance with the City of London street hierarchy;

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- d. Minimising the impact of freight and servicing trips through such measures as the provision of on-site servicing facilities, the timing of deliveries outside peak hours, the adoption of area-wide solutions, freight consolidation and promoting deliveries by foot or bicycle;
- e. Facilitating essential traffic, including emergency service vehicles, buses, freight and private transport for people with particular access needs, whilst minimising the environmental impact of these modes;
- f. Requiring the provision of infrastructure for alternative-fuel vehicles and zero emissions vehicles, such as off-street vehicle charging points;
- g. Using traffic management measures and street works permits to improve journey time reliability on the City's roads; and
- h. Requiring developers to demonstrate, through Transport Assessments, Construction Logistics Plans, Travel Plans, [Cycling Promotion Plans](#) and Delivery and Servicing Plans, how the environmental impacts and road danger of travel and servicing will be minimised as a result of their development, promoting best practice such as direct vision standards, and zero vision policies to minimise danger of travel and servicing, including through the use of river transport.

10 Transport

Reason for the policy

- 10.1.0 The City's strategic central London position and its comprehensive transport infrastructure enable the vast majority of workers, residents and visitors to use public transport to access the City from across London and the wider south east. People walking and cycling make up more than two-thirds of all observed travel activity in the City. A third of all travel movements take place in the four peak hours: 8am to 10am and 5pm to 7pm. Over 90% of commuter travel to the City is by public transport, walking or cycling. Less than 5% of City workers drive to work. The City is already a highly sustainable location, and the opening of the Elizabeth Line has resulted in a wider catchment area within an hour's journey time of the City. The City Corporation will use its planning powers, alongside its role as a transport authority, and in partnership with Transport for London to help secure improvements to public transport, for instance by safeguarding land from other forms of development where necessary.
- 10.1.1 The City's Transport Strategy indicates that the design and management of streets will reflect their position in the street hierarchy, as well as their function as places.



10 Transport

Movement function	Proposed category
Through traffic – the preferred streets for motor vehicles that do not have a destination in, or immediately adjacent to, the Square Mile.	London Access streets (TfL network)
Local traffic – the preferred streets for motor vehicles that are travelling around the Square Mile or to locations immediately adjacent.	City Access streets
Access – used for the first or final part of a journey, providing access to properties.	Local Access streets

Table 2: City of London street hierarchy

10.1.2 The TfL network (classified as London Access) is expected to accommodate the majority of through traffic, while roads which are managed by the City Corporation are classed as either City Access or Local Access. Changes to the highway network at Bank Junction and the changes to the St Paul’s Gyratory are reflected in the street hierarchy.



10 Transport

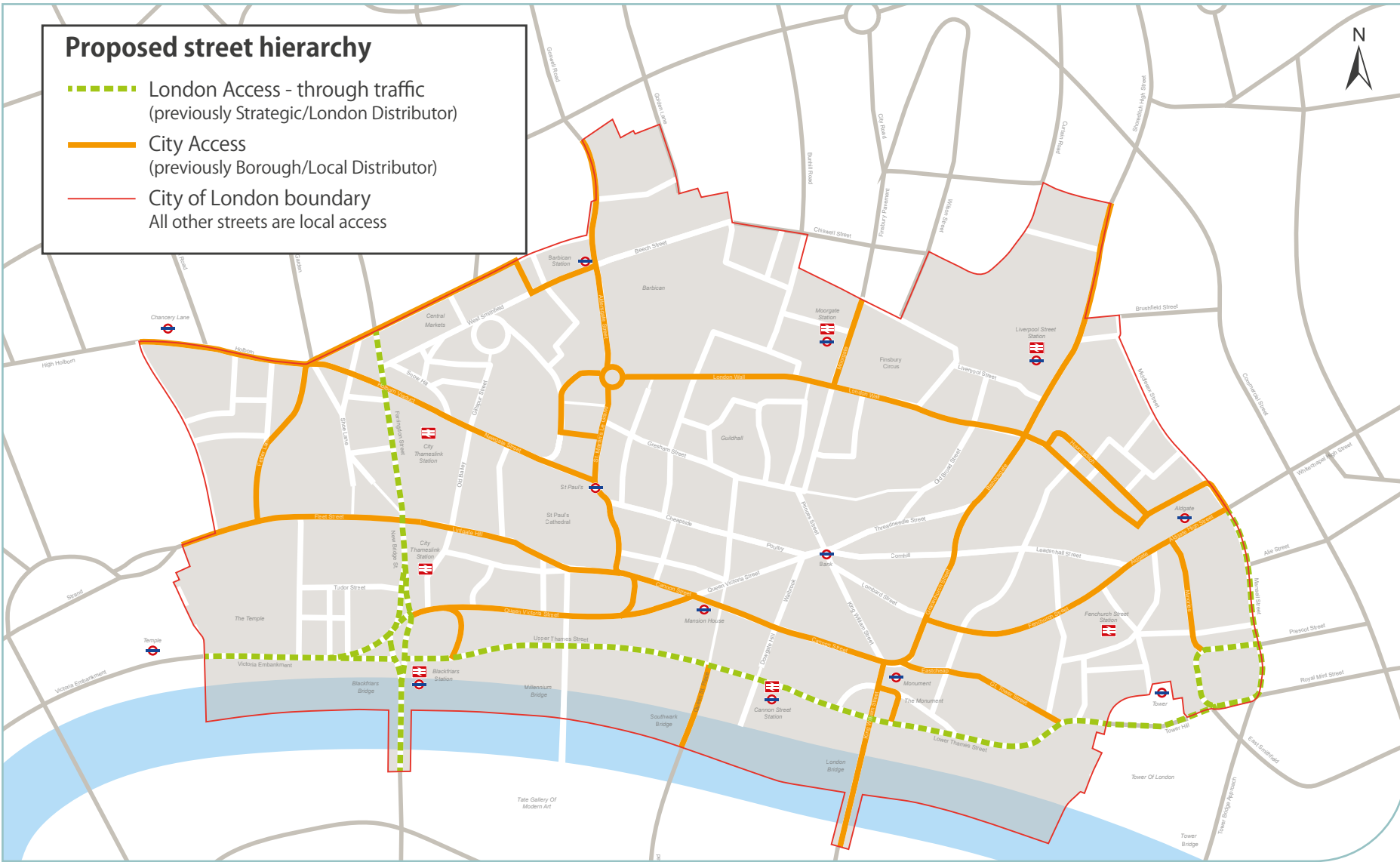


Figure 7: Proposed Street Hierarchy

10 Transport

How the policy works

- 10.1.3 The City's Transport Strategy aims to support the continued reduction of motor vehicle traffic on the City's streets, with targets proposed to reduce the number of motor vehicles in the City from the 2017 baseline by at least 25% by 2030 and at least 50% by 2044. In 2022, motor vehicle traffic has already seen a 26% reduction from 185,000 vehicles in 2017 to 137,000 vehicles. The spare capacity unlocked by these reductions will allow for the radical transformation of the City's streets to deliver a healthier, safer and more attractive street environment.
- 10.1.4 Achievement of the targets is dependent on measures introduced by the Mayor of London and TfL, although the City Corporation will explore specific measures within the City of London if strategic scale measures are not progressed. The City Corporation will also implement measures such as timed closures and additional traffic calming to facilitate the removal of non-essential vehicular traffic.
- 10.1.5 The City Corporation will work with TfL to review bus routing and frequency through the City to maintain or improve journey times and connectivity while enhancing the pedestrian environment.
- AM61 10.1.6 The City Corporation will work with TfL [and Network Rail](#) to prioritise investment in accessibility improvements to underground and DLR stations and will seek to identify opportunities to introduce step free access as part of new developments and major refurbishments.

- 10.1.7 The City Corporation will require developers and occupiers to minimise the impact of freight and servicing trips through measures such as the retiming of deliveries and collections outside peak periods, along with consolidation onto fewer or different types of vehicles.
- 10.1.8 Greater use of the River Thames will be encouraged for both passenger and freight transport purposes to alleviate the need for some motor vehicle trips on the City's streets.



10 Transport

Policy VT1: The impacts of development on transport

1. Development proposals must have a positive impact on highway safety for all users in accordance with the Transport Strategy and Vision Zero ambition, and should not have adverse effects on the City's transport networks.
2. Where development would result in adverse impacts on the transport network, these must be demonstrated at pre application stage and mitigated through site/building design, public highway works and management of operational activities. Appropriate measures to adapt public highway to mitigate the impact of the development will be sought via planning contributions or by legal agreement. There should be no reduction in the quality or function of the public highway as a result of development, and improvements should be sought where feasible.
3. The design and implementation of traffic management and highway security measures must be agreed with the City Corporation and Transport for London, where appropriate, and may include restricting motor vehicle access and using traffic calming measures to limit the opportunity for hostile vehicle approach.
4. Transport Assessments and Travel Plans (incorporating Cycling Promotion Plans) are required for all developments that exceed the following thresholds:

Land Use	Thresholds
Offices	1,000m ²
Residential	10 units
Retail	1,000m ²
Hotel	10 bed spaces
Health	1,000m ²
Transport Infrastructure	>500 additional trips per peak hour
Mixed Use	1,000m ²

5. A Construction Logistics Plans is required for all major developments or refurbishments and for any developments that would have a significant impact on the transport network during construction.



10 Transport

Reason for the policy

- 10.2.0 Development has the potential to create significant changes in transport patterns and demands that must be addressed at an early stage of the design process. Any adverse impacts that are identified must be minimised and mitigated through appropriate design and/or management measures. Transport Assessments are required to assess the potential impacts of development, while Travel Plans will be required to maximise the use of active transport modes and public transport.
- 10.2.1 Major developments can have a significant impact on the function of existing streets and spaces and any adverse impacts must be mitigated by highway works and public realm interventions that enhance the quality of the City's streets and public spaces.

How the policy works

- 10.2.2 An assessment of the transport implications of development, during both construction and operation, should address the impacts on:
- ▶ Road danger;
 - ▶ Pedestrian environment, pedestrian and cyclist movement, infrastructure provision;
 - ▶ Public transport; and
 - ▶ The street network.
- 10.2.3 Development will be subject to conditions, Section 106 and Section 278 Agreements to ensure appropriate mitigation of any adverse transport impacts. Community Infrastructure Levy contributions will be used by the City Corporation to deliver wider improvements to the transport network, where appropriate.
- 10.2.4 For major developments, developers must demonstrate at pre-application stage the impact of the proposed development on the streets and spaces including the increase in pedestrian, cycle and vehicular numbers. Any proposals that substantially affect the use and function of an existing street or public space will be required to mitigate the impact of their development through appropriate highway works and public realm enhancements.
- 10.2.5 For applications that meet the relevant thresholds, a robust transport assessment is required, and an initial highway design general arrangement plan (at 1:200 scale), should be submitted, highlighting the highway works that would form part of a Section 278 Agreement. As a minimum, the reconstruction/reinstatement of the streets adjacent to the planning application site should be incorporated within the proposals.
- 10.2.6 Proposals for works to the public highway should be developed in accordance with the Transport Strategy, City of London Public Realm Toolkit, the City of London Street Accessibility Tool (COLSAT), the City's Healthy Streets Plans and other relevant guidance.

10 Transport

- 10.2.7 Transport Assessments and Travel Plans (incorporating Cycling Promotion Plans) should be used to demonstrate adherence to the City Corporation's Transport Strategy. Applicants should [work with relevant stakeholders such as TfL and Network rail and](#) discuss the scope of the transport documentation required early in the pre-application stage to ensure that it provides evidence tailored to the City's specific circumstances. Account should be taken of the cumulative transport impacts of other nearby developments. TfL has prepared further guidance for developers on Transport Assessments which is available on the TfL website.
- 10.2.8 A full Construction Logistics Plan (CLP) will be required by condition with outline details required at the application stage. A CLP should comply with the measures set out in the City Corporation's Code of Practice for Deconstruction and Construction Sites and with TfL's online guidance. The CLP should show examples of how vehicles will be managed in line with the need to Reduce, Re-time and Re-mode (the three Rs).

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10 Transport

Policy VT2: Freight and Servicing

1. Applicants should consult with the City Corporation on matters relating to servicing at an early design concept stage.
2. Developments must minimise the need for freight trips and seek to work together with adjoining owners and occupiers to manage freight and servicing on an area wide basis. Major commercial development must provide for freight consolidation and use technological and procurement solutions that enable efficient servicing and deliveries to sites.
3. Development should be designed to provide for on site servicing bays within buildings, wherever practicable. On site servicing areas must be of a sufficient size and design to allow all goods and refuse collection vehicles likely to service the development at the same time to be conveniently loaded and unloaded. Servicing areas should provide sufficient space or facilities for all vehicles to enter and exit the site in a forward gear. Servicing areas must be equipped with electric vehicle fast charging points. The use of servicing lifts will be required where this approach would be beneficial for creating attractive and inclusive public realm.
4. Delivery to and servicing of development must take place outside peak pedestrian hours (i.e. no deliveries between 7am 10am, 12pm 2pm and 4pm 7pm on weekdays). Deliveries residential areas must take place outside the hours of 11pm 7am on all days of the week. Areas of high footfall or in proximity to sensitive land uses may be subject to further restrictions, especially areas near cultural and visitor attractions and transport hubs.
5. Developers should minimise congestion and emissions caused by servicing and deliveries through ensuring, last mile deliveries are made by foot, cycle or zero emission vehicle, and should seek opportunities to support deliveries to the City by river and rail freight. Developers will be encouraged to identify opportunities for last mile logistic hubs where appropriate.
6. Provision should be made within servicing bays for shredding operations. On street shredding will not be permitted.

10 Transport

Reason for the policy

- AM63** 10.3.0 The low numbers of private motor vehicles in the City mean that delivery and service vehicles have a relatively greater impact on traffic congestion and air quality, especially in areas of high-density development and narrow streets. [Noise from freight vehicles moving on City streets and movements within servicing bays can impact the amenity of residents and workers.](#) Efficient off-street servicing and delivery arrangements are vital to keep the City's traffic moving and thereby avoid air pollution caused by stationary traffic. The Mayor's Transport Strategy aims to reduce the number of lorries and vans entering central London in the morning peak by 10% by 2026. The City's Transport Strategy seeks to reduce the number of motorised freight vehicles by 15% by 2030 and 30% by 2044 and facilitate the transition to ultra-low emission and zero emission delivery vehicles.
- 10.3.1 Retiming of deliveries and collections outside peak periods can reduce congestion, as can consolidation onto fewer vehicles or different types of vehicles. The City Corporation's Transport Strategy aims to reduce the number of motorised freight vehicles at peak times (7-10am, 12-2pm and 4-7pm) by 50% by 2030 and 90% by 2044. The use of consolidation, will help to minimise the number of trips required to service a development during construction and operation, as does the use of preferred suppliers or nominated carriers to serve a multi-tenanted building.
- 10.3.2 Large physical consolidation centres will almost always need to be located outside the City because of the lack of suitable land and high land values within the City and will therefore require the cooperation of other local authorities. The City Corporation's Transport Strategy aims to use the planning process to require consolidation for new developments, while encouraging existing buildings and BIDs to use consolidation. Last mile logistics hubs can facilitate more deliveries on foot, by cycle and by small electric vehicles.
- 10.3.3 Personal deliveries to places of work within the City contribute to congestion on the streets. Businesses should discourage personal deliveries to business premises and instead encourage deliveries near home and use of click and collect parcel drop off services. It may be appropriate to secure this through a legal agreement. Where deliveries continue to take place, the provision of shared ground floor storage facilities in multi-tenanted buildings may reduce the amount of time spent at the kerbside by delivery vehicles.
- 10.3.4 In order to decrease freight vehicles in the City, the Transport Strategy aims to encourage freight into the City with rail. The City will work with Network Rail to explore opportunities for inward freight into mainline rail stations and encourages developers to support this.
- 10.3.5 On-street shredding operations associated with building occupation creates noise and congestion and can have an adverse impact on the amenity of neighbouring uses.

10 Transport

How the policy works

- 10.3.6 Servicing areas should be designed into new buildings and provide sufficient space or facilities for all vehicles to enter and exit the site in a forward gear. Headroom should be provided of at least 5m where skips are to be lifted and 4.75m for all other vehicle circulation areas.
- 10.3.7 Delivery and Servicing Plans (DSP) will be required for all major commercial development over 1,000m² and any other development or refurbishment that will cause significant transport impacts on the local or wider area through operational deliveries and servicing. For smaller development, a DSP is encouraged, and may be required in sensitive areas, as a tool to effectively manage delivery and servicing movements. DSPs should set out the following (as appropriate):
- ▶ The number of vehicle trips that have been avoided as a result of the use of consolidation of servicing and deliveries
 - ▶ Procurement measures (including those taken jointly with other businesses) that would reduce the numbers of delivery and servicing trips
 - ▶ A commitment to the use of zero emission vehicles and how their use and the use of deliveries on foot and by cycle will be facilitated
 - ▶ Appropriate routing for vehicles, including to and from consolidation centres, taking account of the City's street hierarchy and addressing the potential for river and rail freight
 - ▶ Proposals for monitoring delivery and servicing arrangements, including consolidation
- 10.3.8 Out of hours servicing is required, except in residential areas where night-time deliveries must be avoided, and further restrictions may be applied in areas of high footfall. The DSP should set out that a booking system for deliveries and servicing will be implemented, and that deliveries and servicing within the restricted hours of 7am-10am, 12pm-2pm and 4pm-7pm on weekdays will not be permitted. High footfall in areas at other peak times may also require restrictions on deliveries and servicing.
- 10.3.9 Where deliveries are required outside of the restricted hours, these should be subject to a quiet delivery agreement or a commitment to minimise noise and pollution impacts in all stages of the delivery process. Details should be set out in the DSP. Where appropriate, construction deliveries may be accepted outside of normal working hours and the management of such deliveries should be explained in the DSP.
- 10.3.10 Further information is set out in the City of London's Freight and Servicing SPD.

10 Transport

Policy VT3: Vehicle Parking

- 1. Development in the City should be car-free except for designated Blue Badge spaces. Where other car parking (including motorcycle parking) is exceptionally provided it must not exceed London Plan standards.
- 2. No new public car parks will be permitted, including through the temporary use of vacant sites.
- 3. Underutilised public car parks will be prioritised for alternative uses that support the delivery of the Transport Strategy. The redevelopment of existing public car parks for other land uses will be supported if it is demonstrated that they are no longer needed for a transport-related function.
- 4. All off-street non-residential bays for car parking facilities must be equipped with active electric vehicle charging points usable from the outset.
- 5. New taxi ranks will only be permitted in key locations such as near stations, hotels and large retail developments and where they do not conflict with other policies in the development plan. Off-street taxi ranks should be designed with a combined entry and exit point to minimise obstruction to other transport modes.

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Reason for the policy

10.4.0 The City has excellent public transport accessibility and all development should therefore be car-free (except for designated Blue Badge spaces) unless it can be demonstrated that there are exceptional circumstances which justify limited car parking, in line with London Plan standards.

How the policy works

10.4.1 Designated parking must be provided for Blue Badge holders within developments in conformity with the London Plan requirements and must be marked out and reserved for their use. Some older or disabled residents may need regular visits from carers and healthcare professionals and the provision of visitor parking would support their ability to live in their own homes. Any such parking should be marked out as such and restricted only for these users.

10 Transport

Policy VT4: River Transport

1. The City Corporation will support improvements to river piers, steps and stairs to the foreshore.
2. Improvements to piers and other river based transport infrastructure to enable an increase in passenger and freight transport by river will be supported, alongside opportunities for new river based transport.
3. The City Corporation will seek the reinstatement of Swan Lane Pier for river transport uses. Development that prejudices this reinstatement will not be permitted.
4. The permanent mooring of vessels along the riverfront will be resisted in order to maintain views of the river and heritage assets, allow public enjoyment of the riverfront and minimise potential impacts on archaeology, ecology, and amenity.
5. The City Corporation will continue to safeguard Walbrook Wharf as a river wharf and waste transfer site, support improvements to Walbrook Wharf that would improve its operation, and seek opportunities for the use of the wharf for transfer of goods, where this would not undermine its safeguarded role.
6. All development within the City must consider use of the River Thames for the movement of construction materials and waste. Development adjacent to, or over, the river must be supported by a Transport Assessment and a Construction Logistics Plan addressing the potential of using the river for the movement of construction materials and waste and servicing of the development.



10 Transport

Reason for the policy

- 10.5.0 Walbrook Wharf is the only active river wharf in the City and needs to be retained as a waste facility and river wharf in line with the associated Ministerial Safeguarding Direction and the London Plan The waste transfer site at Walbrook Wharf provides a means of removing domestic and commercial waste from the City by river, significantly reducing the need for road transport of waste. Subject to the need to retain capacity for efficient waste operations from this site and improve its operation, there may be potential to use Walbrook Wharf for freight logistics.
- 10.5.1 Additional use of the river either to transport construction and demolition materials or for deliveries and servicing would further reduce the need for goods vehicles on the City's streets, helping to alleviate congestion and pollution.
- 10.5.2 Swan Lane Pier is a redundant pier and the City Corporation will seek its reinstatement for river transport uses. Applicants should liaise with the Port of London Authority regarding the operational and safety aspects of their proposals and with the Environment Agency regarding the impact of boat movements on biodiversity and river defences.
- 10.5.3 Given the limited opportunities to improve river transport within the City, as well as the potential impacts on views, heritage, ecology, biodiversity, archaeology, noise and other disturbance, and public enjoyment of the riverfront, permanent mooring of vessels will be resisted.

Policy VT5: Aviation Landing Facilities

1. Heliports will not be permitted in the City. Individual helipads will only be permitted where they are essential for emergency or security purposes.

Reason for the policy

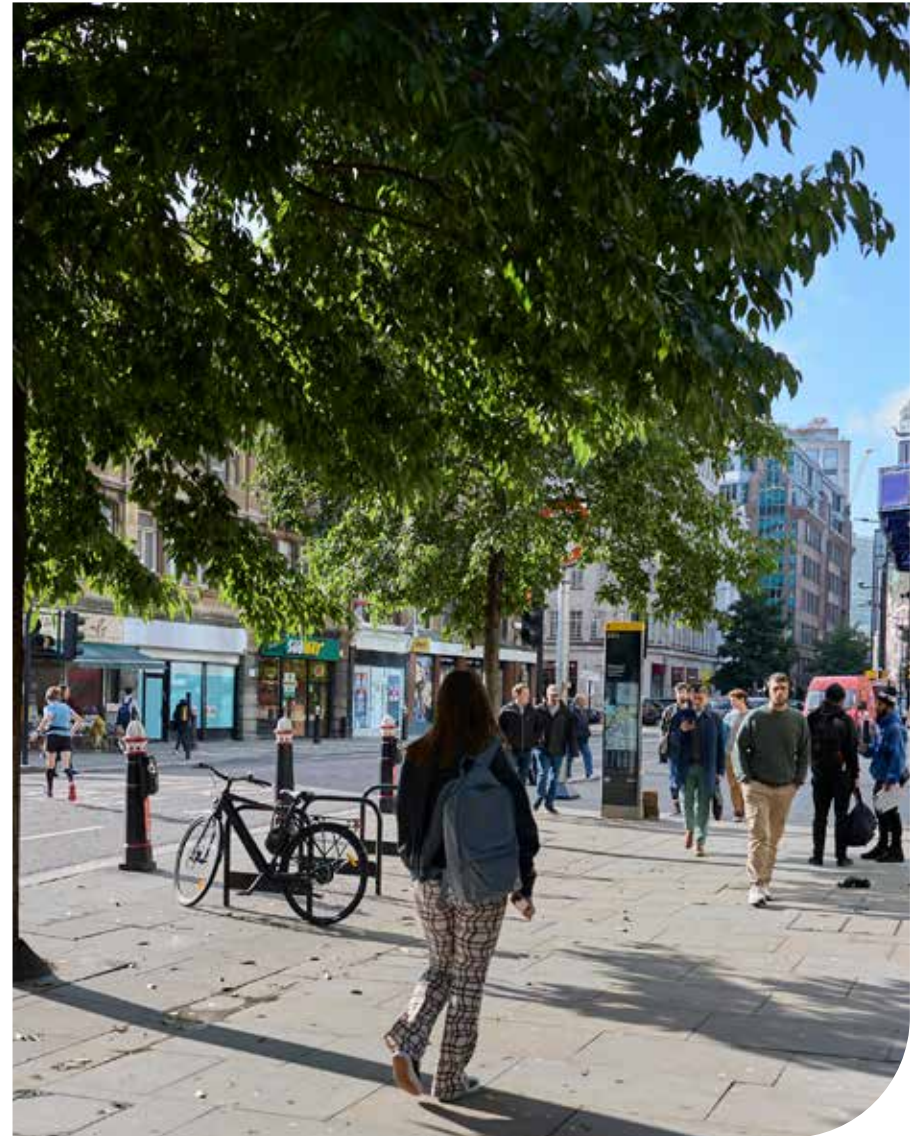
- 10.6.0 Heliports are not appropriate in the City because of the noise and disturbance that would be created by helicopters in such a densely developed area.
- 10.6.1 In order to demonstrate a need for individual helipad facilities, the helipad must be certified by the emergency services and it must be shown that the need cannot be met elsewhere.
- 10.6.2 The City Corporation's Transport Strategy sets out principles that will apply to the potential use of drones in the City. The City Corporation will keep the need for facilities for drones under review, taking account of developing technology, the impact on amenity, City streets and sky space, and the security and privacy implications.

10 Transport

Strategic Policy S10: Active Travel and Healthy Streets

The City Corporation will work with partners to improve the quality and permeability of the City's streets and spaces in ways that enhance inclusion and accessibility, put the needs of people walking and wheeling first when designing and managing our streets, and enable more people to choose to cycle in the City by:

1. Applying the Healthy Streets Approach in development proposals and improvements to public realm;
2. Improving conditions for safe, convenient, comfortable, inclusive and accessible walking, wheeling and cycling, incorporating climate change adaptation;
3. Expanding the cycle network across the City with the aim of ensuring that all property entrances are within 250m of the network;
4. Implementing improvements to key walking routes and increasing the number of pedestrian priority streets as part of the delivery of the City's Transport Strategy;
5. Improving access routes and the public realm around stations, and between stations and key destinations; and
6. Implementing enhancements to the safety and appearance of streets and public realm in conjunction with restrictions to vehicular access, taking account of the needs of disabled people.



10 Transport

Reason for the policy

- 10.7.0 The Healthy Streets Approach provides the framework for the City of London's Transport Strategy, which places improving people's health and their experience of using streets at the heart of transport decision making. Good performance against each indicator demonstrates that individual streets are appealing places to walk, cycle and spend time.
- 10.7.1 Most movement in the City is on foot and the street environment is predominantly a pedestrian environment, with over 750,000 walked and wheeled journeys a day. Cycling in the City needs to be considered within this context. Cycling in the City increased by almost four-fold between 1999 and 2022, although the rate of growth has slowed since 2012. Pedestrian numbers have also risen in the past 10 years as the City's workforce has grown.
- 10.7.2 Improvements to conditions for safe, convenient and comfortable walking and cycling are required to improve the experience of people who already walk and cycle and encourage more people to use active modes of travel. The City has embedded the Healthy Streets Approach to inform strategic decision making and project prioritisation. Provision of necessary infrastructure is particularly challenging due to the City's historic street pattern and the significant demands for space on streets from the high volume of pedestrians, cyclists and servicing and other essential vehicles. New planning applications and public realm proposals will be assessed using the Healthy Streets Indicators to understand development impacts on surrounding streets and on people's experiences of the City's streets.

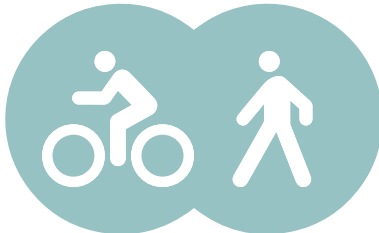
- 10.7.3 The Mayor's Transport Strategy seeks to enable more people to walk and cycle and reduce the use of and reliance on cars. Prioritisation of walking, wheeling and cycling through reallocation of highway space is advocated where appropriate to reduce conflict between different modes of transport, and to create an environment where people choose to walk, wheel and cycle.



10 Transport

How the policy works

AM64 10.7.4 Through the City Corporation’s Transport Strategy, the design and management of streets will reflect their position in the street hierarchy, as well as their function as places. Traffic management measures to implement the street hierarchy will be identified through the development of area based Healthy Streets Plans. These will consider how to reduce the use of Local Access streets by through traffic, while maintaining appropriate levels of vehicular access. They will also consider opportunities to introduce pedestrian priority, improve the experience of cycling, wheeling and walking, enhance the public realm and create new public space. Healthy Streets Plans will be developed by the City Corporation [working jointly with neighbouring boroughs where appropriate](#) to cover the following areas: City Cluster; Fleet Street; Liverpool Street; Aldgate, Tower and Portsoken; Bunhill, Barbican and Golden Lane; Fenchurch Street; Bank and Cheapside; and Riverside.



Most movement in the City is on foot and the street
with over **750,000** walked and wheeled journeys a day



Figure 8: Mayor’s Transport Strategy Healthy Street Indicators

10 Transport

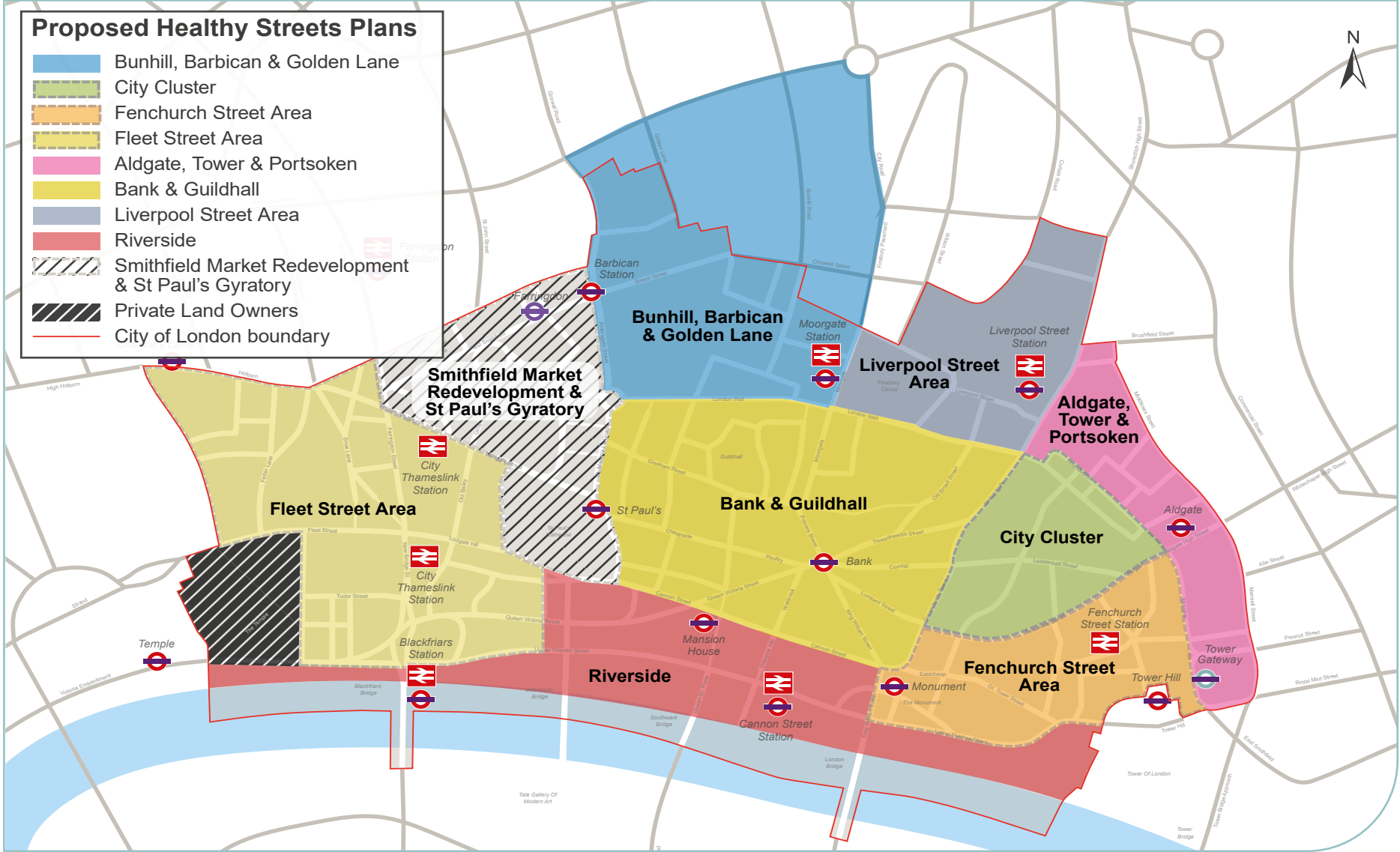


Figure 9: Proposed Healthy Street Plans

10 Transport

Policy AT1: Pedestrian Movement, Permeability and Wayfinding

1. Developers should facilitate pedestrian movement, enhance permeability, and reduce severance by provision of suitable routes through and around new developments, wherever feasible. Development will be required to contribute towards the improvement of pedestrian permeability in the City by providing:
 - a. legible, good quality, safe and low pollution pedestrian connections between spaces;
 - b. new pedestrian routes through buildings and development sites, where feasible, and respecting, maintaining and restoring, the City's characteristic network of accessible buildings, streets, courts and alleyways;
 - c. publicly accessible ground floors for improved pedestrian movement, where feasible;
 - d. pedestrian routes that are of adequate width, step-free and follow best practice in street design to encourage ease of movement.
2. The City Corporation will work with developers and owners to maintain pedestrian routes at ground level and the upper level walkway network around the Barbican and London Wall. Development should not lead to the loss of routes and spaces that enhance the City's heritage, function or character.
3. Development proposals should maintain and, wherever feasible, provide for an increase in pavement widths aligned with TfL

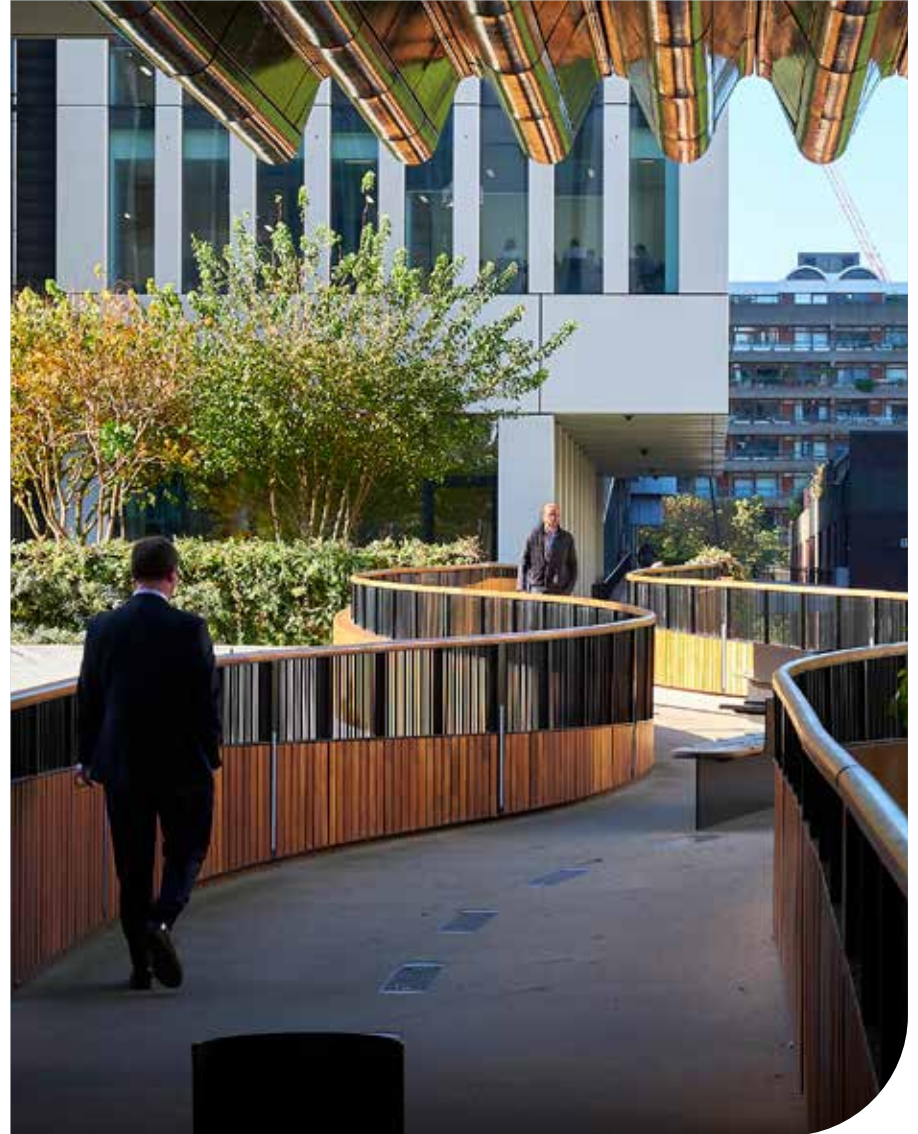
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Pedestrian Comfort guidance to ensure that pavements provide sufficient safety, comfort and convenience for the number of pedestrians.

4. The loss of a pedestrian route will only be permitted where an alternative public pedestrian route of at least equivalent standard is provided having regard to:
 - a. The extent to which the route provides for current and all reasonably foreseeable future demands placed upon it, including at peak periods;
 - b. The shortest practicable routes between relevant points.
 - c. Opportunities to enable improved and new connections through to mainline railway stations to promote use.
5. Routes of historic importance will be safeguarded and where appropriate reinstated as part of the City's characteristic pattern of lanes, alleys and courts, including the route's historic alignment and width.
6. The replacement of a route over which pedestrians have rights with one to which the public have access only with permission will not be acceptable.
7. Public access across private land will be encouraged where it enhances the connectivity, legibility and capacity of the City's street network. Spaces should be designed so that it is clear to the public that access is allowed (without reliance on signage).

10 Transport

8. The creation of new pedestrian rights of way will be encouraged where this would improve movement and contribute to the character of an area, taking into account the existing pattern of pedestrian routes and movement and connections to neighbouring areas and boroughs where relevant.
9. Improved wayfinding will be sought through new development and public realm improvements. Improvements sought will include:
 - a. Opportunities to update, enhance and add to the network of Legible London signs;
 - b. Consistent signage for public spaces created in new development; and
10. Better revealing 'hidden' routes, courts, alleys and other spaces in ways that respect and celebrate their character and heritage.
11. Major development proposals should model the pedestrian flow impact of new development.



10 Transport

Reason for this policy

- 10.8.0 In light of the current and predicted demands on the City's streets and public realm, permeability and legibility are vital in order to accommodate pedestrians and enable efficient movement of people on foot and by cycle. Redevelopment schemes may provide opportunities to improve pedestrian safety and comfort, for instance by creating new routes or areas of open space, widening pavements and removing pinch points, or securing enhanced public access to private spaces and routes.
- 10.8.1 The City Corporation's Transport Strategy promotes strategic measures to facilitate improved pedestrian movement, including pedestrian priority streets, increasing the number of pedestrianised or pedestrian priority streets from 25km to 35km by 2030 and 55km by 2044. Opportunities will also be identified to introduce pedestrian priority on streets with a pavement width of less than two metres.
- 10.8.2 The Transport Strategy identifies certain routes and junctions which will be prioritised for improvement, focusing on those which are busiest with people walking and where pavement width and pedestrian crossings are inadequate for current or forecast demand. Improvements to the following routes and junctions will be delivered by 2030 (see Figure 10):

Routes north-south from:

- ▶ Millennium Bridge to Barbican via St Pauls Cathedral, which supports the new Museum of London and Smithfield area changes.
- ▶ Southwark Bridge to Barbican via Guildhall
- ▶ Cannon Street to Liverpool Street via Bank
- ▶ Blackfriars Bridge to Farringdon via Ludgate Circus (in partnership with TfL)
- ▶ London Bridge to Liverpool Street via Bishopsgate including Monument junction (in partnership with TfL)

Routes east-west from:

- ▶ Farringdon to Aldgate via Smithfield and the Barbican
- ▶ Fleet Street to Aldgate via Bank and the City Cluster, including Ludgate Circus (in partnership with TfL)
- ▶ Temple to Tower Hill via the Thames Riverside

- 10.8.3 The City's narrow streets and alleyways pose additional opportunities and challenges in terms of accessibility, wayfinding and safety. Many of these are valuable amenity spaces and are of historic importance. Sensitive solutions will be sought where development would have an impact on these spaces to protect their setting and create high quality, accessible areas for all the City's users.

10 Transport

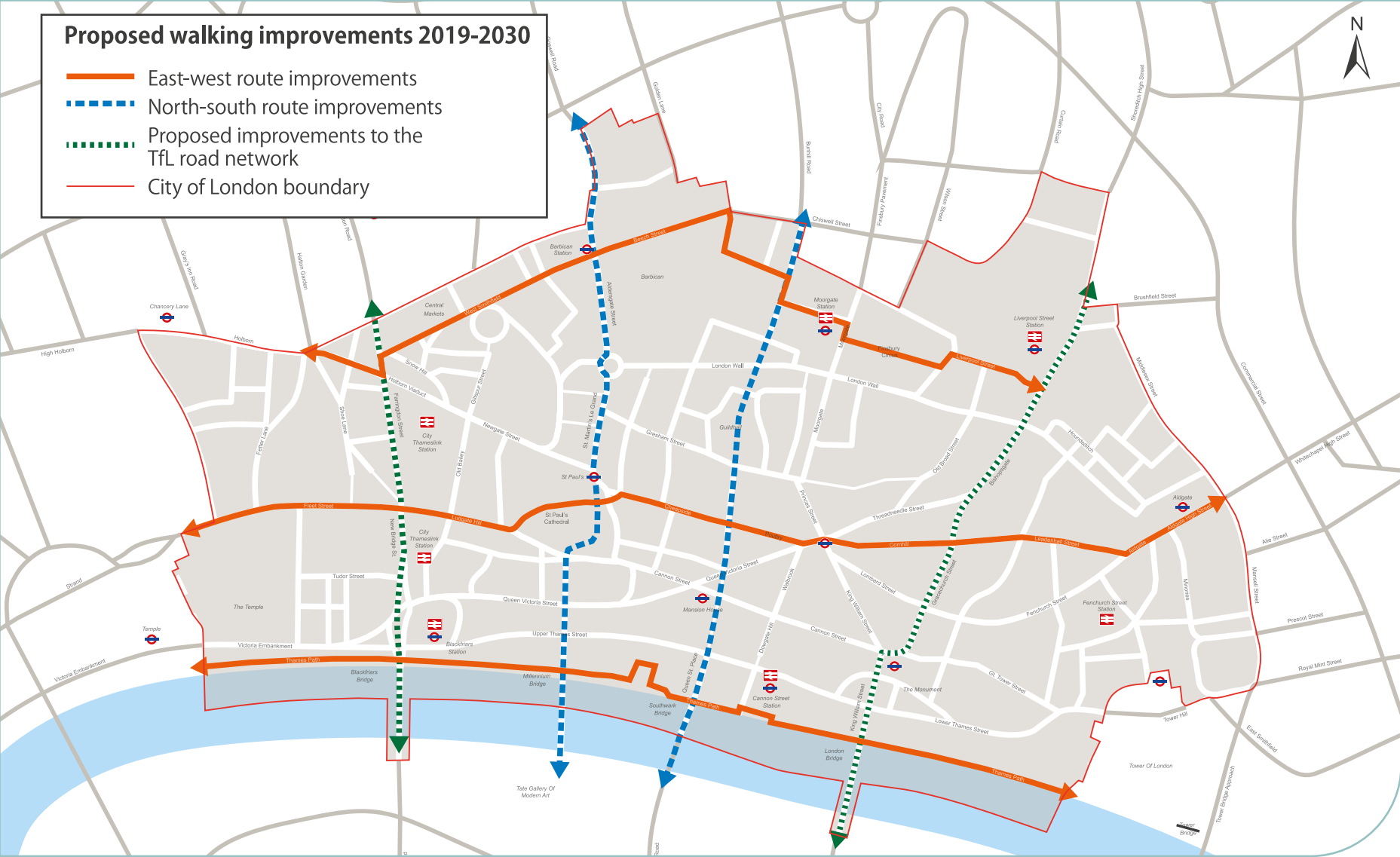


Figure 10: Proposed walking improvements (2019-2030)

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10 Transport

How the policy works

- 10.8.4 In considering proposals for new pedestrian routes, the City Corporation will ensure that routes are of adequate width, step-free and follow best practice in street design. Developers will be expected to consider the cumulative impacts of their developments on City streets alongside other existing and permitted development. Further details are set out in the City Public Realm SPD and accompanying Technical Manual.
- 10.8.5 Pedestrian Comfort Levels are used to assess the level of crowding on a pavement or at a pedestrian crossing. The level of comfort, which is graded between A+ (most comfortable) and E (least comfortable), is based on the number of people walking and the space available, taking account of street furniture and other restrictions. Minimum pavement widths should accord to TfL's Pedestrian Comfort Guidance. TfL's Pedestrian Comfort Guidance recommends a minimum comfort level of B+ and the City Corporation's Transport Strategy aims for all City pavements to have a minimum pedestrian comfort level of B+. Transport Assessments submitted in support of planning applications should assess the level of pedestrian comfort and should provide a clear justification if any pavements in the vicinity of the development would fail to achieve a B+ rating.



- 10.8.6 Appropriate management and maintenance arrangements for the public realm and pedestrian routes should be agreed, including for public space that is privately owned (in accordance with the Mayor of London's Public London Charter) and secured through legal agreement or planning condition. Financial contributions secured through s106 planning obligations will be used to ensure development contributes to improvements in the wider public realm. Developers will be required to meet the cost of updates to the Legible London map database which are required as a result of development, and to fund the provision of new Legible London totems, where necessary.

10 Transport

Policy AT2: Active Travel including Cycling

All major development must promote and encourage active travel through making appropriate provision for people who walk, wheel and cycle by:

- ▶ ensuring suitable access between the development site and pedestrian and cycle routes;
- ▶ incorporating sufficient shower and changing facilities, and lockers/storage to support walking and cycling in accordance with the London Cycling Design Standards [or similar future standard](#).

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