

10 Transport

Reason for this policy

- 10.9.0 Most of the City's employees journey into work via public transport, completing their journeys on foot. Pedestrians make up the majority of the road users in the City and as such, provision needs to be made to facilitate safe and pleasant pedestrian movements and active travel.
- 10.9.1 A growing number of people are choosing to cycle through and around the Square Mile. The popularity of cycle hire schemes has grown post-pandemic. Increased access to the East-West and North-South Cycleways enables cyclists to cross the City on safer strategic routes. This will be supplemented by a Citywide core cycle network providing safe and attractive routes around the Square Mile and linking into cycling networks in neighbouring boroughs (see Figure 11). TFL cycleways [and the TfL cycle hire scheme](#) and will be prioritised on this network, with the aim of delivering the core cycling network by 2035.
- 10.9.2 Smaller measures and network enhancements will be identified through development of the Healthy Streets Plans. Additional cycling infrastructure should see an increase in the uptake of cycling as a way of travelling around as well as commuting into the City and help to achieve the aims of both City of London's Transport Strategy, and that of the Mayor of London.

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How the policy works

- 10.9.3 New developments should provide shower and storage/locker facilities to encourage employees to engage in active travel modes. Lockers should be provided at a minimum ratio of 1 locker per 1 cycle parking space. Showers should be provided at a minimum of 1 shower per 10 cycle parking spaces. The City of London's Active City Network actively encourages employers to promote and support safer commuting. The provision of personalised travel planning by employers for their staff can be an effective way of helping to achieve this. Accessible facilities for disabled cyclists should also be provided.
- 10.9.4 Developers will be required to contribute towards the enhancement of the public realm to encourage pedestrian and cycle travel, and towards the expansion of the City's cycle network if the development is likely to benefit from the provision of a nearby route. Contributions may be secured through s106 planning obligations and s278 highways agreements where such provision is necessary to mitigate the impacts of the development.

10 Transport

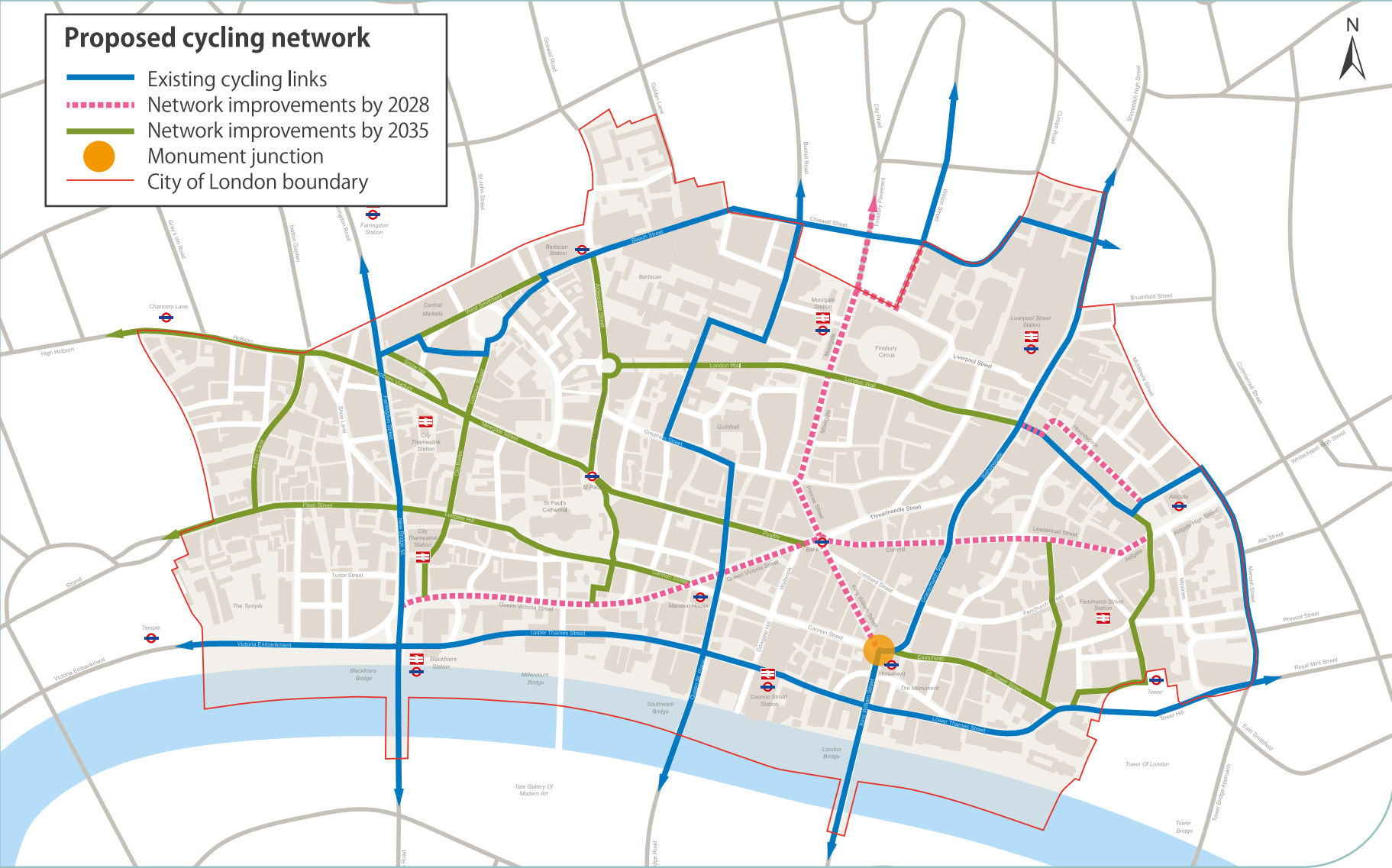


Figure 11: Proposed cycling network

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10 Transport

Policy AT3: Cycle Parking

1. Developments must provide on-site cycle parking for occupiers and visitors, complying with London Plan standards, and will be encouraged to provide facilities for public cycle parking.
2. In exceptional circumstances, if London Plan minimum long stay standards cannot be fully met for office developments, a contribution towards improvements to cycle infrastructure in the City will be secured through s106 planning obligations. All long stay on site cycle parking must be secure, undercover and preferably enclosed, in accordance with the London Cycle Design Standards.
3. Developments that include ground floor retail and take-away food outlets should provide appropriate off-street storage for cargo bikes and hand carts.
4. Cycling facilities should be conveniently located, easily accessible, safe and secure.
5. Opportunities to provide space for dockless and TfL cycle hire docks parking should be explored where development would create or have an impact on existing public realm.

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10 Transport

Reason for this policy

10.10.0 There is need to encourage more people to cycle into the City and adopt active travel initiatives, to reduce congestion on City streets, deliver improvements in air quality, reduce carbon emissions and contribute to the wider health and wellbeing of City occupiers, residents and visitors. Sufficient cycle parking will be required to meet these needs.

How the policy works

MM39 10.10.1 Developers will be required to provide sufficient cycle parking to meet potential demand, including provision for non-standard cycles. 5% of cycle parking spaces must be flexible in order to support secure storage and charging for e-bicycles, micromobility devices, and mobility scooters. A robust justification for failure to comply with London Plan standards will be required. This will be considered on a case-by-case basis as part of pre-application discussions. A contribution towards improvements to cycle infrastructure in the City will be secured through s106 planning obligations proportionate to the under-provision. Exceptional circumstances in relation to the provision of long stay cycle parking are likely to relate to individual site constraints. This could include when the provision of long stay cycle parking would require the excavation and construction of a larger basement than the existing, where this would result in significant embodied carbon emissions. All on-site cycle parking must be secure, conveniently accessible and sheltered, in accordance with London Cycling Design Standards.

MM40 10.10.2 The temporary use of cycle parking areas for other ancillary functions may be acceptable where it is demonstrated that there is a lack of demand for cycle parking. Utilisation will be monitored through Travel Plans and cycle parking will need to be reintroduced as demand rises.

10.10.3 Short-stay visitor cycle parking should be provided on-site at ground floor level. Visitor cycle parking should be near building entrances in publicly accessible spaces wherever possible.

10.10.4 In order to facilitate last-mile deliveries by sustainable modes of travel, premises that include retail and take-away food outlets will be encouraged to provide storage space for cargo bikes and hand carts.

10.10.5 The Mayor's Transport Strategy seeks to ensure that on-street cycle facilities cater for the wide range of cycles used by disabled people.

10.10.6 This policy applies to the cycle parking provided within new developments. The City Corporation's Transport Strategy addresses public cycle parking. Developers are encouraged to provide additional public cycle parking facilities within the curtilage of their developments. The Transport Strategy aims to ensure that operators of dockless cycle and scooter hire schemes require users to leave cycles and scooters in designated parking locations.

11 Heritage & Tall buildings



11 Heritage & Tall buildings

Strategic Policy S11: Historic Environment

The City's historic environment will be protected, celebrated and positively managed by:

1. Celebrating the City's heritage for its contribution to the quality of life and promoting public enjoyment of, and access to, heritage assets;
2. Conserving and enhancing heritage assets and their settings; opportunities will be sought for development proposals to make a positive contribution to, and better reveal the significance of, heritage assets and reflect and enhance local character and distinctiveness;
3. Seeking wider social, cultural, economic and environmental benefits by:
 - a. placing heritage at the heart of placemaking and delivering high quality buildings and spaces which enrich and enhance the settings of heritage assets;
 - b. encouraging the beneficial, continued use of heritage assets through sensitive adaptation that is consistent with their conservation and enhancement, including those on Historic England's Heritage at Risk Register;
 - c. encouraging heritage led regeneration by identifying opportunities to draw on the contribution made by the historic environment to the character and identity of the place;
 - d. encouraging sensitive sustainable retrofit of designated as well as non designated heritage assets and improvements that would benefit climate resilience and adaptation;
 - e. encouraging sites adjacent to and near heritage assets to work collaboratively with owners and operators of heritage assets to seek improvements to environmental performance, accessibility or other aspects of the functioning of heritage assets that are challenging to address;
 - f. Seeking enhanced public access and interpretation of the City's cultural and heritage assets, ensuring that opportunities to experience and enjoy the City's heritage and culture is available to a wide and diverse audience in a way that is socially and economically inclusive;
4. Protecting and promoting the assessment and evaluation of the City's ancient monuments and archaeological remains and their settings, including the interpretation, archiving and publication of archaeological investigations; and
5. Preserving and seeking to enhance the Outstanding Universal Value (OUV), architectural and historic significance, authenticity and integrity of the Tower of London World Heritage Site and its setting.

11 Heritage & Tall buildings

Reason for the policy

- 11.1.0 The City of London is the historic centre of London and has a rich and varied historic environment that reflects this. The City's heritage assets contribute to its unique identity, adding to its character, attractiveness and competitiveness. This is of benefit to all the City's communities, workers, residents and visitors.
- 11.1.1 There are a large number of designated heritage assets in the City, with over 600 listed buildings and many structures such as statues, monuments and sculptures. Listed buildings range from a 17th century home on Cloth Fair, the unique early 18th century Bevis Marks Synagogue, and Wren's iconic St Paul's Cathedral and churches, to modern buildings by renowned architects, such as the Barbican Estate and the Lloyds Building. As well as listed buildings there are 27 conservation areas, 48 scheduled monuments and five historic parks and gardens. Furthermore, the City provides part of the backdrop and setting for the Tower of London World Heritage Site.
- 11.1.2 The City has a rich archaeological heritage including many designated and non-designated monuments visible in the townscape and surviving as buried remains below buildings and streets. The whole of the City is regarded as having archaeological potential.
- 11.1.3 The City contains a rich variety of architectural styles and materials, a medieval street pattern and a long history as a centre for commerce and trade. The diversity of the buildings and townscape creates a rich juxtaposition between the historic and the modern. This and the dense nature of development helps to differentiate the City of London from other global commercial centres and makes the City a unique place to live, work and visit.
- 11.1.4 The City's rich heritage contributes to the City's primary function as a business centre, its cultural role, as a home to its small resident population and increasingly its role as a visitor destination. Approximately two thirds of the City's listed buildings have a commercial use, including offices, retail, and hotels and provide vital small and medium-sized office space.
- 11.1.5 Heritage assets can significantly contribute to London's economy, providing valuable office space suitable for small to medium-sized occupants as well as creative industries, and providing potential space for hotels and retail uses. In order to build upon the wider social, cultural and economic benefits of the historic environment, public access to, and experience of, the City's heritage will be sought as part of development proposals in line with the wider policies in this Plan.
- 11.1.6 The re-use, refurbishment and retrofitting of the City's historic building stock is important for mitigating climate change impacts and reducing carbon emissions. Heritage assets must adapt to meet changing needs and environments while preserving their heritage significance. The City Corporation will require development proposals to find sensitive retrofitting solutions to reduce carbon emissions; enhance climate resilience; and improve access and environmental performance of historic buildings. Retrofitting historic buildings will be supported where a sensitive and tailored approach to design and specification is taken, in line with the City Corporation's Heritage Buildings Retrofit Toolkit.

11 Heritage & Tall buildings

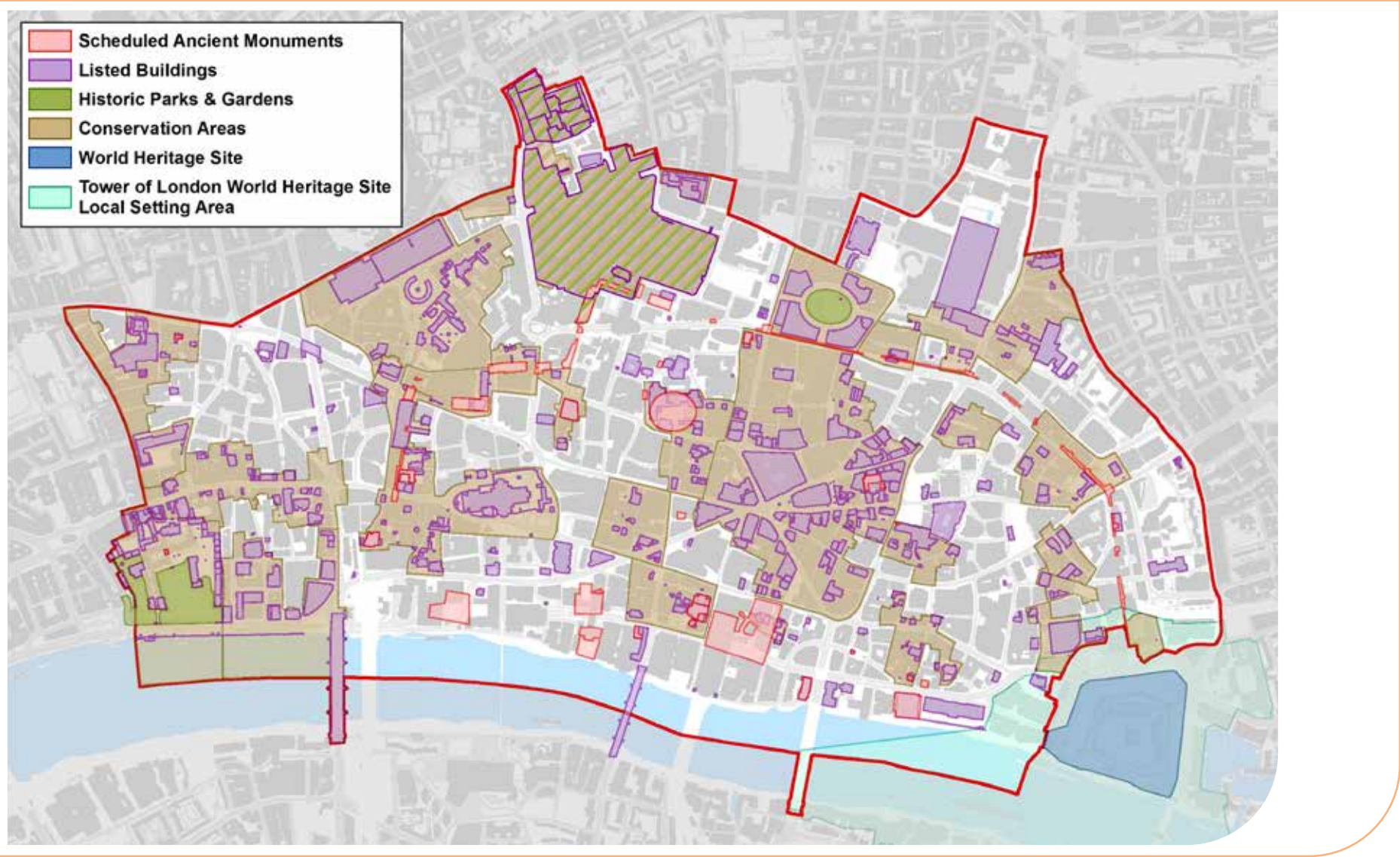
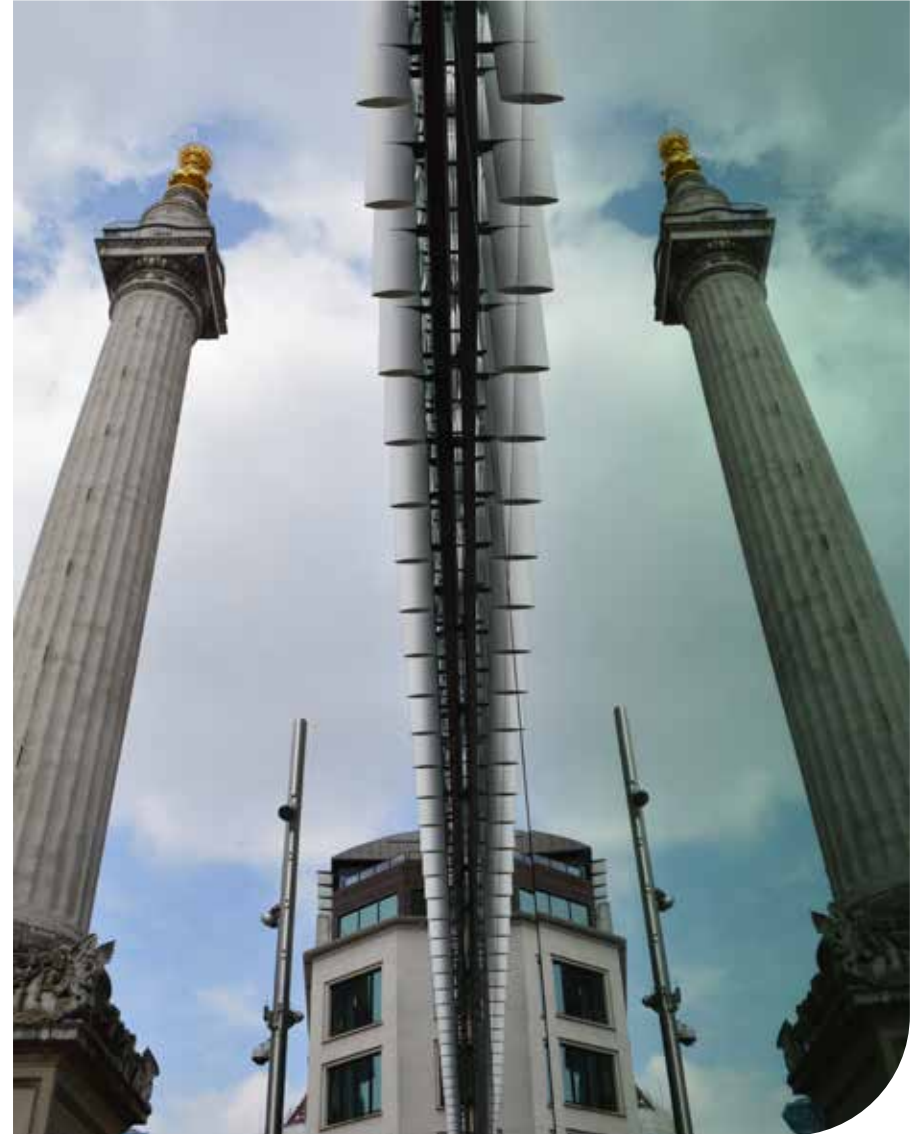


Figure 12: Designated heritage assets in the City of London

11 Heritage & Tall buildings

How the policy works

- 11.1.7 Applicants will be required to undertake a comprehensive heritage assessment proportionate to the scale of their site and heritage asset to understand ways in which their proposal could contribute towards the enhancement and enjoyment of the historic environment. This should include considering innovative approaches that extend beyond conventional conservation practices to promote wider social, cultural and environmental benefits associated with heritage conservation.



11 Heritage & Tall buildings

Policy HE1: Managing Change to the Historic Environment

Development proposals that affect heritage assets or their settings should be supported by a Statement of Heritage Significance and a Heritage Impact Assessment. It should be ensured any impacts of the proposals on the significance of heritage assets or their settings have been fully assessed and understood. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

Proposals should meet the following criteria:

1. Development should preserve and where possible enhance and better reveal the special architectural or historic interest and the significance of heritage assets and their settings;
2. There will be a presumption against heritage harm and development causing harm to, or total loss of, the significance of designated heritage assets will be refused unless it is clearly demonstrated that the heritage and/or wider public benefits outweigh that harm or loss. Applicants should clearly demonstrate that all reasonable efforts have been made to sustain the existing use, find new appropriate uses, or mitigate the extent of the harm to the significance of the asset; and whether the works proposed are the minimum required to secure the long-term use of the asset;
3. Change of use to heritage assets should be consistent with their long-term conservation and should help to retain and enhance the asset, particularly those which have been identified at risk;

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4. Development should not cause the loss of routes and spaces that contribute to the character and historic interest of the City. The reinstatement of historic routes and the creation of new routes will be sought;
5. Where proposals would result in harm to, or the loss of, a non-designated heritage asset, the City Corporation will have regard to the scale of any harm or loss, the significance of the heritage asset and the wider public benefits proposed;
6. Development in conservation areas should preserve, and where possible, enhance and better reveal the character, appearance and significance of the conservation area ~~and its setting~~. The buildings and features that contribute to the character, appearance, setting or significance of a conservation area should be conserved and opportunities to enhance conservation areas should be ~~considered~~ sought where appropriate;
7. Development should preserve, and where possible, enhance and better reveal the significance, character and appearance of the City's registered historic parks, gardens and open spaces and should protect their settings and views from and towards these spaces;
8. Development in the defined immediate setting of Bevis Marks Synagogue and The Monument ~~should~~ will be carefully managed to preserve, and where possible, enhance the elements of setting that contribute to the significance of these heritage assets; and,
9. Development should encourage the appreciation of the City's historic roofscapes and should not impact the setting of an asset from high-level locations.

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11 Heritage & Tall buildings

Reason for the policy

- 11.2.0 The City of London's historic environment is one of its greatest assets. The special character that the City derives in large part is from the concentration and significance of its heritage assets, many of which are nationally and internationally renowned. Given their immense contribution to the character, economy and quality of life of the City, it is important that change to the historic environment is sensitively and carefully managed in ways appropriate to its significance and that makes it an integral part of the surrounding context.
- 11.2.1 The City Corporation has identified 'immediate setting' areas around the Monument and Bevis Marks Synagogue, both of which are Grade I listed heritage assets in the City and require special consideration and protection, given their outstanding architectural and historic significance and, for these particular buildings, the critical contribution of elements of setting to that significance.

How the policy works

- 11.2.2 Applicants should provide a clear and comprehensive understanding of the heritage significance of a building including any contribution made by their setting. The level of detail should be proportionate to the nature and scale of the proposed development. This may require detailed archival research to understand the historical evolution of the building in order to inform the proposals as well as the impact of the development on the heritage asset.
- 11.2.3 National policy applies different tests to development proposals that would result in substantial harm to (or total loss of) the significance of a designated heritage asset and proposals that would cause less than substantial harm. Where the harm is less than substantial, it should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. National policy indicates that great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 11.2.4 Where a development proposal would affect a non-designated heritage asset, national policy requires a balanced judgement to be made having regard to the scale of harm and the significance of the asset. The City Corporation will aim to identify non-designated heritage assets at the earliest stage in the planning process, with reference to current national criteria. This may be supported by additional research or investigations as appropriate.

11 Heritage & Tall buildings

and be based on a clear understanding of the building, structure, open space or archaeological remains, including group value.

11.2.5 The designation of conservation areas carries with it the statutory duty to consider how an area or areas can be preserved and enhanced. The City Corporation will take the opportunity presented by development proposals within a conservation area to strengthen the special character of that conservation area and its setting. Applicants should consider the significance and special character of conservation areas, informed by the Character Summary and Management Strategy Supplementary Planning Documents.

MM42 11.2.6 All new development, including tall buildings, within a conservation area will need to demonstrate how it would preserve and (where possible) enhance the conservation area. In the design of new buildings or the alteration of existing buildings, developers should have regard to the character of conservation areas and their settings. This includes the size and shape of historic building plots, existing street patterns and the alignment and the width of frontages, materials, vertical and horizontal emphasis, layout and detailed design, bulk and scale, including the effects of site amalgamation on scale, and hard and soft landscaping. Regard should be paid to the richness, variety and complexity of the architectural form and detailing of buildings and to the broader character of the area.

11.2.7 Many buildings in conservation areas, make a significant contribution to the character of these areas. Proposals for the demolition of a non-listed building will be considered in terms

of the building's significance, its contribution to the character or appearance of the area and the level of potential harm.

11.2.8 Even minor changes to listed buildings can have a significant impact on their character and appearance. Listing descriptions are unlikely to refer to every feature of significance and buildings' interiors and plan forms are also of importance. Inspections of listed buildings will be necessary to identify the special interest and significance of the building and its curtilage.

11.2.9 Extensions to listed buildings should be of an appropriate scale and character and will be acceptable where the overall impact on the building does not harm its significance. The bulk, height, location and materials of roof extensions will be particularly important and should be appropriate to the period and style of the building and its setting. Where listed buildings are no longer used for their original or previous purpose, it is important to find alternative uses that safeguard their future, while being compatible with the character of the building.

11.2.10 The pattern of streets, lanes, alleyways and other open spaces, such as squares and courts, is a distinctive element of the City's townscape and is of historic significance in itself. The City Corporation will seek to maintain the widths and alignments of streets, lanes and other spaces where these have historic value or underpin the character of a location or their surroundings. Some historic routes have been lost to the detriment of the City's historic townscape. Where possible, the City Corporation will seek to re-open or reintroduce such routes when the opportunity arises.

11 Heritage & Tall buildings

- 11.2.11 In the design of new buildings or the alteration of existing buildings, developers should have regard to the character of conservation areas and their settings. This includes the size and shape of historic building plots, existing street patterns and the alignment and the width of frontages, materials, vertical and horizontal emphasis, layout and detailed design, bulk and scale, including the effects of site amalgamation on scale, and hard and soft landscaping. Regard should be paid to the richness, variety and complexity of the architectural form and detailing of buildings and to the broader character of the area.
- 11.2.12 Applicants will be required to provide supporting information describing the significance of any heritage assets where fabric or setting would be affected, along with the contribution made by their setting to their significance and the potential impact of the proposed development on that significance. A heritage asset's significance can be evidential, historic, aesthetic or communal. The information provided should be proportionate to the level of change or impact a proposal will have on the heritage asset or assets. Applicants should refer to guidance by Historic England, Good Practice Advice Note in Planning 3: The Setting of Heritage Assets.
- 11.2.13 The City Corporation's Character Areas Study provides an overview of the City's overall significance including a Statement of Significance for key strategic assets, like St Paul's Cathedral; The Monument; and the Tower of London. It identifies the principle attributes that contribute to the significance of these heritage assets and their settings, which should be protected, enhanced, better revealed or celebrated. The study also divides

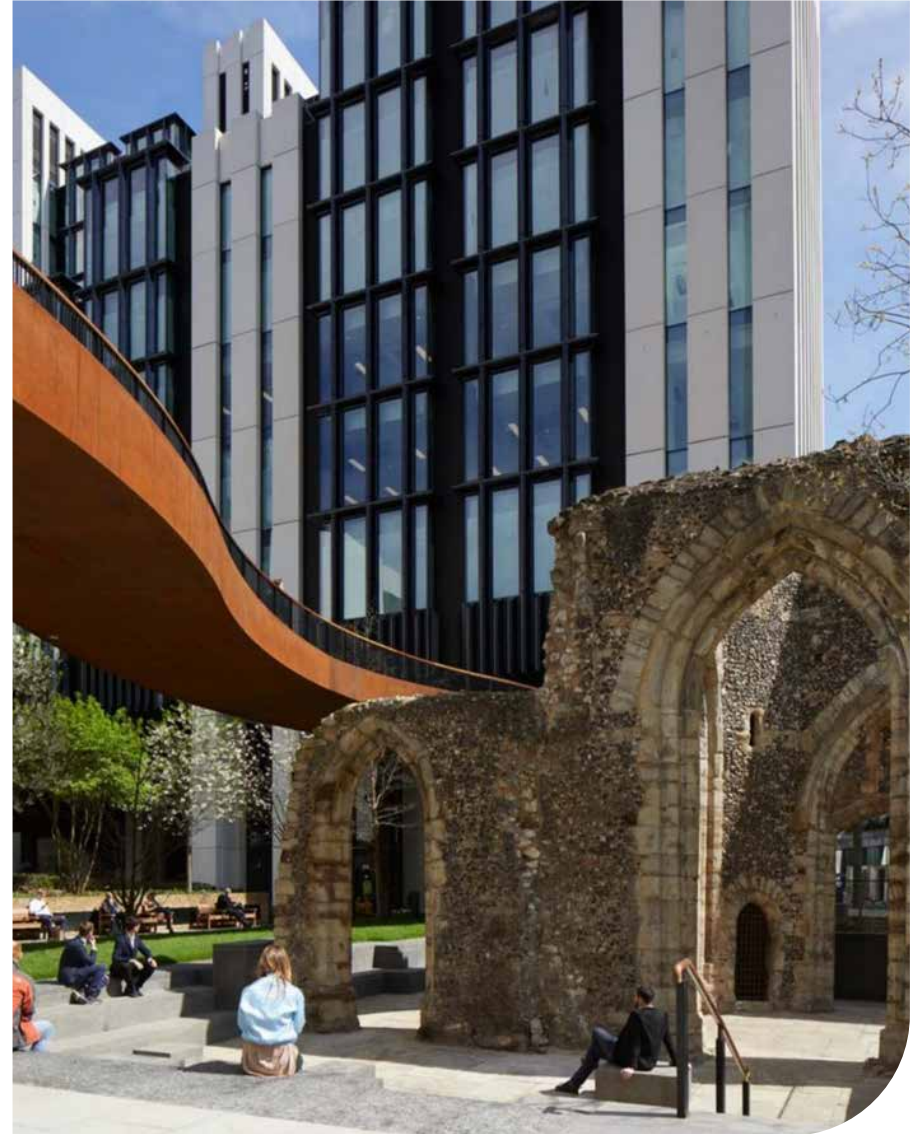
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the City into nine character areas having shared characteristics, and provides a thorough assessment of the core heritage typologies in these areas, highlighting the key aspects that contribute to their significance. [Many aspects of the St Paul's Setting Study \(commissioned and produced by Historic England and the Cathedral\) offers further helpful detail and advice on how the setting of the Cathedral can be considered and managed in relation to development proposals in order to conserve its role in contributing to significance.](#) Applicants should draw reference to the Character Areas Study [and the Setting Study \(where appropriate\)](#) to understand their site's significance and the key attributes of significance they should consider.

11 Heritage & Tall buildings

Policy HE2: Ancient Monuments and Archaeology

1. The City Corporation will preserve, protect, safeguard and enhance archaeological monuments, remains and their settings, seeking enhancement, inclusive access to, public display and interpretation where appropriate.
2. Development proposals which involve excavation or works affecting sites of archaeological potential must be accompanied by an archaeological assessment and evaluation of the site, addressing the impact of the proposed development, mitigation of harm and identification of enhancement opportunities.
3. Significant, substantive archaeological features on major development sites must be preserved in situ and, where feasible, exposed to public view. Significant archaeological artefacts on major development sites must be retained and exhibited on site. Where it can be demonstrated that found archaeological features or artefacts are of lesser significance or substance, proper investigation and recording of archaeological remains will be required as an integral part of a development programme, including timely publication and archiving of results to advance understanding.



11 Heritage & Tall buildings

Reason for the policy

- 11.3.0 The archaeological potential of the City is of national and international significance and continues to shed new light on the Roman world in Britain, as well as considerable detail of life in later periods. Although there has been considerable redevelopment and excavation within the City, there remains much potential for the City's archaeology to reveal information about and deep understanding of period in its history spanning two thousand years. Some of the archaeology is still visible – such as the remains of the Roman and medieval City wall exposed above ground or revealed in development sites, or the remains of the Amphitheatre below the Guildhall.
- 11.3.1 The City's rich archaeological heritage has a major role to play in the Destination City programme and a strong contribution to make to the City's cultural offer. Accordingly, the City will, whilst adhering to the highest standards of scholarly research, investigation and recording, proactively seek opportunities to reveal and celebrate this archaeological heritage.

How the policy works

- 11.3.2 The City Corporation will indicate the potential of a site, its significance and relative importance and the likely impact on archaeology at an early stage so that the appropriate assessment, evaluation and design development can be undertaken.
- 11.3.3 Planning applications that involve excavation or ground works must be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development. An evaluation should include trial work in agreed specific areas of the site to provide more information and to inform consideration of the development proposals by the City Corporation.
- 11.3.4 In some cases, a development may reveal archaeological features or artefacts which could either be displayed on the site, or reburied. Their treatment would depend on their level of significance and their substantiveness.
- 11.3.5 Undesignated archaeological features equivalent in significance and substance to a scheduled ancient monument will be treated accordingly following consultation with Historic England.
- 11.3.6 On sites where significant, substantial archaeological features exist, development must be designed to enhance physical preservation and avoid disturbance or loss. This can be done by the sympathetic design of basements, raising ground levels, site coverage, and the location of foundations to avoid or minimise archaeological loss and securing their preservation for the future.

11 Heritage & Tall buildings

11.3.7 The interpretation and presentation to the public of a visible or buried monument and enhancement of its setting should form part of development proposals and agreement will be sought, where appropriate, to achieve public access. Successful exemplars of this are the Roman Wall exhibition at Vine Street, the Roman amphitheatre in the Guildhall Art Gallery or the Temple of Mithras at Bloomberg.

MM45 11.3.8 On sites where significant archaeological artefacts or features are discovered, there would be a presumption to retain them on site and display them in the most optimal place for appreciation by the public. This would be undertaken following the conclusion of any programme of research and study.

11.3.9 Development proposals should provide an adequate assessment of a site and make any provision for the incorporation, safeguarding or preservation of significant features or remains, or which would harm or adversely affect those features or remains. Where display features or of archaeological remains would harm the heritage asset or make it vulnerable and reburial is necessary, there should be interpretation to widen knowledge and contribute to the interest of the townscape.

11.3.10 A programme of archaeological work for investigation, excavation and recording and publication of the results to a predetermined research framework and by an approved organisation should be submitted to and approved by the City Corporation, prior to development. This will be conditioned and will ensure the preservation of those remains by record. The programme of archaeological work should include all on-site work, including details of any temporary works which may have an impact on the archaeology of the site and all off-site work including the post-excavation analysis, publication and archiving of the results.



11 Heritage & Tall buildings

Policy HE3: Setting of the Tower of London World Heritage Site

1. Development proposals affecting the setting of the Tower of London World Heritage Site should preserve and seek to enhance the Outstanding Universal Value (OUV), architectural and historic significance, authenticity and integrity of the Tower of London World Heritage Site. Applicants will be required to submit a Heritage Impact Assessment along with the planning application [that shows how the OUV of the Tower of London has been interpreted.](#)
2. Development proposals within the defined Local Setting Area of the Tower of London World Heritage Site should seek opportunities to enhance the immediate surroundings of the World Heritage Site, through improvements to the public realm and connectivity.
3. Development proposals in the vicinity of the Tower of London World Heritage Site will be encouraged to enhance pedestrian and cycle routes, including signage and wayfinding in the area that is appropriate and contributes to the importance of setting of the Tower by improving its public accessibility and visibility



11 Heritage & Tall buildings

Reason for the policy

MM47 **11.4.0** The City Corporation has interpreted the ToL's OUV through an analysis of attributes and this has informed the contour lines of the City Cluster in policy S12. Policy HE3 preserves, and seeks to enhance, the ToL's OUV, as experienced in the relevant views, including those where the City Cluster is visible.

11.4.1 The Tower of London is a UNESCO World Heritage Site of Outstanding Universal Value. While the Tower itself is within the London Borough of Tower Hamlets, part of the defined Local Setting Area is within the City and is shown on the Policies Map. The local setting of the Tower comprises the spaces from which it can be seen from street and river level, and the buildings that enclose or provide definition to those spaces. The area around the Tower includes some streets with heavy traffic flows, and there is scope for improvements to be made to the public realm and to safety and accessibility for people walking and cycling.

How the policy works

11.4.2 Any potential impacts on the setting of the Tower of London World Heritage Site need to be considered in the relevant documents accompanying planning applications, such as in Heritage Statements, Townscape and Visual Impact Assessments or Transport Assessments.

11.4.3 The Tower of London World Heritage Site Management Plan 2016, the Mayor of London Supplementary Planning Guidance 'World Heritage Sites – Guidance and Settings 2012' and the Tower of London 'Local Setting Study 2010', provide guidance on how the setting of the World Heritage Site can be positively managed, protecting its OUV, while accommodating change. The International Council on Monuments and Sites (ICOMOS) publication 'Guidance on Heritage Impact Assessments for Cultural World Heritage Properties' offers guidance on the process of commissioning Heritage Impact Assessments (HIAs) for World Heritage properties and also outlines the methodology to be used to evaluate the impact of potential development on the OUV of properties.

11.4.4 The Character Areas Study contains a Statement of Heritage Significance for the Tower of London outlining the key attributes that contribute to the OUV of the Tower of London and its setting which should be protected, enhanced or better revealed. Applicants should refer to the Statement of Heritage Significance to fully understand the significance of the Tower of London and its setting.

11.4.5 The City Corporation is also undertaking a Heritage Impact Assessment to assess the potential impacts of the tall building areas on the OUV of the Tower of London WHS.

11 Heritage & Tall buildings

Strategic Policy S12: Tall Buildings

Definition

1. Tall buildings within the City of London are defined as buildings over 75m above Ordnance Datum (AOD).

Location and heights

2. The tall building areas identified on the Policies Map and Figure 14 ([City Cluster, Fleet Valley and Broadgate site](#)) are areas where tall buildings may be appropriate, subject to the requirements in this and other relevant policies.
3. The maximum permissible tall building heights within the identified tall building areas are depicted as contour rings on Policies Maps C and D and Figure 15. Tall buildings should not exceed the height of the relevant contour rings. In areas between the contour rings, tall buildings should be designed to successfully mediate between the contour ring heights and should not exceed the next higher contour. Tall buildings should not necessarily be designed to maximise height; instead they should be thoughtfully designed to create built form that contributes positively to the skyline and [respects both heritage significance and](#) townscape character, creating a coherent cluster form and a varied and animated skyline, and should have architectural integrity.
4. The height and form of tall buildings must take account of strategic and local views.

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5. The suitability of sites for tall buildings within the identified areas [will depend on the sensitivity of the relevant context to such proposals](#). [Their and their](#) design, height, scale and massing should [take into consideration local](#) [preserve and enhance the significance of](#) heritage assets and [take into consideration](#) other [localised](#) factors relating to townscape character and microclimate.
6. Applicants will be required to submit accurate three-dimensional computer models to support the analysis of their proposals. Accurate Visual Representations (AVRs) should be submitted as part of the application.
7. Applicants will be required to ensure that any cross-boundary impacts of proposed schemes are fully addressed.

Impacts

8. Tall buildings must have regard to:
 - a. the potential effect on the City skyline, the wider London skyline and historic skyline features;
 - b. the character and amenity of their surroundings, including the relationship with existing and consented tall buildings;
 - c. the significance of heritage assets and their [immediate and wider](#) settings;
 - d. the environmental impact on the surrounding buildings and public realm, including daylight and sunlight, solar glare, solar convergence, overshadowing and wind shear, and the capacity of the City's streets and spaces to accommodate the development.

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11 Heritage & Tall buildings

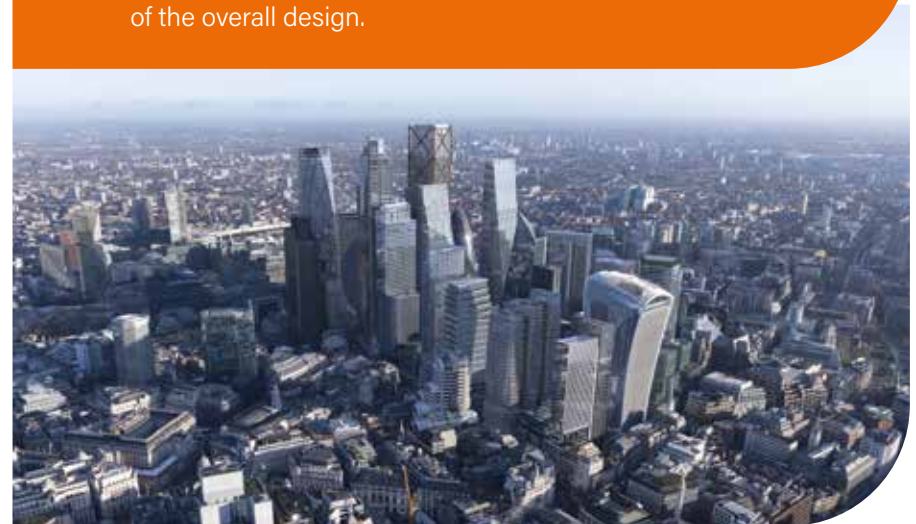
Consideration should be given to how the design of tall buildings can assist with the dispersal of air pollutants;

- e. The potential impact on telecommunications operations. Tall buildings should not interfere with telecommunications and provide appropriate mitigation where this is not feasible;
- 9. Tall buildings must not adversely affect the operation of London's airports, nor exceed the Civil Aviation Authority's maximum height limitation for tall buildings in central London.

Design and public access

- 10. The design of tall buildings must:
 - a. achieve exemplar standard of architectural quality and sustainable and accessible building design;
 - b. enhance the City skyline and views;
 - c. provide adequate levels of daylight and sunlight within the new development;
 - d. make a positive contribution to the townscape character;
 - e. make a positive contribution to the quality of public realm, incorporate active frontages at ground floor and create a positive pedestrian experience;
 - f. maintain adequate distance between buildings to ensure high quality experience at the street level;

- g. enhance permeability by providing the maximum feasible amount of publicly accessible open space at street level;
- h. incorporate publicly accessible open space within the building and its curtilage, including free to enter, publicly accessible elevated spaces at upper levels, which may include culture, retail, leisure or education facilities, open spaces including roof gardens or public viewing galleries;
- i. provide consolidation of servicing and deliveries to reduce potential vehicle movements;
- j. mitigate adverse impacts on the microclimate and amenity of the site and surrounding area and avoid the creation of building canyons; and
- k. demonstrate consideration of public safety requirements as part of the overall design.



11 Heritage & Tall buildings

Reason for the policy

- 11.5.0 London Plan Policy D9 (Tall Buildings) requires Development Plans to define what is considered to be a tall building and determine if there are locations where tall buildings may be an appropriate form of development, identifying locations and appropriate tall building heights. Guidance issued by the Design Council/CABE and Historic England also encourages local planning authorities to consider the scope for tall buildings as part of strategic planning and to identify locations where they are, or are not, appropriate.
- 11.5.1 Tall buildings in the City are defined as those exceeding 75m AOD in height. The City Corporation's Ordnance Survey data on building heights indicates much of the City is between 50-75m above Ordnance Datum (AOD), or between 15-21 storeys; and only small pockets of the City have building heights at or around 6 storeys or 18m high. These areas include relatively small parts of Smithfield, Fleet Street and the Temples or along the lanes and alleys off Bank junction, which mostly comprise conservation areas. The City has a varied character with a striking spatial contrast. Given its small geographical area, it is not considered appropriate to prescribe a granular approach to a definition of tall buildings, but instead to have a single definition for tall buildings across the area. A definition of 75m ensures consistency with our longer-term strategic approach and – given prevailing heights across much of the City – is a level where buildings may have significant visual implications and could result in a significant change to the skyline.

AM72

- AM73 11.5.2 The City contains many tall buildings; [some are located in clusters or as standalone features, and unusually some are also heritage assets](#). In particular, the eastern part of the City has a concentration of tall buildings including iconic skyscrapers such as the Gherkin, 22 Bishopsgate, and the Leadenhall building. Tall buildings impart the City of London's World City status to compete globally and to be a place where businesses seek to locate. Strategically planning for tall buildings in clusters can bring economic as well as townscape benefits. Clusters of tall buildings allow for concentration and agglomerations of businesses and related economic activity while they also provide higher densities and contribute towards creating a more defined impact on the overall City skyline. The eastern cluster forms a distinctive skyline with the highest density of commercial activity within the City and is required to accommodate a significant proportion of the City's future growth in office floorspace. Capacity modelling demonstrates that the two clusters of tall buildings are required if the City is to meet objectively assessed need for office capacity over the lifetime of this Plan. [Taking into account the policies of the plan as a whole, there may be some circumstances where the redevelopment of an existing tall building could contribute towards meeting these needs](#).
- 11.5.3 Tall building development can have transformational impacts upon a place and they should be located in sustainable locations where they don't undermine the character of a place, or intrude into, and undermine cherished views of landmarks or urban skylines. They can also cause adverse environmental impacts such as reduction in daylight and sunlight, wind shear and

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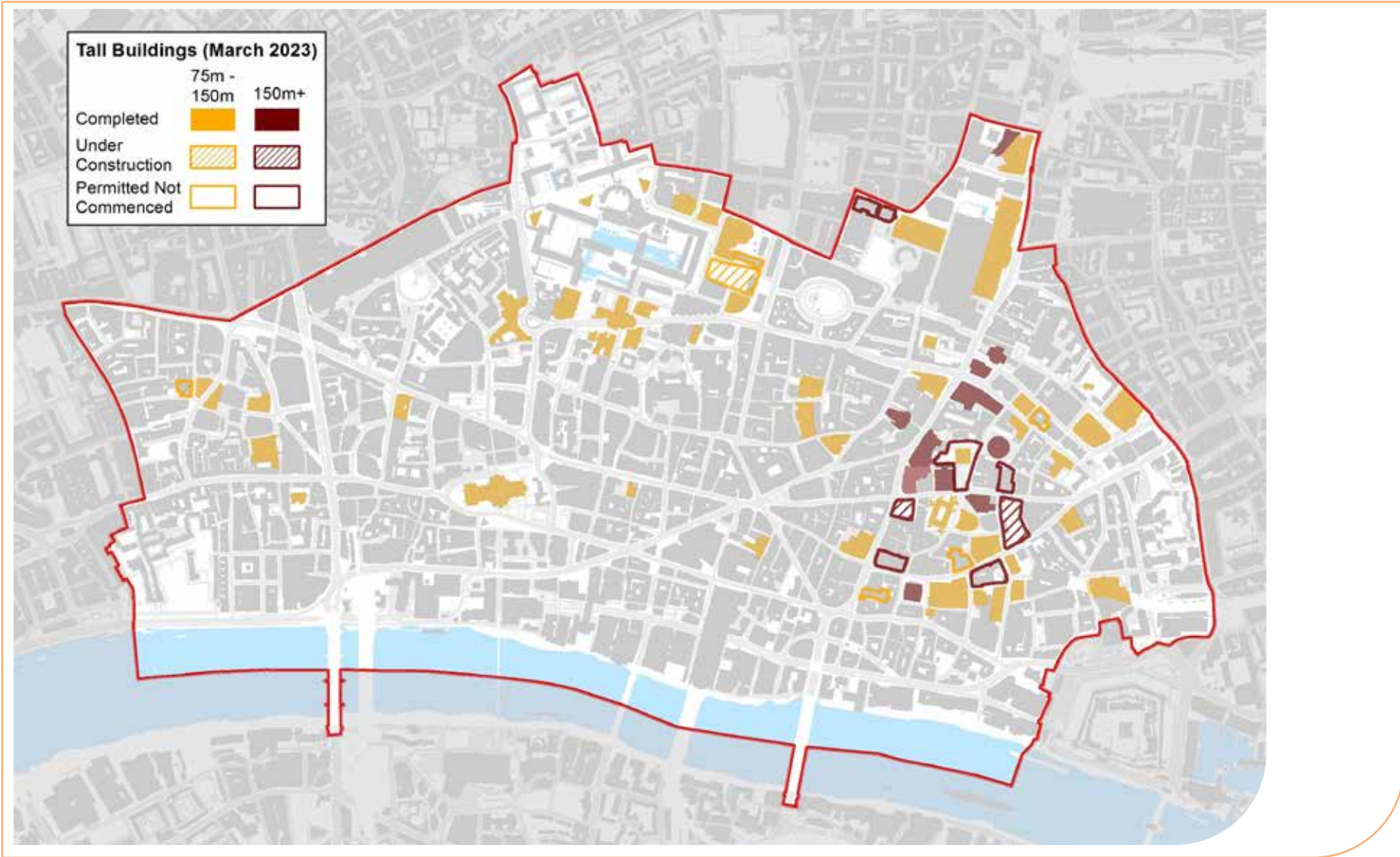


Figure 13: Tall buildings distribution (March 2023)

11 Heritage & Tall buildings

overshadowing. It is therefore critical to determine appropriate areas and heights for tall buildings in order to respond to the opportunities that tall buildings may provide whilst also addressing and responding appropriately to the issues that they may create.

MM51 11.5.4 For the purposes of Policy D9 of the London Plan, the ~~The~~ tall building areas identified as being appropriate locations for tall buildings are the City Cluster ~~and~~ Fleet Valley and Broadgate Tall Building Site areas. A comprehensive analysis of the character of the City informed the location of these tall building areas. The study found that, given its historic nature, and the prominence in local and wider strategic views, all parts of the Square Mile are sensitive or very sensitive to new tall buildings. The City Cluster and Fleet Valley areas are the only broad areas found to be less sensitive and less constrained relative to other areas. Outside the identified new tall building areas, particularly on sites where there is no tall building currently, would be likely have significant impacts on heritage assets and on protected views from places within and outside the Square Mile, and could significantly undermine the prevailing townscape and character of the area.

11.5.5 Different parts of the City have different characteristic features that make them distinct from each other. New development should be designed to fit in well within the existing context and have form, massing and height that positively responds to the townscape character.

MM52 11.5.6 The heights of the buildings in the City Cluster ~~and~~ Fleet Valley and Broadgate Tall Building site areas were determined through extensive three dimensional modelling and mapping, informed by a detailed assessment of how the proposed massing of tall buildings in these areas could potentially impact the wider City and pan-London skyline. These Both areas were assessed based on specific criteria, including the London Views Management Framework (LVMF), St Paul's Heights, Monument Views, Tower of London approaches and representative views. ~~and local strategic views.~~

11.5.7 Tall buildings are a characteristic and iconic feature of the City's skyline. Well- designed tall buildings can respond positively to the character and the historic environment of the area. The creation of coherent clusters of tall buildings will help to ensure individual tall buildings are not isolated features but part of a recognisable skyline, with viewers able to identify the clusters spatially and distinguish them visually from important skyline features such as St Paul's Cathedral.

11.5.8 The way tall buildings are experienced at ground level is an important consideration as tall buildings can have a significant impact on the streetscape and public realm. They can provide a range of activities and public spaces at ground level for people to walk and spend time. They can also benefit communities by providing publicly accessible viewing terraces and galleries.

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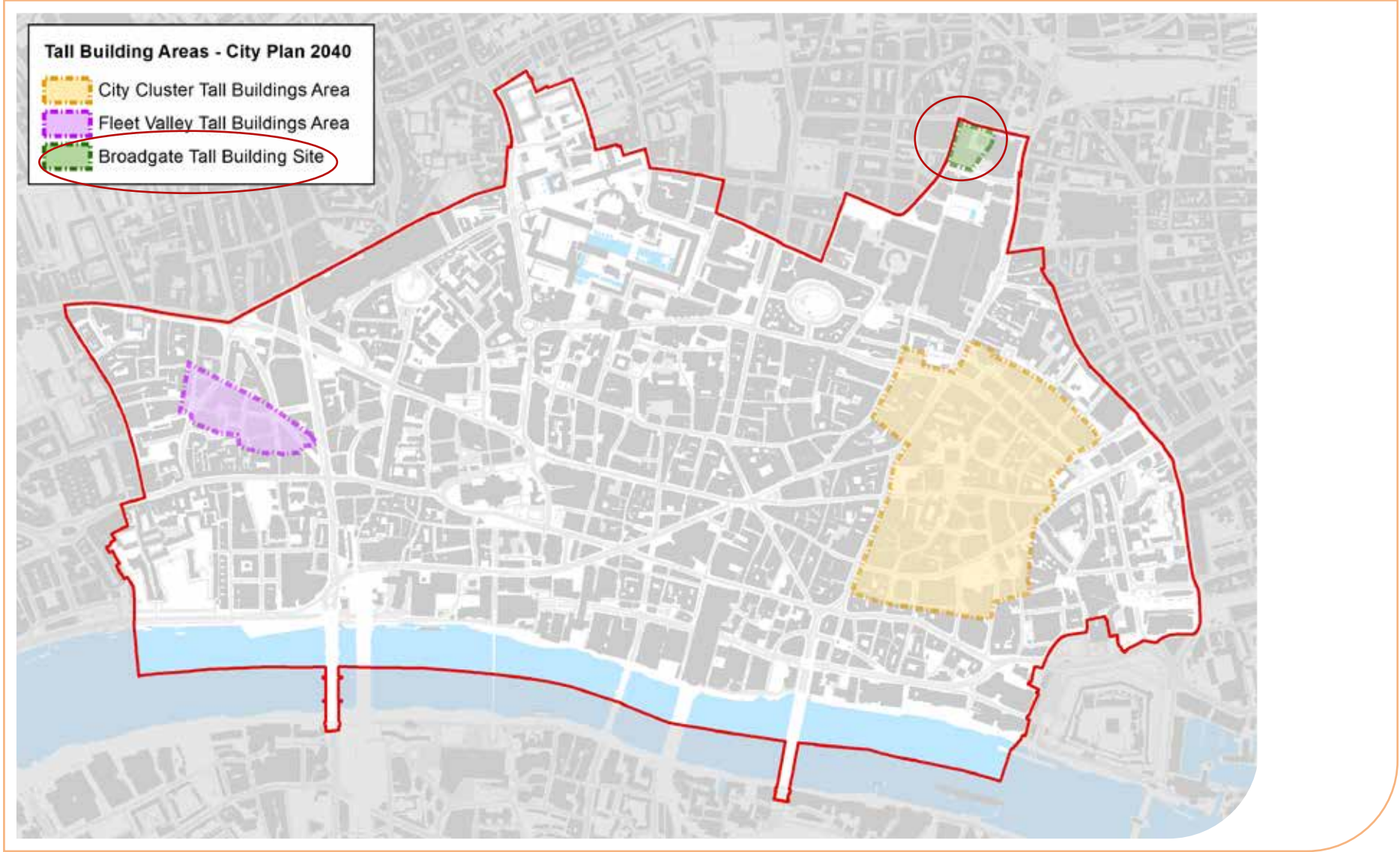


Figure 14: Areas appropriate for tall buildings

MM53 Change to show new Broadgate Tall Building Site as an area suitable for tall buildings

11 Heritage & Tall buildings

How the policy works

- 11.5.9 The identification of the two tall building areas does not mean that all sites in the two areas are suitable. All new tall building proposals will need to satisfy the requirements of Policy S12 and other policies in this Plan and the London Plan. Policy S21 provides more details about the considerations that apply specifically to new tall building proposals in the City Cluster.
- 11.5.10 Tall buildings are high-profile developments with a wider impact, visible on the skyline across large parts of London. They provide City landmarks and should be designed to enhance the City's skyline.
- 11.5.11 London Plan policy D9 B requires appropriate locations and appropriate tall building heights to be identified on maps in Development Plans. Figure 14 and Policies Maps C and D identify the areas where tall buildings may be appropriate in the Square Mile. Within these areas, Figure 15 and Policies Maps C and D identify contour rings. These contour rings set out the maximum tall building heights at specific points within the area. These maximum heights are those that the City Corporation considers to be the appropriate tall building heights based on an assessment of the potential impacts on strategic views and the following heritage assets: St Paul's Cathedral, The Monument and the Tower of London World Heritage Site. In areas between the contour rings, tall building heights should be designed to successfully mediate between them. Where two contour rings overlap, Policies Map C identifies two heights. The lower height should be applied to the development that sits outside the contour ring; the higher height should be applied to the development that sits inside the contour ring. In addition, part 8 of the policy requires the height and form of tall buildings to take into account strategic and local views; protected views are also addressed in Strategic Policy S13.
- 11.5.12 All tall building proposals should be accompanied by a Heritage Townscape Visual Impact Assessment that includes computer generated visualisations to illustrate the likely visual impacts of the proposed development, taking account of the cumulative impact of other proposed, permitted and existing tall buildings. Digital massing models of tall buildings should be submitted, in appropriate formats. The City Corporation will use these models to assess the impact of tall buildings on the local, City-wide and London-wide [historic environment](#) townscape and skyscape [including their cumulative effects](#).
- MM54
- MM55 [11.5.13 On sites that contain a tall building \(both within and outside the tall building areas identified in Figure 14\), the existence of a tall building is likely to be a material consideration in the determination of development proposals. The retrofit or redevelopment of sites with existing tall buildings outside of the tall building areas may therefore be considered appropriate, where demonstrated that they would meet the requirements of Policy S12 \(8\), \(9\) and \(10\) in relation to their impacts and design, and other relevant development plan policies.](#)
- 11.5.14 Within and in close proximity to the City Cluster, there are numerous heritage assets with the potential to be affected by tall buildings [including a number of conservation areas partially within the Cluster itself](#). The location, siting, bulk, massing, height and design of tall buildings should be informed by the potential
- AM74

11 Heritage & Tall buildings

impact on heritage assets, while recognising the juxtaposition of old and new architecture that already exists and that, in many instances, makes a positive contribution to the character of the Square Mile.

- 11.5.15 Tall buildings must not adversely impact on the operation of London's airports, taking account of airport surface limitation heights. Consultation with London City Airport will be required on all proposals over 90m AOD and with Heathrow Ltd on all proposals over 150m AOD. Subject to this consultation, the maximum height of buildings, any equipment used during the construction process and any subsequent maintenance or demolition must not exceed the Civil Aviation Authority's (CAA's) aviation safeguarding policy for central London, which sets a maximum height limitation of 309.6m (1,016 ft) AOD. Developers should undertake early liaison with the CAA, Heathrow and London City Airports regarding building heights and the height of cranes or other equipment to be used during construction, subsequent operation or demolition.
- 11.5.16 The development of tall buildings must take account of City Corporation Planning Advice Notes and SPDs on the potential microclimate and thermal comfort impacts from development at an early stage in the design process. Planning Advice Notes set out requirements for assessing the impacts of tall buildings on solar glare, solar convergence, sunlight, wind and thermal comfort explaining how they should be considered as part of the design process. Tall buildings should not interfere with telecommunications during construction and operation. Developers will be required to submit a Telecommunications

Interference Survey identifying the impact of the development and any proposed mitigation measures.

- 11.5.17 Three dimensional computer models should be accompanied by data to verify the format, units of measurement and accurate positioning information relative to OSGB / Ordnance Datum co-ordinates. Submitted Accurate Visual Representations (AVRs) should be consistent with the supplied computer model but may reflect additional information to explain the physical appearance of the proposals. They should comply with the methodology and definitions included in Appendix C of the London View Management Framework (LVMF). AVR materials should include representations of existing tall buildings and relevant consented schemes.



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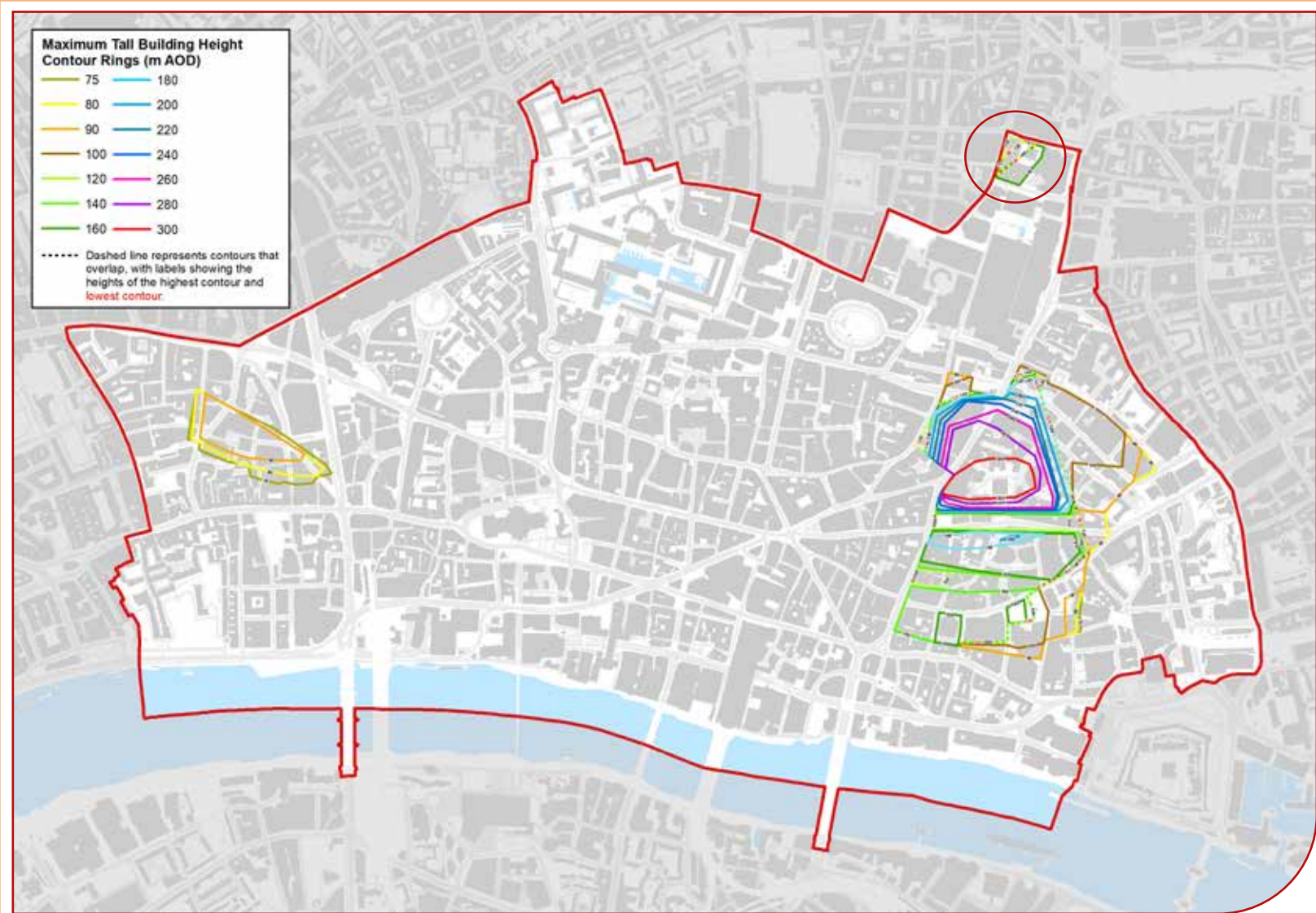


Figure 15: Tall building contours

MM56 Change to show amendment to city cluster tall buildings contours at southeastern corner and Broadgate Tall Building Site

11 Heritage & Tall buildings

Strategic Policy S13: Protected Views

The City Corporation will protect and enhance significant City and strategic London views of important buildings, townscape and skylines by:

1. Implementing the Mayor of London's London View Management Framework SPG to manage designated views of strategically important landmarks (St. Paul's Cathedral and the Tower of London), river prospects, townscape views and linear views;
2. Protecting and enhancing significant local views of St. Paul's Cathedral, through the City Corporation's St. Paul's Heights code and local views from the Fleet Street, Ludgate Circus and Ludgate Hill processional route; the setting and backdrop to the Cathedral; significant local views of and from the Monument and views and the settings of historic City landmarks and skyline features;
3. Securing an appropriate setting of and backdrop to the Tower of London World Heritage Site, ensuring its Outstanding Universal Value and taking account of the Tower of London World Heritage Site Management Plan (2016); and
4. Having regard to views of the City that have been designated by other Local Planning Authorities.

Reason for the policy

- 11.6.0 The City and its surrounding area contain many famous landmarks that are visible from viewpoints across London. Views of the City's skyline from the River Thames are especially notable and certain local views of St. Paul's Cathedral have been protected successfully by the City Corporation's 'St. Paul's Heights' code since the 1930s. The successful protection and restoration of the views depends on the long-term application of the Heights limitations to all sites within the area of control. The views protected by the Heights are sensitive to even small infringements. Consistent application of the limitations is therefore crucial to their successful protection of the views.
- 11.6.1 The London Plan sets out the overall view protection requirements which apply to Strategically Important Landmarks. Landmarks such as St. Paul's Cathedral, the Monument and the Tower of London are internationally renowned and add to the City's world class status.
- 11.6.2 The approach to views protection in this Plan is supported by more detailed guidance in the Protected Views SPD.

11 Heritage & Tall buildings

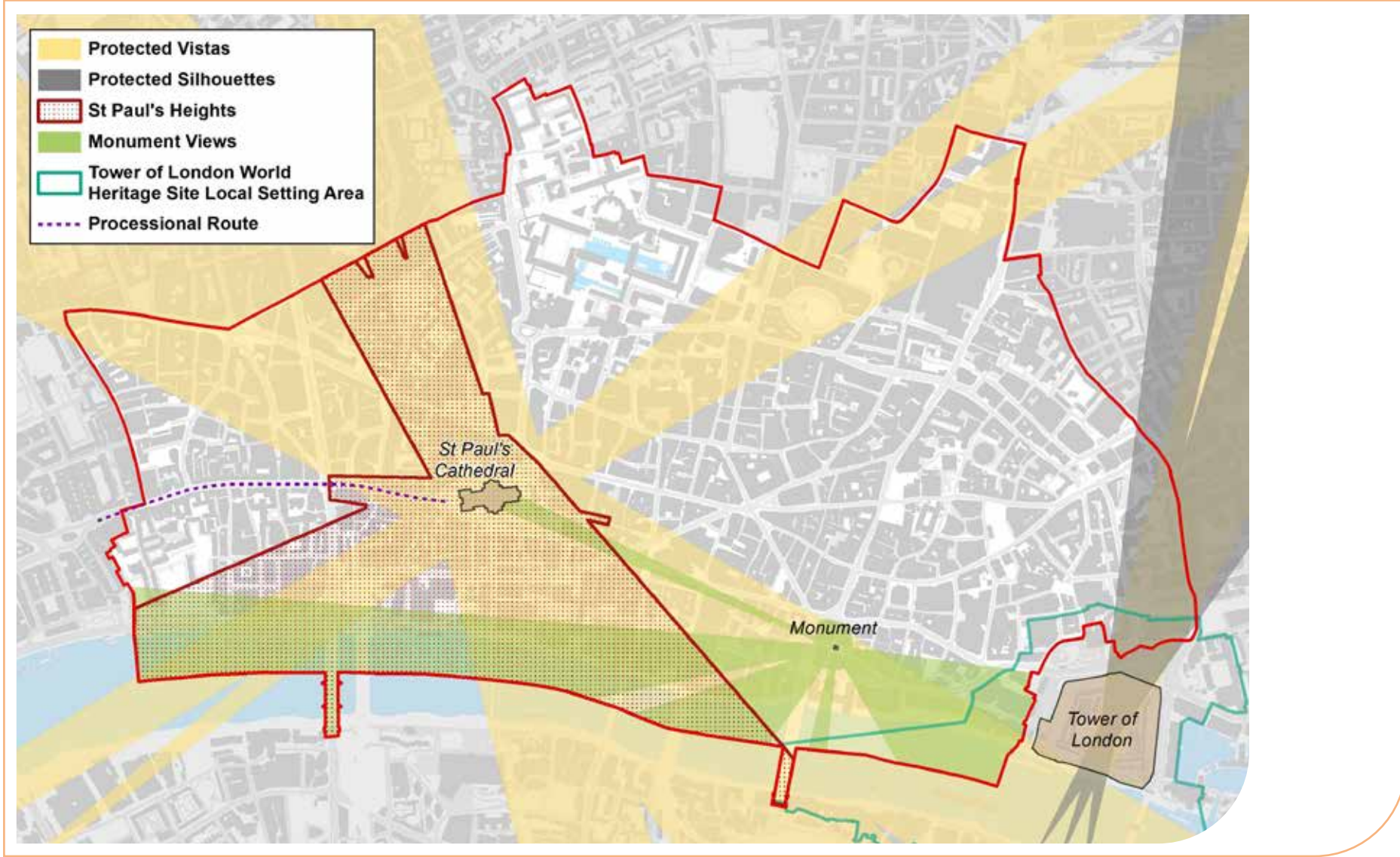


Figure 16: Protected views

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How the policy works

- 11.6.3 Protected vistas are defined geometrically from an assessment point at the view location to the strategically important landmark that is the focus of the protected vista. Each protected vista includes a landmark viewing corridor, within which development should not exceed the height of the threshold plane. Beside and behind landmark viewing corridors are the wider setting consultation areas, within which development that exceeds the defined LVMF threshold plane should not compromise the viewer's ability to recognise and appreciate the strategically important landmark.
- 11.6.4 Other designated strategic views have defined assessment points but are protected by qualitative assessment of the impact of a proposal on the important elements of the view. For the City, most of the relevant views are river prospects from Thames bridges and the Riverside Walk. The Mayor of London's London View Management Framework (LVMF) SPG (2012) provides more detail, including detailed management plans for each strategic view of landmarks such as St. Paul's Cathedral and the Tower of London.
- 11.6.5 The LVMF defines a protected vista and a White Tower protected silhouette for the Tower of London. Any development in the wider setting consultation area in the background of this protected vista and the white tower protected silhouette should preserve or enhance the viewer's ability to recognise the landmark and appreciate its Outstanding Universal Value. City sites have the potential to be intrusive in the view because of their relative

proximity to the Tower. Therefore, proposed new development in the City which exceeds the defined LVMF threshold plane for this view will not be acceptable as it will not preserve this view. The City Corporation's Protected Views SPD provides further details and guidance on the protected views within the City.

- AM76 11.6.6 [A revised and updated Protected Views Supplementary Planning Document \(SPD\) will be produced by the City Corporation, and will be informed by both public consultation and the evidence and views gathered as part of the plan making process.](#) The Tower of London has additional view protection, implemented through the Tower of London World Heritage Site Management Plan (2016). This defines and protects a range of settings of the Tower World Heritage Site, which includes its relationship to historic features that are visible in the urban landscape. All new buildings in the setting of the Tower should contribute to the quality of views both of and from the Tower.

Operation of the Heights

- 11.6.7 The City Corporation has successfully protected views of St. Paul's Cathedral through the St. Paul's Heights policy for over 70 years. Applicants will be expected to submit drawings showing the relationship between the Heights limitations and the proposed development to ensure compliance with the Heights.
- 11.6.8 Some existing buildings exceed the Heights limitations and thereby partially obstruct the protected views of St Paul's Cathedral. Upon alteration or redevelopment such buildings will be required to comply with the Heights limitations so that views obstructed at present will eventually be restored. Several

11 Heritage & Tall buildings

infringing buildings have been redeveloped in compliance with the Heights, successfully restoring lost views.

- 11.6.9 Strict observance of the Heights limitations can sometimes lead to a uniform roofscape. Developers are encouraged to provide design solutions to help promote a more articulated, interesting roofscape within the area of the St. Paul's Heights limitations while also keeping to the limitations imposed by the St. Paul's Heights grid.

Backdrop and Skyline Setting of the Cathedral

- 11.6.10 In some of the views protected by St Paul's Heights tall buildings can be seen in juxtaposition to the Cathedral, compromising its dominance of the skyline. The relationship of tall buildings to the Cathedral varies with the viewpoint. In some cases, tall buildings can be seen behind the dome or western towers so that their outlines are impaired. From other viewpoints tall buildings appear above the roof of the Cathedral or cluster close to the Cathedral on the skyline. Views are compromised in these ways from the following locations: the south bank between New Globe Walk and Gabriel's Wharf, and adjacent to Waterloo Bridge; and from the Millennium Bridge, Blackfriars Bridge, the southern part of Waterloo Bridge, Hungerford Bridge, and from Fleet Street. Within these views, new development and the redevelopment of existing tall buildings should aim not to worsen and, where possible, to improve the backdrop to the views. From other Heights viewpoints where no tall buildings appear in the backdrop and the Cathedral is seen against clear sky, new development should maintain this situation.



11 Heritage & Tall buildings

- 11.6.11 In views from the south bank west of Blackfriars Bridge and from Waterloo Bridge the Cathedral is seen in relation to the City's eastern cluster of tall buildings. The cluster appears to the right of the Cathedral and does not intrude into its backdrop. There is a clear gap on the skyline between the Cathedral and the cluster, which it is important to retain. The height and massing of buildings in the cluster step upwards from this gap. This is important to the visual relationship between the Cathedral and the cluster, and should be maintained.
- 11.6.12 The City Corporation will protect local views of St Paul's Cathedral when approaching along Fleet Street, Ludgate Circus and Ludgate Hill which forms part of the long established royal and state processional route between Westminster and the City. The views of St Paul's are kinetic, changing as the viewer moves along the length of this route, depending on the topography and alignment of buildings. Development proposals that could be visible from places along this route should ensure that they do not impinge on the ability of the viewer to recognise and appreciate the silhouette of St Paul's Cathedral, and that they maintain the current clear sky background profile. An indicative view background centre line is shown on Figure 16 to highlight this issue.
- 11.6.13 New development proposals should be well designed in their own right. Their bulk and form should not be based solely on the parameters set by the requirements and consideration of the protected views. In determining planning applications for tall buildings, the City Corporation will take account of guidance from the Design Council/CABE, Historic England and the Greater London Authority.
- 11.6.14 The City Corporation will co-operate with the Mayor, London boroughs and other local planning authorities, where proposed development outside of the City impacts on strategically important views of St Paul's Cathedral, to ensure that development does not adversely impact on the view.
- 11.6.15 The City Corporation will supplement its assessment of strategic and locally protected views with a visual assessment carried out using 3D digital modelling technology. Developers should submit virtual models for all major development in an open source or other format compatible with the City Corporation's 3D digital model.
- St Paul's Preservation Act and the St. Paul's Depths**
- 11.6.16 The City of London (St Paul's Cathedral Preservation) Act 1935 defines an area near St Paul's where development below prescribed depths is controlled in order to protect the stability of the Cathedral.

12 Open Spaces & Green Infrastructure

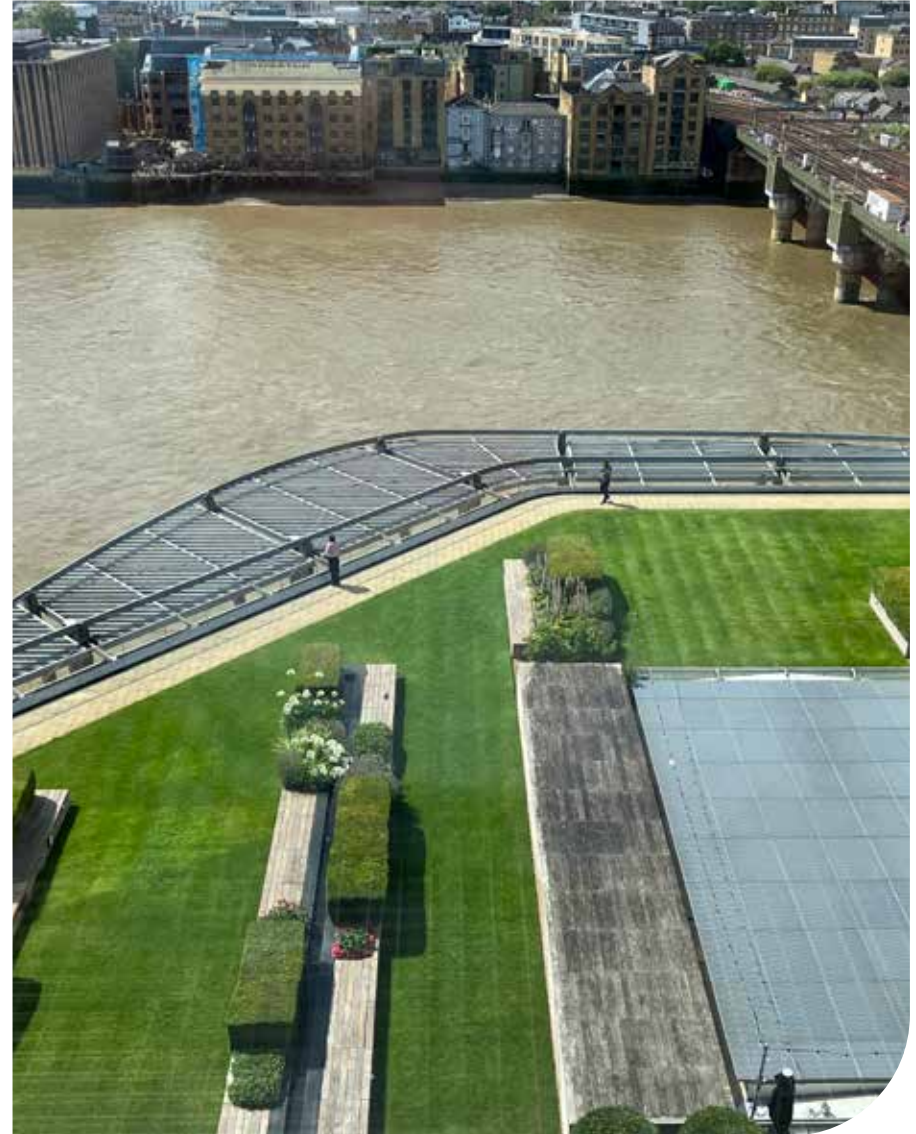


12 Open Spaces & Green Infrastructure

Strategic Policy S14: Open Spaces and Green Infrastructure

The City Corporation will work in partnership with developers, landowners, the churches and other agencies to promote a greener City by:

1. Protecting existing open and green space;
2. Seeking the provision of new open and green space through development, public realm or transportation improvements;
3. Increasing public access to existing and new open spaces;
4. Creating, maintaining and encouraging high quality green infrastructure;
5. Using planting and habitat creation to enhance biodiversity, combat the impacts of climate change and improve air quality;
6. Promoting the greening of the City through new development opportunities and refurbishments;
7. Ensuring new development and refurbishment protect and enhance the City's biodiversity; and
8. Ensuring that the provision of new and enhanced open space, biodiversity and urban greening takes account of and contributes toward the green corridors identified in Figure 18 and the City Corporation's Biodiversity Action Plan.



12 Open Spaces & Green Infrastructure

Reason for the policy

- 12.1.0 The City is densely built up and most of its open space provision consists of small spaces at street level. Open spaces are vital to the City, offering residents, workers and visitors outside spaces in which to spend time, relax, and encounter nature, and play a crucial role in providing opportunities for play, exercise and recreation, and social interaction. Open spaces are also inclusive, providing free access for everyone. They are important havens for wildlife and enrich the City's biodiversity, and help to mitigate the effects of climate change, improve air quality and benefit wellbeing, and physical and mental health. Green infrastructure in the City includes civic spaces, parks and gardens, trees and planting, churchyards, burial grounds, green roofs and walls in addition to amenity spaces.
- 12.1.1 The City's growing workforce and increasing visitor numbers, and the limited amount of open space in the Square Mile, mean that there is a need to provide more open spaces, and to improve and protect those that exist. Some areas of the City have deficiencies of open space or access to nature, or are places (such as the riverside) where additional open space and greening has an important role to play in realising the potential of the area and helping to create a more vibrant and welcoming City.

- 12.1.2 Greening the City is an important step in ensuring the City is resilient to the effects of climate change. It can assist in creating cooler spaces, mitigating the urban heat island effect, and provide shade. Greening can improve biodiversity, improve air quality, and create a more attractive environment. Given the dense nature of the Square Mile and the demand for additional capacity, it is crucial that development provides greening and improves biodiversity on-site and contributes as appropriate to wider improvements to green infrastructure.

12 Open Spaces & Green Infrastructure

Policy OS1: Protection and provision of open spaces

The quantity, quality and accessibility of public open space will be maintained and improved.

1. Existing open space will be protected and enhanced. Any loss of existing open space should be wholly exceptional and it must be replaced on redevelopment by open space of equal or improved quantity and quality on or near the site. The loss of historic open spaces will be resisted;
2. Additional publicly accessible open space and pedestrian routes will be sought in major developments, particularly in and near to areas of open space deficiency, in areas such as the riverside where it is a key component of placemaking, and where pedestrian modelling shows significant pressure on City streets;
3. Further open spaces will be created from underused highways and on development sites where feasible. Wherever possible, existing private spaces will be secured as publicly accessible open spaces as part of development;
4. Improvements to the accessibility, inclusion, design, greening, lighting and biodiversity of existing open spaces will be promoted and, where relevant, secured through development; and
5. Open spaces must be designed to meet the requirements of all the City's communities. They should be free, accessible, welcoming and inclusive. The design of open spaces should consider their context

and how their use could contribute positively to the life of the Square Mile. This should include consideration of how seating, planting, lighting, and routes are designed and located; the potential for water features and noise attenuation; and opportunities for play, sport, recreation and leisure, taking into account likely users of the space.

6. The provision of public drinking fountains in open spaces will be encouraged.



12 Open Spaces & Green Infrastructure

Reason for the policy

12.2.0 The City of London has 376 open spaces totalling just under 35 hectares in March 2022, which includes parks, gardens, churchyards and hard open spaces such as plazas and repurposed highway. Most of the open spaces are small, with approximately 80% of sites less than 0.2 hectares in size and only 11% over half a hectare. There is a need for additional open space in the City to provide facilities for the growing daytime population, to help reduce the effects of pollution and climate change, to provide facilities for relaxation, tranquillity, leisure and sport, and to increase biodiversity. The provision of open space in the City is uneven, with some areas of deficiency in access to public open space (Figure 17). Sites within and near to these areas will need to play a role in improving access to open space.



12 Open Spaces & Green Infrastructure

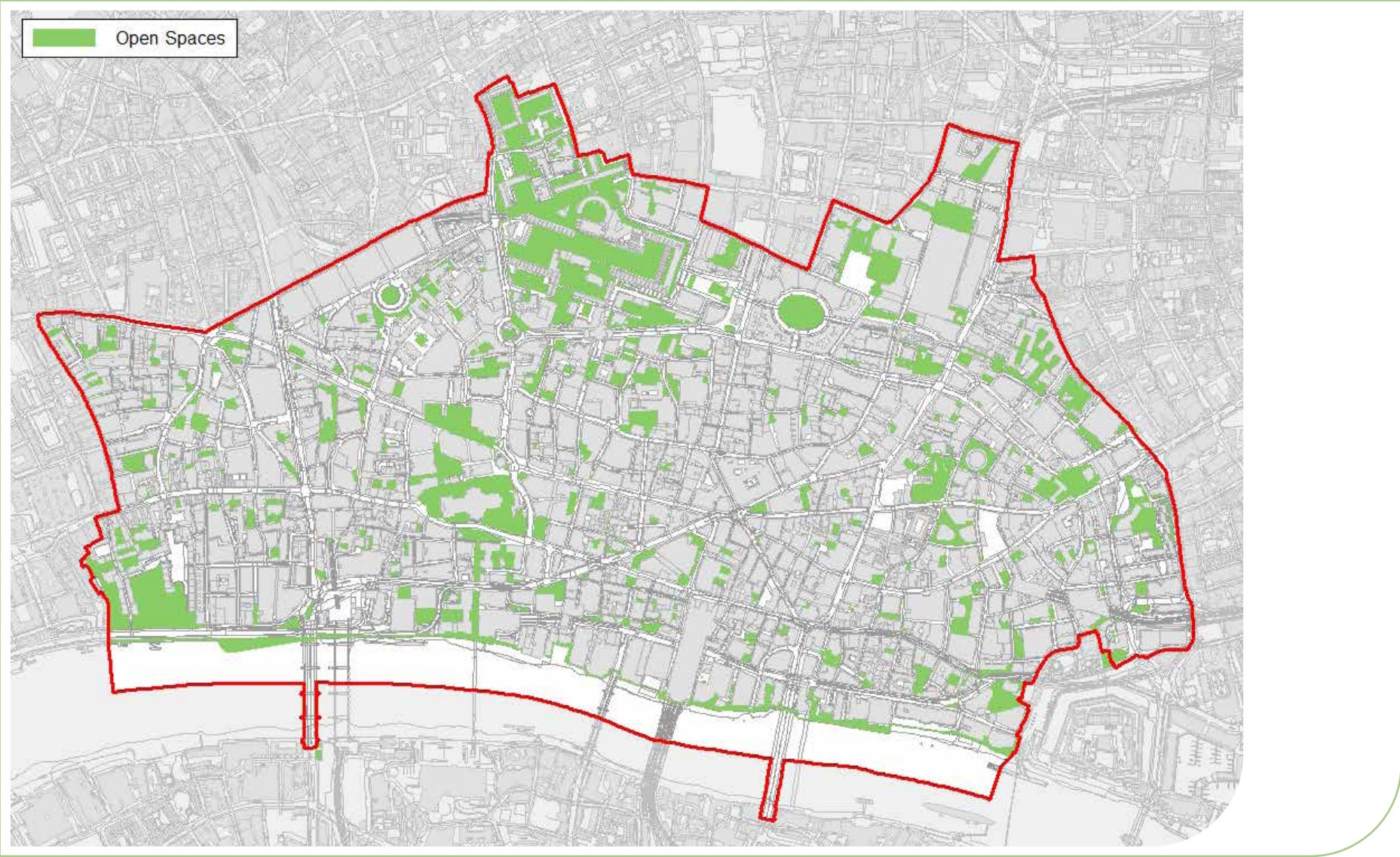
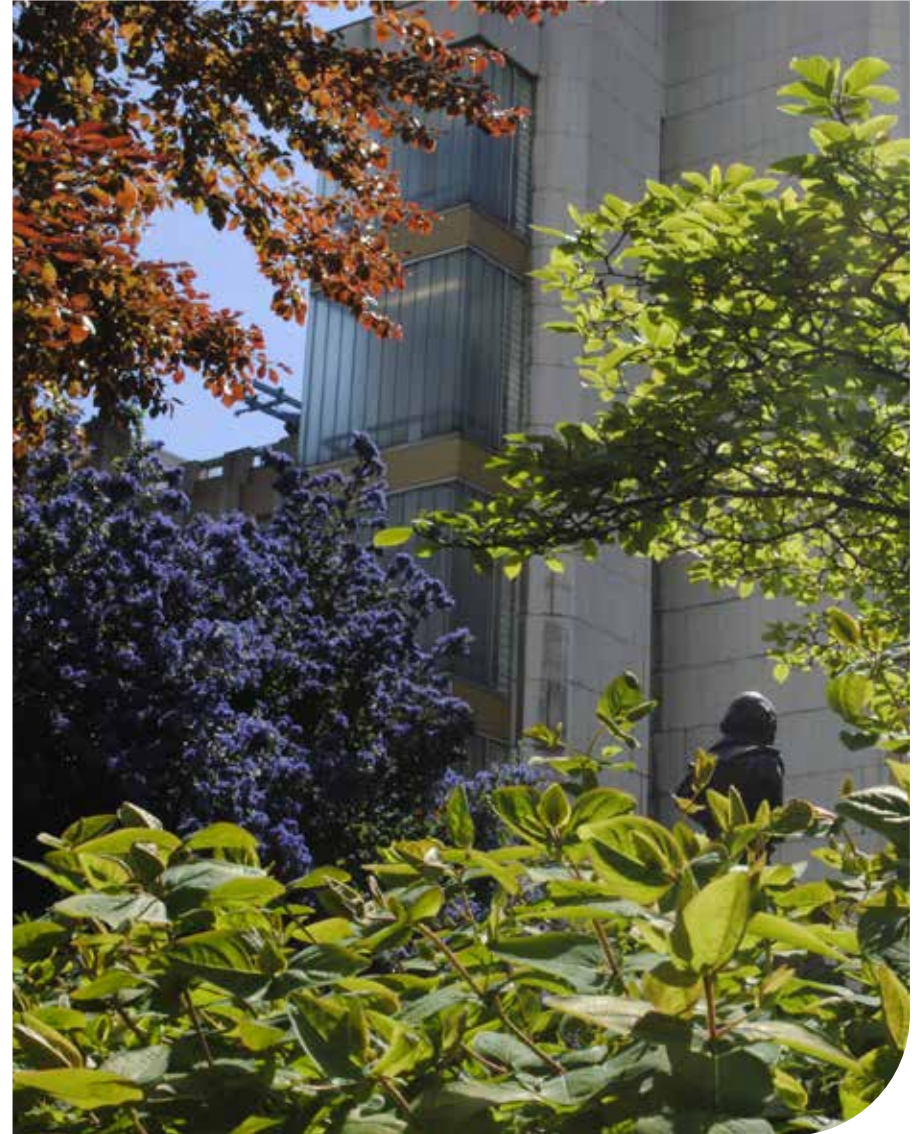


Figure 17: Open Spaces

12 Open Spaces & Green Infrastructure

12.2.1 As the City changes, there is a need for open spaces to play an increased role in supporting the life of the City. Open spaces provide a unique setting for people to spend time in free and accessible spaces, where they can pursue a variety of activities or simply enjoy being outdoors. Some parts of the City would benefit substantially from increased and improved open space provision. The Thames riverside has significant potential as an inclusive leisure destination but includes a Riverside Walk that is narrow in places and lacks significant open areas where people can spend time and enjoy the river. Areas where there are due to be significant new attractions – such as Smithfield – that are likely to attract visitors including children and young people will require open spaces that can cater to their specific requirements. Other places, such as the City Cluster, where there are deficiencies in open spaces and high density development, will need to ensure that existing ground level open space works hard and is of an exemplary standard of design. New spaces at ground level should be created where possible, and supplemented through the addition of publicly accessible roof gardens and other spaces (see Policy DE5). Although open space provision in the Aldgate area has been significantly enhanced with the opening of Aldgate Square, this area has a lower proportion of open space (see Figure 17).



12 Open Spaces & Green Infrastructure

Policy OS2: Urban Greening

1. The provision of urban greening should be integral to the design and layout of buildings and the public realm.
 - a. All development proposals will be required to demonstrate the highest feasible levels of greening consistent with good design and the local context;
 - b. The installation of biodiverse extensive or intensive green roofs, terraces and green walls will be sought, where appropriate, and new development should not compromise these elements on existing buildings located nearby; and
 - c. The loss of green walls and roofs, in whole or in part, will only be permitted in exceptional circumstances.
2. Major development proposals will be required to:
 - a. Include an Urban Greening Factor (UGF) calculation demonstrating how the development will meet the City's target UGF score of 0.3 as a minimum; and
 - b. Submit an operation and maintenance plan to demonstrate that the green features will be maintained and remain successful throughout the life of the building.



12 Open Spaces & Green Infrastructure

Reason for the policy

- 12.3.0 Urban greening provides a wide range of benefits for air quality, noise, urban heat island effect, rainwater run-off, biodiversity enhancement, recreation, and health and wellbeing of the City's communities. Given the limited opportunities to provide additional large green spaces in the Square Mile, greening the urban realm will be important if these benefits are to be realised. Greening will increase in importance as weather patterns continue to change with rising average temperatures, summer droughts and more intense rainfall events periodically through the year. The inclusion of blue infrastructure such as rain gardens and rainwater harvesting can help to minimise water use.
- 12.3.1 This policy promotes greening for all new buildings and public realm schemes. It takes account of the value of different types of greening through the application of an Urban Greening Factor (UGF), with a higher UGF for greening that provides multiple benefits.
- 12.3.2 The London Plan has introduced a UGF scoring system for London, which will operate as a tool to assess the amount, type and value of greenery within development proposals. Further information on applying and calculating the UGF is set out in Urban Greening Factor, London Plan Guidance (February 2023).
- 12.3.3 The City Corporation's UGF Study indicates that an UGF target of 0.3 would be deliverable for the majority of development in the City. The Study considered the potential for an UGF on a range of development types, including offices, residential, hotels

and mixed commercial. Policy OS2 requires major development proposals in the City (commercial and residential) to include an UGF calculation demonstrating how it will meet the minimum UGF target of 0.3.

How the policy works

MM58

- 12.3.4 The City Corporation has long championed green roofs and continues to actively encourage them. The City Corporation will seek the provision of trees and landscaping in all development where this is possible and appropriate, including through the design of public realm and sustainable drainage systems. This can take many forms and require careful design, installation and regular maintenance.
- 12.3.5 Green roofs should be designed, installed and maintained appropriately and can be designed as sustainable or ecological features, and recreational spaces. To ensure that the maximum practicable coverage of green roof and terraces can be achieved, location-appropriate plants should be installed on sloping roofs, between cradle tracks and underneath solar panel installations.
- 12.3.6 There are two main types of green roofs, intensive green roofs which can be used as recreational spaces with similar features to parks and gardens, and extensive ones (including BioSolar green roofs) having plants such as sedums and wildflowers but with limited or no access. Varying extensive green roof substrate levels will be encouraged to improve rainwater retention and enhance biodiversity, using a high proportion of native plants. Where developers seek to install intensive green roofs with deep

12 Open Spaces & Green Infrastructure

substrates for amenity space, these are expected to be of high quality design incorporating rainwater harvesting for irrigation to minimise water use.

- 12.3.7 Green roofs should not impact adversely on protected views and planting should be appropriate to the location and height of the roof. All green roofs should be designed, installed and maintained appropriately for the life of the building to maximise the roof's environmental benefits including biodiversity, rain-water run-off attenuation and building insulation. The choice of plant species for green roofs should be consistent with the Biodiversity Action Plan (BAP) and Climate Resilience Strategy and development proposals should aim to promote diverse planting including (where practical) forage for target pollinator species.
- 12.3.8 Development proposals could include greening of roofs, facades, terraces and balconies, both internal and external, and/or landscaping and tree planting around the building depending on the circumstances of each site. The UGF assessment should be submitted as part of the planning application, along with landscaping proposals and an operation and maintenance plan to show how the greenery will be maintained. This will ensure that suitable green elements are designed in and will remain attractive and viable throughout the life of the development. Urban greening should be considered at an appropriate stage in the design of the scheme, and scores should not be reduced as conditions are discharged. Internal greening which is fully enclosed does not contribute towards the UGF target score.

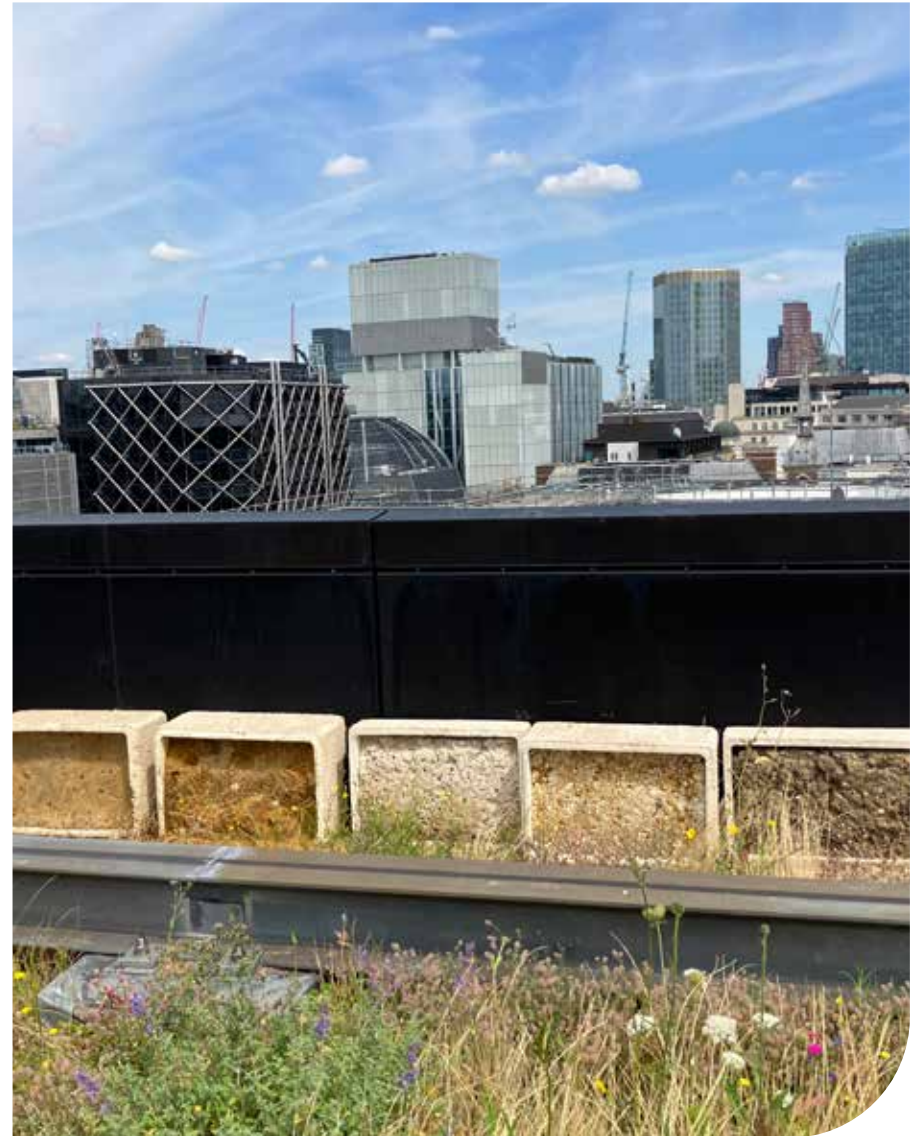


12 Open Spaces & Green Infrastructure

Policy OS3: Biodiversity

Development should incorporate measures to enhance biodiversity, including:

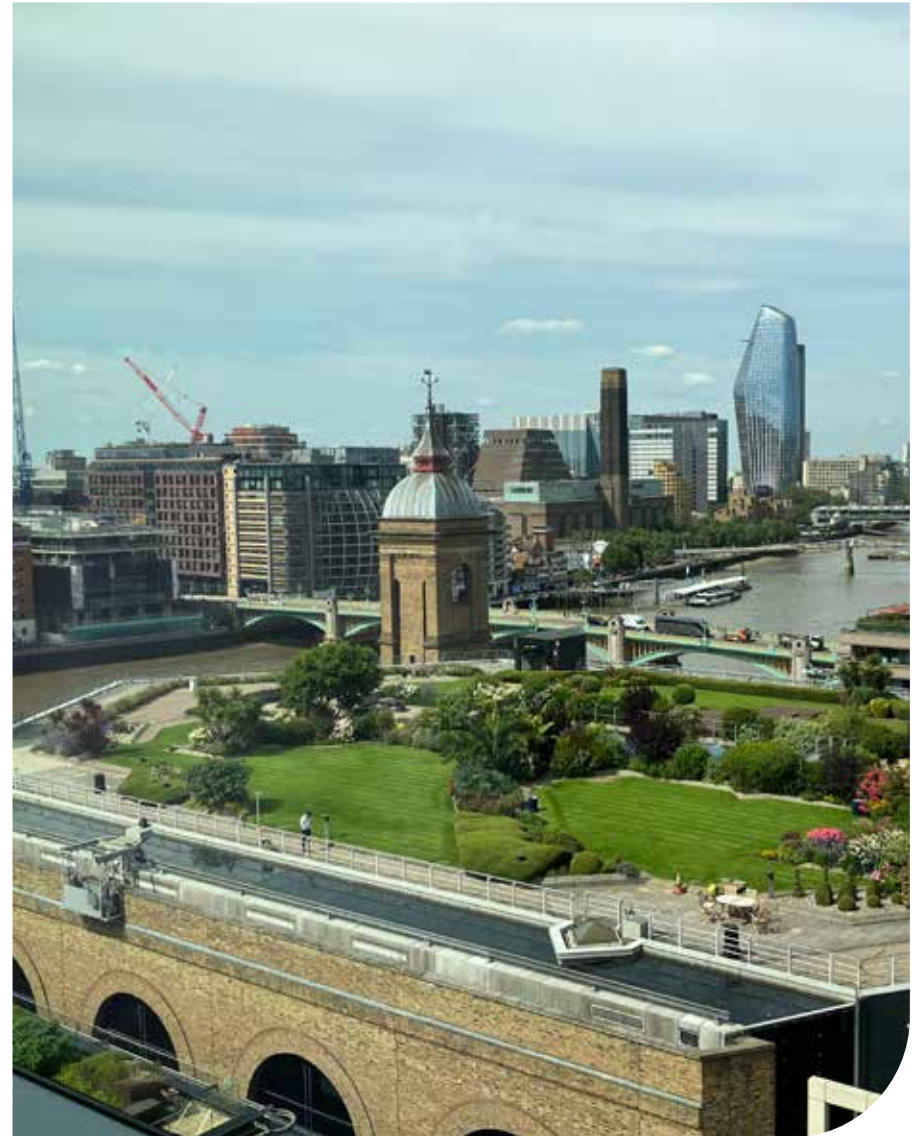
1. Retention, protection and enhancement of habitats within Sites of Importance for Nature Conservation (SINCs), including the River Thames;
2. Measures recommended in the City of London Biodiversity Action Plan (BAP) in relation to particular species or habitats and action plans;
3. Green roofs, gardens and terraces, soft landscaping and trees and green walls where appropriate;
4. Helping to create green corridors and biodiversity links and utilising roof terraces and gardens as stepping stones to contribute towards a green network;
5. Wildlife friendly features, such as nesting or roosting boxes and nesting opportunities for wild bees and other pollinators;
6. Planting mix with a variety of vegetation types including flower rich perennial planting to encourage biodiversity, supporting pollinators and other invertebrate groups;
7. Planting which will be resilient to a range of climate conditions, with a high proportion of native plants and the provision of year round forage for pollinators;
8. A lighting scheme designed to minimise impacts on biodiversity.



12 Open Spaces & Green Infrastructure

Reason for the policy

- 12.4.0 Protecting and improving biodiversity involves enhancing wildlife populations and their habitats. This has positive impacts for the environment, the economic and social life of the City and the aesthetics of the streetscape. Healthy biodiversity should be viewed as a sign of a healthy environment and healthy city.
- 12.4.1 A number of areas along the riverside, west of Farringdon Street and east of Bishopsgate have been identified as Areas of Deficiency in Access to Nature (SINC AoD) by Greenspace Information for Greater London (GiGL) London's environmental records centre and the Mayor of London. SINC AoDs are defined as built-up areas more than 1km walking distance from accessible Sites of Importance for Nature Conservation (SINCs). The River Thames, which is a Site of Metropolitan Importance for Nature Conservation (SMINC), brings wider benefits for migrating birds and fish species. However this SMINC has limited access to nature so does not alleviate AoD in the City. It is important that opportunities are taken to improve biodiversity throughout the City, and particularly in areas where this would improve green corridors or biodiversity links, such as along the riverside.



12 Open Spaces & Green Infrastructure

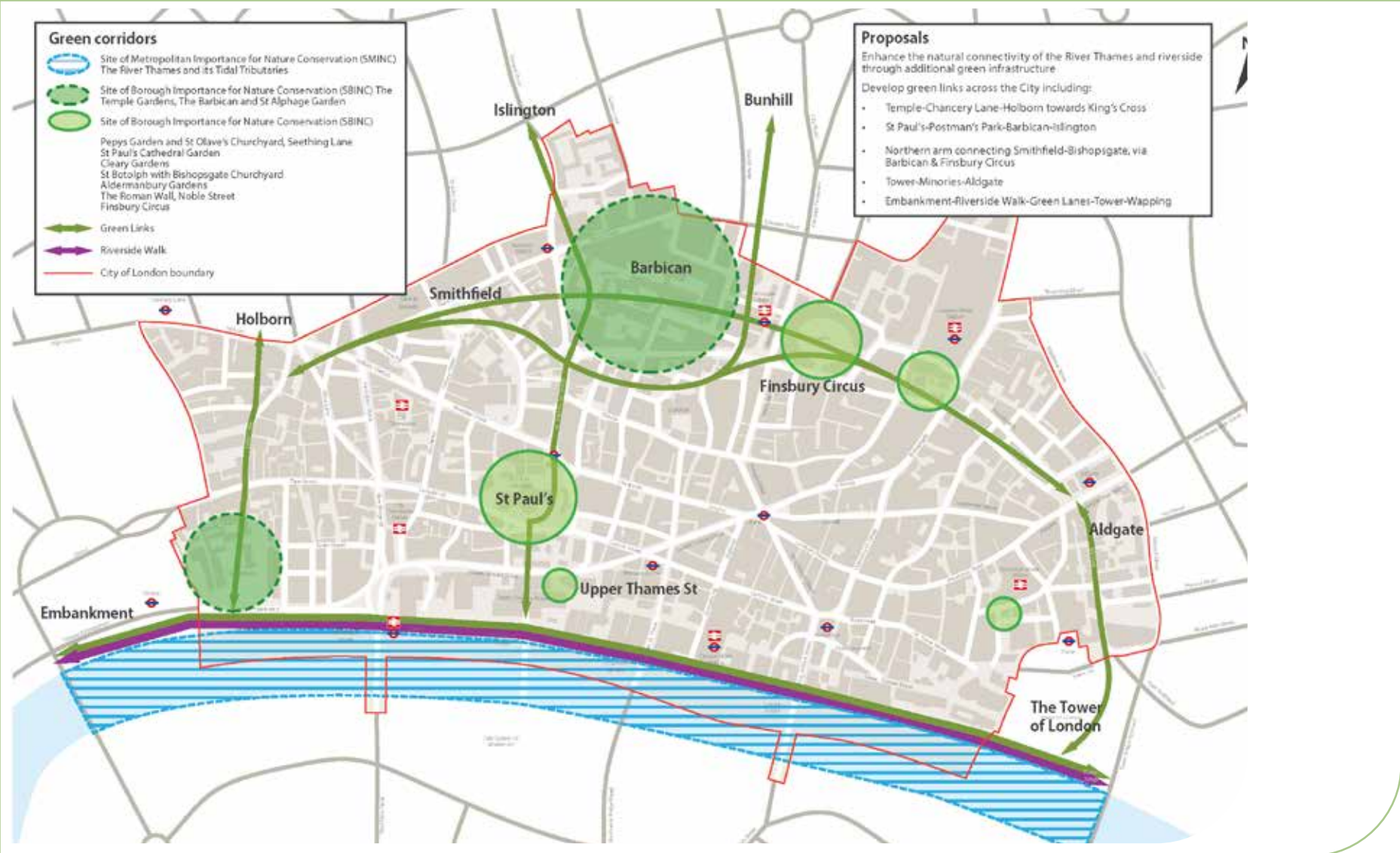


Figure 18: Green corridors

12 Open Spaces & Green Infrastructure

How the policy works

12.4.2 Measures to enhance biodiversity should provide habitats that benefit the City's target species (house sparrows, peregrine falcons, swifts, black redstarts, bats, bumblebees and stag beetles) and by extension a wider range of insects and birds. The City of London BAP provides further details about the target species, their target habitats and action plans. The City has 13 SINC, including three new SINC (Postman's Park, Portsoken Street Garden, St Dunstan in the East Church Garden) which were agreed following a review in 2016. Two existing SINC were agreed to be upgraded as part of this review: Barbican [Estate](#) and St Alphage's Garden [and Barber Surgeons' Garden](#), which includes the Barbican Wildlife Garden and the Beech Gardens, was upgraded from Grade 2 to Grade 1 Site of Borough Importance for Nature Conservation (SBINC); and Roman Wall, Noble Street, which was extended southwards to include St Anne and St Agnes Churchyard and was upgraded from a Local SINC to a Grade 2 SBINC. These new and upgraded SINC will formally take effect upon adoption of this Plan.

12.4.3 New developments should seek to protect and enhance biodiversity and the City's environmental assets. This can be achieved by providing spaces for biodiversity to flourish through the retention and planting of trees and soft landscaping, along with green roofs and green walls where appropriate. A variety of these provisions in one development will create habitats for a range of different wildlife species. Native plant species or species that are of value to biodiversity including pollinators should be incorporated into any formal landscaping areas and

other greening. Biodiverse pollinator friendly planting including fruiting and flowering perennials, shrubs and trees should be incorporated in planting mixes. Where possible incorporation of planting that can support invertebrate life cycles such as food and laying resource for butterflies and moths. Further information on pollinators and other target species is set out in the BAP.

12.4.4 Joined up green spaces and corridors which link SINC sites give species a better chance of survival in the urban landscape and greater resilience to future climate change. Proposals for riverside developments should consider whether there may be opportunities to incorporate habitat creation measures to enhance the biodiversity of the River Thames SMINC.

12.4.5 The City's wildlife depends not only on greenery but also on the built environment. Buildings can provide roosting sites for bats and nesting opportunities for birds. Artificial features such as nest boxes should be integrated into the design of development or refurbishment schemes wherever suitable to provide additional habitat for the City's target species. Biodiverse features of value to wildlife that support the City of London's BAP, including target species and target habitats but are not included within the Department of Environment, Food and Rural Affairs (Defra) Biodiversity Metric (DBM) ~~4.0~~. These should be provided in suitable locations, in close proximity to green features, and should include but are not limited to bird boxes, bat boxes and wild bee nesting habitat (cavity and ground nesting) and invertebrate hotels. Target habitats should be provided in suitable locations, in close proximity to green features, and should include but are not limited to bird boxes, bat boxes and nesting habitat (cavity and

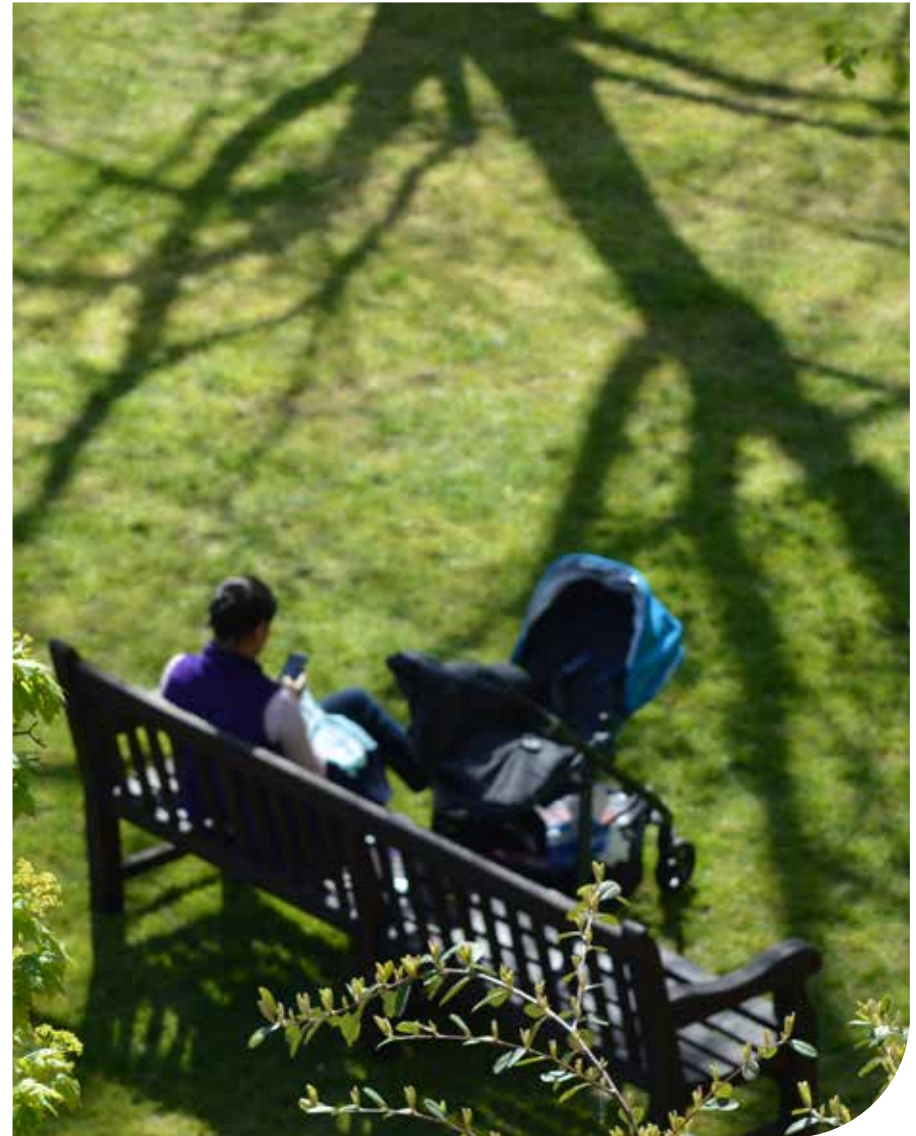
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12 Open Spaces & Green Infrastructure

ground nesting) for appropriate pollinators (including wild bees and bumblebees) and invertebrate hotels. This could include artificial interventions such as bee bricks, leaving areas of bare ground and creating mounds with the incorporation of sandy loam substrates.

- 12.4.6 Wild bees (bumblebees and solitary bees) are one of the target species identified in the BAP and the City is home to domesticised honey bees. There is an over proliferation of honey bees in the City and beehives aimed at attracting or accommodating them should not be included in the design of development schemes. Honey bees in the City are a major risk to wild bees and other pollinators as their abundance and competition limits forage resources.
- 12.4.7 Where development has a potential impact on designated sites of importance for biodiversity in or near the boundary of the site, the developer should submit an appropriate Ecological Assessment outlining how any impacts will be avoided, minimised or mitigated. Where necessary, the City Corporation will seek independent review of an assessment, paid for by the developer.
- 12.4.8 As set out in the BAP, the City of London recognises the importance of biodiversity data collection to improve monitoring and informs decisions and identify future areas of priority in the City. Planning applications should include biodiversity data informed by an up-to-date search report by GiGL. Opportunities such as citizen science and school projects and records collected by local voluntary individuals and groups make a significant contribution in supporting biodiversity and raises the profile of species and habitats within the City. Many of these findings are reported directly to GiGL.



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Policy OS4: Biodiversity Net Gain

Major developments are required to deliver Biodiversity Net Gain (BNG) to protect and enhance biodiversity through the following measures:

1. Meeting the City Corporation's BNG target score of achieving a minimum of three biodiversity units per hectare (BU/ha);
2. Providing the biodiversity value of the site pre development and post development after applying the mitigation hierarchy; Information on habitats of known value to biodiversity to be incorporated and maximised on site,
3. Prioritising and seeking to achieve onsite delivery of the BNG target. Offsite provision should be a last resort. If it is not feasible to achieve the target score onsite then offsite provision will be required, for any shortfall with preference given to schemes that help with the delivery of wider City of London Corporation policies and strategies, through the use of nature based solutions and maximising opportunities for local nature recovery;

4. Providing the following information:

- a. A Biodiversity Gain Plan (BGP) should be submitted and approved prior to the commencement of the development and include the statutory Biodiversity Metric (BM) calculation tools and setting out the enhancements that will be incorporated on site to meet the BNG score, secured through condition prior to commencement of the development;
- b. A Habitat Management and Monitoring Plan (HMMP) setting out maintenance, management and monitoring of enhancements and the post development biodiversity values of the site, secured through condition prior to commencement.

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Reason for the policy

- 12.5.0 Biodiversity Net Gain (BNG) is an approach to development that leaves biodiversity in a better state than before. Major new developments are required to deliver BNG and the Environment Act 2021 requires them to provide a minimum 10% BNG. Habitats will need to be secured for at least 30 years using the Biodiversity Metric (BM). Due to the City's highly urban nature and the high proportion of sites with a zero (or close to zero) baseline for biodiversity, the mandatory 10% BNG is not an appropriate mechanism for delivering meaningful biodiversity improvements in the Square Mile. An approach using biodiversity units per hectare (BU/ha) is more appropriate. The City's BNG policy is in addition to government's BNG regulations and should be read in conjunction with NPPF, BNG legislation, regulations and BNG Planning Practice Guidance.
- 12.5.1 The Biodiversity Net Gain Study (2023) examined a range of development sites across the City and found that if biodiversity were maximised on these sites, they could have delivered an average of 3.41 biodiversity units per hectare (BU/ha). This evidence alongside the Viability Assessment (2023) has informed the policy target set of achieving a minimum of three BU/ha rather than a percentage increase which may result in BNG of more than the statutory 10%.

How the policy works

- 12.5.2 All major developments are expected to submit a Biodiversity Metric (BM) in line with national requirements setting out how the development will meet the City of London's BNG target score of achieving a minimum three BU/ha on-site. The assessment should be undertaken by a suitably qualified and/or experienced ecologist and should include baseline and proposed habitat mapping. When determining Biodiversity Gain Plans (BGP), the Biodiversity Gain Hierarchy emphasises that on-site biodiversity gain should take priority above off-site and biodiversity credits. The City of London Corporation may seek independent ecological advice to review submitted BNG reports. It is expected this independent assessment will be funded by the developer and further information may be sought.
- 12.5.3 To ensure the biodiversity objectives are met BNG should be considered throughout the planning process. The latest BM or agreed equivalent will be used to quantify the biodiversity value of the site pre-development, post-development after application of the mitigation hierarchy and for any off-site areas proposed for habitat creation or enhancement both pre and post development. The City Corporation expects habitat creation to be delivered and maximised onsite providing biodiversity to the immediate area before offsite is considered. Biodiverse features of value to wildlife should support the City of London's BAP, including target species and target habitats, but are not included within the BM. Developers are expected to set-out BNG as an integral design

12 Open Spaces & Green Infrastructure

aspect of the overall scheme and deliver meaningful ecology to increase levels of biodiversity in the City. Section 106 obligations may be sought for monitoring of major applications for BNG delivery.

- 12.5.4 The Urban Greening Factor (UGF) tool establishes the provision of urban greening in new developments and does not measure biodiversity benefits of proposals. However, higher scoring surface cover types within the UGF are often ones which can deliver benefits for biodiversity. There is an opportunity to unlock additional space for BNG by steering associated soft landscaping towards habitat creation therefore providing more biodiversity on-site which is of benefit to local wildlife.



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Policy OS5: Trees

The City Corporation will seek to increase the number of trees and their overall canopy cover by:

1. Requiring the retention of existing mature and semi mature trees and encouraging additional tree planting to be integrated into the design and layout of developments and public realm improvements where appropriate;
2. Protecting trees which are subject to Tree Preservation Orders (TPO) and designating new TPOs where necessary to protect trees of high amenity value;
3. Other than in exceptional circumstances, only permitting the removal of existing trees which are dead, dying or dangerous. Where trees are removed, requiring their replacement with trees that can attain an equivalent value;
4. Ensuring that existing trees located on or adjacent to development sites are considered during the planning process and are protected from damage during construction works; and
5. Promoting tree planting to provide a diverse range of tree species, including large canopy trees wherever practicable, especially in places that would contribute to the green routes set out in Figure 18.
6. Ensuring tree species are consistent with the Climate Action Strategy and Biodiversity Action Plan (BAP), and promote habitats and forage for target species, especially pollinators.



12 Open Spaces & Green Infrastructure

Reason for the policy

- 12.6.0 There are just over 2,500 trees in the City, which are found in a variety of locations: along streets, in open spaces such as churchyards and livery company gardens, residential estates, business premises, historic parks and gardens and along the riverside.
- 12.6.1 Trees are an integral part of the City's unique history and an important asset. It is essential that the existing tree stock is managed and preserved effectively and that new trees are planted having regard to their contribution to enhancing amenity and townscape. Trees provide a wide range of benefits in the urban environment, including the trapping of air pollutants, enhancing biodiversity, providing shade and shelter from sun and rain, absorbing rainwater and filtering noise.
- 12.6.2 The City of London Tree Strategy SPD aims to increase the number of City Corporation owned trees and ensure that all trees within the City are managed, preserved and planted in accordance with sound arboricultural practices whilst taking account of their contribution to amenity and the townscape for both current and future generations. The Tree Strategy SPD will be kept under review and should be read alongside the City of London Biodiversity Action Plan (BAP).

- 12.6.3 Trees play an important role in connecting green spaces to create green corridors. Additional planting where feasible will help to reinforce those corridors. The green routes identified in Figure 18 set out priority corridors for greening the City. It is important that new tree planting includes a variety of species to increase the resilience of the City's tree stock against the threat of disease and the impacts of a changing climate.

How the policy works

- 12.6.4 Developers will be expected to safeguard existing trees, plant new trees and only remove trees in exceptional circumstances. Where trees are removed during development works, replacement trees of an appropriate species, height and canopy cover must be planted when works are completed. The City Corporation will seek financial compensation for any trees removed or damaged without permission. This value will be based on a recognised tree valuation method such as the Capital Asset Value for Amenity Trees (CAVAT) or i-Tree Eco.
- 12.6.5 The City Corporation will use TPOs, s106 planning obligations or conditions to ensure the retention of existing trees and the provision of new trees.

13 Climate Resilience



13 Climate Resilience

Strategic Policy S15: Climate Resilience and Flood Risk

Buildings and the public realm must be designed to be adaptable to future climate conditions and resilient to more frequent extreme weather events.

MM59

1. Development must minimise the risk of overheating ~~and any adverse contribution to the urban heat island effect~~;
2. Development must address the impacts of the urban heat island effect;
3. Development must avoid placing people or essential infrastructure at increased risk from river, surface water, sewer or groundwater flooding;
4. Flood defence structures must be safeguarded and enhanced to maintain protection from sea level rise; and
5. Development should contribute towards making the City more resilient and should seek opportunities to integrate into wider climate resilience measures in the City.



13 Climate Resilience

Reason for the policy

- 13.1.0 Today's new buildings will probably be in place for decades or longer and must be resilient to the weather patterns and climate conditions they will encounter during their lifetime. Designing climate resilience into buildings and the public realm will help keep the City safe and comfortable as climate patterns change. The UK Climate Projections (CP18) predict that London will experience a rise in mean temperatures of between 2oc and 6oc by 2061. This will increase the risk of overheating and the need for energy intensive air conditioning. In addition to this the City can experience temperatures up to 100c higher than the countryside around London, due to heat retention and waste heat expulsion from buildings resulting in an urban heat island effect. Climate change could potentially affect patterns of wind flow in high-density urban environments like the City and this will be kept under review.
- 13.1.1 Although the total annual rainfall is projected to remain broadly similar to current levels, patterns of rainfall are expected to change with more intense storms and periods of low rainfall. This will increase the risk of flooding, particularly from surface water and from sewer surcharge from London's combined drainage network. Conversely there will be a greater risk of water shortages and drought conditions as rainfall fluctuates.

- 13.1.2 The City lies within the tidal section of the Thames and is vulnerable to sea level rise resulting from climate change. The Thames Estuary 2100 Plan identifies the need for the existing flood defences in central London to be raised by up to 0.5m by 2050 and 1m between 2050 and 2100 to protect London from flooding.

How the policy works

- 13.1.3 The City Corporation will continue to monitor and model climate change impacts on the City to inform policy and decision making through implementation of, and annual monitoring and review of, the City Corporation's Climate Action Strategy. UK Climate Projections and the detailed actions in this Climate Action Strategy form the basis of future planning for climate resilience in the City. The City of London Strategic Flood Risk Assessment will be reviewed at least every five years or more frequently if circumstances require.

MM60 13.1.4 For all major development, the City Corporation will require climate adaptation and resilience to be addressed at the design stage. Sustainability Statements should include details of the proposed adaptation and resilience measures. Energy statements should demonstrate how energy demand for cooling will be minimised. BREEAM credits for adaptation to climate change should be targeted.

- 13.1.5 For minor development, the Design and Access Statement should include details of climate resilience and adaptation measures.

13 Climate Resilience

Policy CR1: Overheating and Urban Heat Island Effect

1. Developers will be required to demonstrate that their developments have been designed to reduce the risk of overheating through:
 - a. solar shading to prevent solar gain, particularly on glazed facades;
 - b. urban greening to improve evaporative cooling;
 - c. passive ventilation and heat recovery;
 - d. use of thermal mass to moderate temperature fluctuations;
 - e. minimal reliance on energy intensive cooling systems.

- MM61 2. Development should prepare for and adapt to future climate scenarios and rising temperatures. Building design including materiality, energy strategies, and greening must minimise urban heat island effects. Development should consider future weather projections to ensure heat risk is addressed over the development lifespan. Opportunities should be sought to incorporate features that provide shade and shelter in the public realm. Building designs should minimise any contribution to the urban heat island effect.

Reason for the policy

- AM79 13.2.0 Development presents an opportunity to renew or adapt the existing building stock and public spaces, or provide new buildings and spaces, which will cope better with changing climate patterns. [Building design, including orientation, materiality, building servicing and greening can manage heat risk and address the urban heat island effect.](#) The design of buildings should reduce energy demands from cooling infrastructure, making them more resilient to higher temperatures. Measures such as urban greening and design features that provide shade and shelter can have a positive impact on or near the building, minimising the urban heat island effect (see Policy OS2).
- 13.2.1 Climate adaptation measures can contribute to wider benefits by pre-empting potential detrimental climate impacts. Careful selection of plants which are resilient to a range of weather conditions will assist wildlife to survive changed climate conditions. Urban greening and reduced reliance on air conditioning will have benefits for the City's air quality.

How the policy works

- MM62 13.2.2 Designing for present weather conditions will leave buildings vulnerable to changes in climate. UK Climate projections (UKCP18) and CIBSE Future Design Summer Year (DSY) provide future weather data for London. Development should take into consideration future weather projections to identify the impacts of a changing climate. A better understanding of the impacts of the changing climate should help developments integrate adaptive design measures that increase the resilience of their buildings and address the urban heat island effect, now and into the future. For all major development, the City Corporation will require climate adaptation and resilience to be addressed at the design stage. Sustainability Statements should include details of the proposed adaptation and resilience measures. Energy statements should demonstrate how energy demand for cooling will be minimised. BREEAM credits for adaptation to climate change should be targeted.
- 13.2.3 For minor development, the Design and Access Statement should include details of climate resilience and adaptation measures.

13 Climate Resilience

Policy CR2: Flood Risk

All development within the City flood risk area, and major development elsewhere, must be accompanied by a site specific flood risk assessment demonstrating that:

1. the site is suitable for the intended use, in accordance with the sequential and exception tests (see tables 4 and 5) and with Environment Agency and Lead Local Flood Authority advice;
2. the development will be safe for occupants and visitors and will not compromise the safety of other premises or increase the risk of flooding elsewhere;
3. safe access and egress routes are identified; and
4. flood resistance and resilience have been designed into the proposal.

Reason for the policy

- 13.3.0 While the City is generally at low risk of flooding due to its topography, some parts of the City are at risk of flooding from the River Thames and from surface water or sewer overflow in the former Fleet valley.
- 13.3.1 The Policies Map identifies the areas at risk from these sources as the City flood risk area. This policy will ensure that vulnerable uses are not located in areas that are at risk of flooding and

that suitable flood resilience and evacuation measures are incorporated into the design.

How the policy works

- 13.3.2 Site-specific flood risk assessments must address the risk of flooding from all sources and take account of the City of London Strategic Flood Risk Assessment (SFRA) and the City of London Local Flood Risk Management Strategy. Necessary mitigation measures must be designed into and integrated with the development. Design and mitigation measures such as sustainable drainage systems may provide protection from flooding for properties beyond the site boundaries.
- 13.3.3 Within the City Flood Risk Area different uses will be acceptable in different zones. Table 2 shows the vulnerability classifications and Table 5 shows which level of vulnerability classification is suitable in which part of the City Flood Risk Area. The Environment Agency's flood zones are shown on the Policies Map. The sequential test must be applied for all development other than minor development or change of use in the City flood risk area, which comprises Environment Agency Flood Zones 2 and 3 and areas at risk of surface water or sewer flooding. Where a change of use results in a more vulnerable use, evidence must be presented to demonstrate safety and suitable access and egress routes. Where necessary, conditions may be attached to planning permissions to manage the change of use into more vulnerable categories.

13 Climate Resilience

Table 3: Flood risk vulnerability classifications relevant to the City Source: Relevant uses from Planning Practice Guidance (Flood Risk and Coastal Change)

Essential Infrastructure	<ul style="list-style-type: none"> Essential transport infrastructure (including mass evacuation routes) which has to cross the area at risk. Essential utility infrastructure which has to be located in a flood risk area for operational reasons, including electricity generating power stations and grid and primary substations
Highly Vulnerable	<ul style="list-style-type: none"> Police and ambulance stations; fire stations and command centres; telecommunications installations required to be operational during flooding. Emergency dispersal points. Basement dwellings. Installations requiring hazardous substances consent.
More Vulnerable	<ul style="list-style-type: none"> Hospitals Residential institutions such as care homes and hostels. Buildings used for dwelling houses, student halls of residence, drinking establishments, nightclubs and hotels. Non-residential uses for health services, nurseries and educational establishments. Sites used for waste management facilities for hazardous waste.
Less Vulnerable	<ul style="list-style-type: none"> Buildings used for shops; financial, professional and other services; restaurants, cafes and hot food takeaways; offices; general industry, storage and distribution; non-residential institutions not included in 'more vulnerable' and assembly and leisure. Police, ambulance and fire stations which are not required to be operational during flooding. Waste treatment (except hazardous waste facilities).

Water-compatible development

- Flood control infrastructure.
- Sewage transmission infrastructure and pumping stations
- Docks, marinas and wharves.
- Navigation facilities.
- Water-based recreation (excluding sleeping accommodation).
- Amenity open space, nature conservation and biodiversity, outdoor sports and recreation and essential facilities such as changing rooms.

13.3.4 If the intended use of a site falls into one of the categories where an exception test is required, as set out in Table 3, the developer will need to investigate whether there is a reasonably available site outside the City flood risk area which would be more suitable for the intended use. If no alternative site is available, the developer must demonstrate through the exception test that the benefits of the development outweigh any risk from flooding, and that the development will be safe without increasing the risk of flooding elsewhere.

13 Climate Resilience

Table 4: Suitability of different uses in flood zones

Source: amended from Planning Practice Guidance – Flood Risk and Coastal Change

Flood Risk Classification	Essential Infrastructure	Highly Vulnerable	More Vulnerable	Less Vulnerable	Water Compatible
EA Zone 1	✓	✓	✓	✓	✓
EA Zone 2	✓	Exception Test required	✓	✓ ✓	✓
EA Zone 3a	Exception Test required	✗	Exception ✓ Test required	✓	✓
EA Zone 3b	Exception Test required	✗	✗	✗	✓
SFRA Surface water/sewer flood risk areas	Exception Test required	✗	Exception Test required	✓	✓

13.3.5 The City of London SFRA provides guidance on suitable flood resistance measures to prevent water entering the building and flood resilience measures, which enable speedy recovery in the event of flooding. These measures should be specified for all development within the City flood risk area and may be controlled by condition. Passive design measures such as suitable threshold levels and the use of flood resilient materials will be favoured over active measures such as removable flood barriers. All sleeping accommodation must be located above the modelled tidal breach

level as shown in the SFRA unless it can be demonstrated that a permanent fixed barrier at the threshold of the property would prevent water ingress in a breach event.

13.3.6 Design measures can help to reduce flooding, thus protecting the local area beyond the development site, through:

- ▶ sustainable drainage systems;
- ▶ green/blue roofs; and
- ▶ rainwater reuse, recycling and attenuation

13.3.7 Resistance to flooding can be achieved through design measures such as:

- ▶ raised kerbs and altered topography which contains water at a distance from the building;
- ▶ avoiding opening windows or vents at ground floor or basement levels;
- ▶ using low permeability materials to limit water penetration of external walls, and flood resistant doors to prevent water ingress; and
- ▶ fitting non-return valves [positive pump devices or similar](#) on plumbing to prevent sewer surcharge within the building.

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13.3.8 Flood resilience measures make clean up after a flood more efficient, and include:

13 Climate Resilience

- ▶ avoiding locating sensitive equipment such as computer servers at lower levels of buildings in flood prone areas;
- ▶ locating all fittings, fixtures and services at a suitable height to minimise damage by flood waters;
- ▶ using impermeable surfaces and structures; and
- ▶ providing sumps and soak-aways that gradually release water to the sewer network.

13.3.9 In order to demonstrate that the development will be safe for occupants, flood warning and evacuation plans should be provided for all 'more' or 'highly' vulnerable development within the City flood risk area. Details of the type of measures which should be included in an evacuation plan are set out in the City's SFRA.

13.3.10 For minor development outside the City flood risk area, an appropriate flood risk statement should be included in the Design and Access Statement.

Policy CR3: Sustainable drainage systems (SuDS)

1. All development, transportation and public realm proposals must incorporate SuDS principles and be designed to minimise the volume and discharge rate of rainwater run off into the combined drainage network in the City, ensuring that rainwater is managed as close as possible to the development.
2. The design of the surface water drainage system should be integrated into the design of proposed buildings and landscaping, unless there are exceptional circumstances which make this impractical. Proposals should demonstrate that run off rates are as close as possible to greenfield rates and the number of discharge points has been minimised.
3. SuDS designs must take account of the City's archaeological and other heritage assets, complex underground utilities, transport infrastructure and other underground structures, incorporating suitable SuDS elements for the City's high density urban situation.
4. SuDS should be designed, where possible, to maximise contributions to water resource efficiency, water quality, biodiversity enhancement and the provision of multifunctional open spaces.
5. An operation and maintenance plan will be required to ensure that the SuDS elements will remain viable for the lifetime of the building.

13 Climate Resilience

Reason for the policy

- 13.4.0 The drainage system in Central London comprises a combined network where foul sewage from internal plumbing combines with rainwater drainage in the same underground pipework. Consequently, heavy rain can result in overloading of the drainage network with discharges of diluted sewage from manholes within the City flood risk area and combined sewer outflow pipes into the Thames at Walbrook Wharf and Blackfriars.
- 13.4.1 More frequent extreme rainfall events are predicted because of climate change and therefore the risk of sewer overflow flooding is increasing. To combat this, it is necessary to reduce the total amount of rainwater entering the drains and/or slow down the rate at which it enters the drains. Sustainable Drainage Systems (SuDS) provide a range of techniques for achieving this.

How the policy works

- 13.4.2 All development presents opportunities to reduce rainwater run-off. The cumulative impact of minor development, transport and public realm proposals are as important as major development in reducing the risk of sewer overflow flooding. Therefore, all development, transport and public realm proposals must contribute to a reduction in rainwater run-off to the drainage network.
- 13.4.3 For major development, pre-application discussion with the City Corporation as Planning Authority and Lead Local Flood Authority and consultation with the Environment Agency, Thames Water and other interested parties is encouraged to ensure that SuDS designs are suitable for the proposed site. SuDS designs must comply with the London Plan drainage hierarchy (see London Plan policy SI 13) and local requirements should be discussed at pre application stage with the City Corporation.
- 13.4.4 Although planning permission may not be required for all transport and public realm schemes, SuDS and drainage plans should be integrated into the design process of these schemes to protect the City from flooding.
- 13.4.5 For all major development, a separate SuDS and Drainage Plan must be submitted at application stage. For minor development the Design & Access Statement should include details of how rainwater run-off has been minimised. Designs should focus on reducing flows as close as possible to greenfield runoff rates, minimising the number of discharge points from the site.
- 13.4.6 Proposals should demonstrate an integrated approach to water management, for example intercepting the first 5mm of each rainfall event through greening and incorporating rainwater storage for reuse or irrigation. Major developments should specifically maximise the other benefits of SuDS such as biodiversity, amenity and water quality.
- 13.4.7 Arrangements for maintenance throughout the life of the building must be considered in the design of SuDS. Planning conditions may be used to secure a suitable operations and maintenance plan.

13 Climate Resilience

Policy CR4: Flood protection and flood defences

1. Development must protect the integrity and effectiveness of structures intended to minimise flood risk and, where appropriate, enhance their effectiveness.
2. Wherever practicable, development should contribute to an overall reduction in flood risk within and beyond the site boundaries, incorporating flood alleviation measures for the public realm.



AM81

Reason for the policy

- 13.5.0 The City of London is protected from flooding by the Thames Barrier, and more locally by flood defence walls along the River Thames. The Thames Estuary 2100 (TE2100) [project-plan and City of London Riverside Strategy](#) recognises the need for the raising of flood defences by up to 0.5m by 2050 and [1m a further 0.5m](#) by 2100.

How the policy works

AM82

- 13.5.1 Development adjacent to the flood defences must maintain their integrity and effectiveness for the benefit of the whole City. Development on the riverside should be designed to enable future flood defence raising without adverse impacts on river views, the setting of historic buildings and pedestrian movement along the Riverside Walk. Constraints may exist where flood defences form part of an existing building. Discussions with the Environment Agency will be required to establish the most effective designs for improved flood defences and to incorporate [an appropriate and adequate minimum](#) set back from the defences to allow for future maintenance and raising in line with the TE2100 Plan.

AM83

- 13.5.2 A strategic approach to flood defence raising will enable riparian developers to design buildings and the riverside environment to accommodate higher flood walls [in line with TE2100 requirements](#). Riparian owners are responsible for [the maintenance and enhancement](#) of flood defences.

13 Climate Resilience

Strategic Policy S16: Circular Economy and Waste

1. The City Corporation will support businesses and residents in moving towards a Zero Waste City, by applying circular economy principles, the waste hierarchy and the proximity principle at all stages of the development cycle.
2. The City Corporation will actively co operate with other Waste Planning Authorities (WPAs) in planning for capacity to manage the City's residual waste through:
 - a. Identifying waste management capacity in the City, or elsewhere in London, to meet the City's London Plan waste apportionment target, including through partnership working with other London WPAs;
 - b. Co operating with WPAs within and beyond London to plan for suitable facilities for the City's waste;
 - c. Safeguarding Walbrook Wharf as a waste site and wharf suitable for the river transport of waste; and
 - d. Monitoring waste movements to and from the City and reviewing its waste arisings and capacity study at least every five years.



13 Climate Resilience

Reason for the policy

- 13.6.0 The City Corporation has responsibility to plan for adequate facilities to manage the waste that originates in the City. This includes waste collected from the City's households and businesses, waste generated in the process of redevelopment and hazardous waste from premises such as St Bartholomew's Hospital.
- 13.6.1 The London Plan and the London Environment Strategy set the framework for waste management in London. These strategies promote circular economy principles and the waste hierarchy: prevention, preparing for reuse, recycling, other recovery, and disposal only as a last resort.
- 13.6.2 The current London Plan has set a waste apportionment figure requiring the City to identify sites with capacity to manage 90,000 tonnes of waste annually by 2041, with an apportionment in 2021 of 84,000 tonnes. This figure represents the City's contribution to meeting the Mayor's target of 100% net self-sufficiency in the management of London's household and commercial and industrial waste from 2026.
- 13.6.3 The London Plan sets out criteria for the selection of waste management sites, which the City of London Waste Arisings and Waste Management Capacity Study review 2016 used to evaluate potential sites in the City. This study concludes that, with current technologies and economic considerations, there is no viable waste management capacity within the Square Mile and that the City will not be able to satisfy the London Plan waste apportionment within its boundaries.
- 13.6.4 The City Corporation has an agreement with the London Borough of Bexley and participates in the South-East London Joint Waste Planning Group, which comprises the boroughs of Bexley, Bromley, Greenwich, Lewisham and Southwark along with the City of London. The Group has identified sufficient waste management capacity up to 2036 to meet the combined apportionment of each of its individual members. The City will continue to contribute to London-wide waste planning through membership of the London Waste Planning Forum [It will continue to work with the GLA, the Environment Agency and other waste planning authorities to improve waste planning, including where any surplus capacity is identified. The City Corporation will monitor waste movements to waste locations outside London and share the data with the GLA regularly, and will work with the GLA and the Environment Agency to improve waste planning.](#)
- 13.6.5 For commercial reasons, a proportion of the City's waste will continue to be transported to sites outside London. This includes construction, demolition and excavation (CD&E) waste which is not covered by the Mayor's targets for net self-sufficiency. Annual monitoring of such waste exports will inform Duty to Co-operate discussions with receiving authorities within and outside London to ensure that sufficient capacity remains in the planning pipeline.
- 13.6.6 The London Plan sets out apportionments for land-won aggregates, which does not include the City of London and there is no requirement to include a policy for minerals within the Local Plan. Application of circular economy principles encourages the re-use and recycling of demolition waste and the use of recycled aggregates in order to reduce reliance on imported aggregates and retain embodied carbon.

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13 Climate Resilience

13.6.7 It is imperative that the City adopts circular economy and waste hierarchy principles, to cut down on the quantity of useable materials that are discarded and to eliminate reliance on disposable items, including single use plastics, in the City. Those materials that are discarded should be managed as close as possible to the City and transported by modes that are least damaging to the environment.

How the policy works

- 13.6.8 The City Corporation will continue to monitor the quantities and types of waste originating in the City and work with the City's communities to minimise this waste, applying circular economy principles to design out waste and pollution and keep products and materials in use. The City Corporation will continue to work with the South-East London Joint Waste Planning Group and other WPAs in London and beyond to ensure that the City's waste apportionment is met and that suitable facilities are available for the City's waste to be managed in the most sustainable way.
- 13.6.9 Changing economics and new waste management technologies means that small scale waste management is becoming more viable within the City, particularly within large development sites.
- 13.6.10 During the period 2021-2041 a proportion of the City of London's waste will continue to be managed outside London. Co-operation with WPAs outside London will aim to ensure that facilities with sufficient capacity remain available to accept the City's waste during this period.

- 13.6.11 The City Corporation will continue to safeguard Walbrook Wharf as a waste site and river wharf in line with the London Plan and the Safeguarded Wharves Direction. Any proposed development which would prejudice the operation of the existing safeguarded waste site at Walbrook Wharf will be refused.
- 13.6.12 Pre-application consultation on suitable waste treatment, storage and collection facilities is encouraged. The level of detail required at the planning application stage will be proportionate to the scale of development.
- 13.6.13 The Environmental Statement (for EIA applications) or Sustainability Statement should provide an assessment of on-site waste treatment options and quantities of residual waste likely to arise from the site.



13 Climate Resilience

Policy CE1: Sustainable Waste Facilities and Transport

All development proposals should incorporate waste facilities, which must be integrated into the design of buildings and allow for separate treatment, storage and off road collection of waste and recyclable materials, where feasible. Major developments should provide a single waste collection point to facilitate efficient waste management from multi tenanted buildings.

The environmental impact of waste transport will be minimised through:

1. Encouraging the use of rail and waterways for removal of waste, including deconstruction waste and delivery of construction materials;
2. Ensuring maximum use of rail and waterways for the transport of excavation waste particularly from major infrastructure projects;
3. Requiring low and zero emissions transport modes for waste movement;
4. Reducing the number of waste vehicles by promoting optimum use of waste transport vehicle capacity through on site or multi site consolidation of waste.

Reason for the policy

- 13.7.0 On major developments, opportunities for waste minimisation and on-site waste treatment, in line with the London Plan's definition of waste management, should be explored in order to minimise the transport of residual waste within and beyond the City. The City of London Waste Arisings and Capacity Study identifies a range of options which should be considered, subject to the appropriate environmental permits, to facilitate a reduction in residual waste from City development sites.
- 13.7.1 Waste treatment, storage and collection facilities must be integrated into new development and considered at an early stage of design to avoid the problems created by the placing of waste on the highway. Adequate provision must be made for the volume and types of residual waste and recyclables expected to be generated, especially the amount of paper and packaging generated by offices. The need to avoid health hazards associated with waste from catering establishments, the waste storage and collection needs of street traders, the separate storage of recyclable waste and the special arrangements required for the storage and transportation of clinical and hazardous waste should be provided for, where necessary.
- 13.7.2 Waste and recyclables should be capable of collection from off-street service areas which are integrated into the design of buildings. The provision of such areas may not be practicable in small developments or refurbishments and may conflict with the protection of listed buildings and conservation areas. In such cases waste stores within the site near the highway are preferable

13 Climate Resilience

to the presentation of waste and recyclables on the pavement. Residential developments, including short-term-lets, must be provided with ground floor waste and recyclables storage and collection facilities, with direct access to the highway for collection purposes.

- 13.7.3 The City Corporation will attach appropriate planning conditions relating to waste treatment, storage and collection, but may also make use of its other regulatory powers to control waste in the City. Compliance with the City of London's operational waste requirements should contribute to BREEAM requirements for waste credits.
- 13.7.4 The proximity principle advocates that waste should be managed as close as possible to where it originates to reduce the environmental impacts of its transportation. The City's restricted land area makes the provision of waste facilities within the City problematic, and it therefore relies on movement of the waste that is generated in the City to appropriate waste management facilities elsewhere in London and beyond London's boundaries.
- 13.7.5 Unlike other local authority areas, the majority of the waste that is generated in the City is managed by private contractors. A proportion of the City's waste, including the small fraction of household waste, is transported by river from the safeguarded waste transfer station at Walbrook Wharf. The remainder is transported primarily by road, with destinations varying from one year to the next due to the commercial decisions of private waste contractors.

- 13.7.6 This policy aims to maximise the use of the River Thames for waste transport, encourage transport modes such as rail and other waterways and encourage efficient use of low and zero emissions road vehicles for transporting waste.

How the policy works

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- 13.7.7 The City Corporation will continue to work with the Port of London Authority, Marine Management Organisation [the Thames Estuary Partnership](#) and the Environment Agency to enable sustainable use of the River Thames for the movement of freight and waste, including the reduction of emissions from river transport [and with Network Rail for any potential movement by rail](#).

Major development

- 13.7.8 Construction Logistics Plans should identify how sustainable transport of waste materials from the site will be addressed during the construction phase. Delivery and servicing plans should demonstrate how the transport of waste will be minimised, the potential for use of the river to move waste, and how low emission vehicles will be enabled during the operational phase of the building's life.

All other development

- 13.7.9 Planning application documents should clearly demonstrate how waste minimisation, storage and sustainable waste transport have been addressed.

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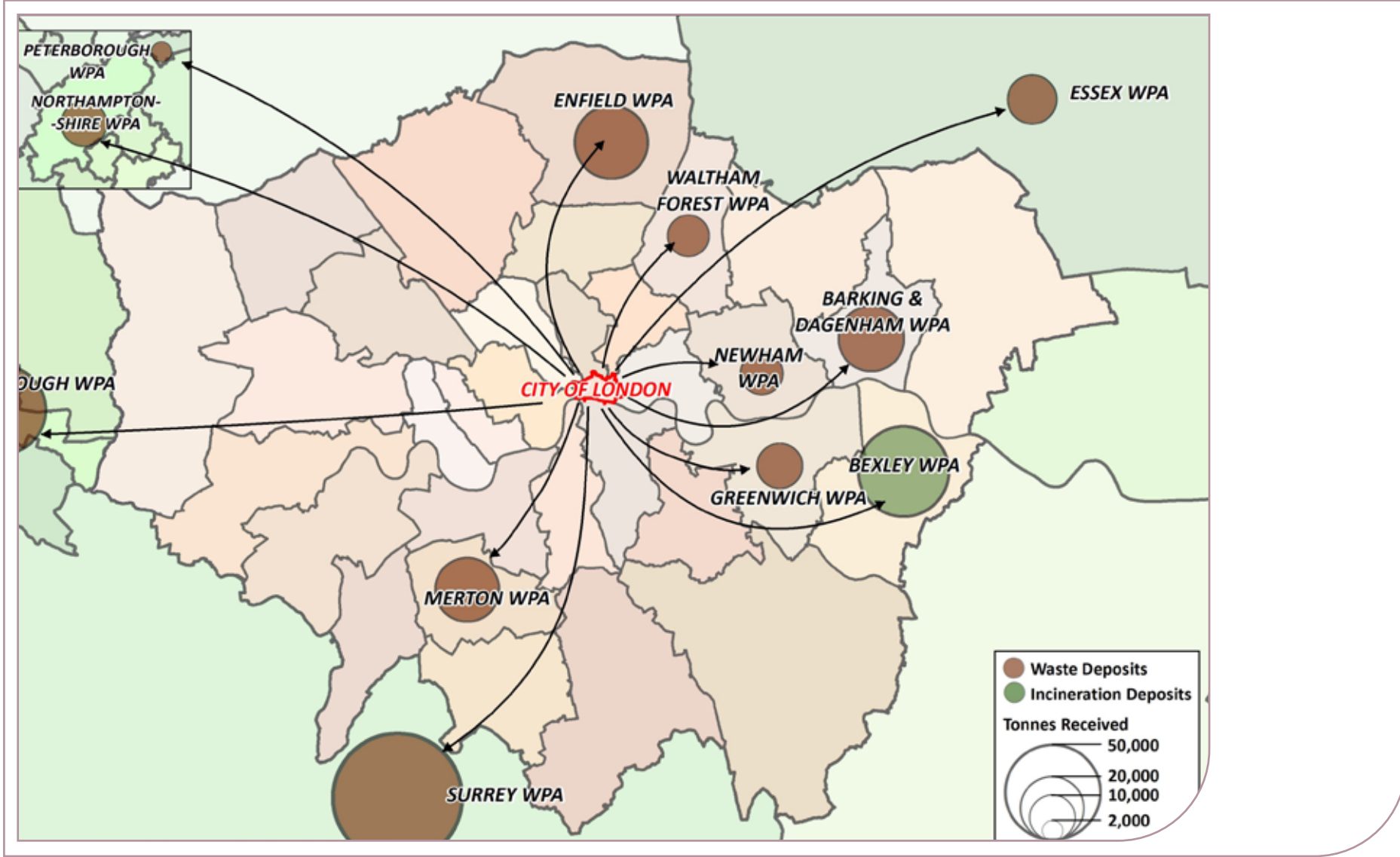


Figure 19: Waste deposit locations 2021

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Policy CE2: New waste management sites

1. Proposals for new facilities for waste management, handling and transfer will be required to demonstrate through design and Sustainability Statements that the benefits of the proposed development outweigh any adverse impacts and particularly that:
 - a. the development will handle waste which has been generated locally;
 - b. access arrangements, mode of transport and transport routes will minimise the potential for congestion and environmental impacts, including local air quality impacts and carbon emissions. Use of the river for transport of waste and recyclables will be encouraged;
 - c. the carbon impact of the development will be minimised. New waste facilities generating energy from waste should comply with the Mayor's Carbon Intensity Floor (CIF); and
 - d. the development is resilient to natural and man made safety and security challenges.
2. Noise sensitive development adjacent to the existing waste site at Walbrook Wharf, and development that would compromise the use of the river for waste operations, will be resisted.
3. Development in the vicinity of new waste management sites should not compromise the waste management operations on the site or create an unacceptable land use conflict.

Reason for the policy

- 13.8.0 Although the City is unlikely to be able to accommodate large waste management facilities within its boundary, changes in technology and waste transport costs may make small scale commercial facilities viable in the future.

How the policy works

- 13.8.1 Assessment of potential conflicts such as noise, vibration, odour, visual impact, pedestrian access and road or river transport will be a key matter in consideration of proposals. Mitigation which resolves potential conflicts may be necessary for development to proceed.
- 13.8.2 The criteria set out in this policy will be used, alongside other policy considerations, to evaluate the suitability of proposed waste facilities and conditions will be applied to ensure that any new facility is suitable for the City's high-density urban environment.

14 The Temple, the Thames Policy Area & the Key Areas of Change



14 The Temple, the Thames Policy Area & the Key Areas of Change

Policy TP1: The Temple

The City Corporation will continue to support the unique functions of the Inner and Middle Temples as places of education and training and providers of common and collegiate facilities for barristers and students, including providing professional accommodation for [barristers to support the Bar and maintain the Temple area](#). Development in the Temple area that supports these functions, including improvements to the accessibility of buildings, will be supported.

Opportunities to enhance and create additional greening and open spaces that enhance the historic character of the Temple will be encouraged.

Within the Temple, [adjustments changes of use](#) between professional and residential accommodation will be permitted where it is important to the functioning or character of the Temple, or to the continuing use of their buildings.



14 The Temple, the Thames Policy Area & the Key Areas of Change

Reason for the policy

- 14.1.0 The Inner and Middle Temple are two of the Inns of Court which provide accommodation and enable education and training and many other facilities – such as libraries, meeting rooms, lecture rooms, and dining facilities – for the legal profession in the southwest of the City between Fleet Street and the River Thames. Along with other nearby Inns of Court and the Royal Courts of Justice in Westminster, the Temple forms part of a specialist legal cluster recognised in the London Plan. The Temple is within a Conservation Area and contains a significant concentration of listed buildings.
- 14.1.1 The Temple mainly contains barristers' chambers, together with other accommodation for Members of the Bar. The Inner and Middle Temple has a strong collegiate atmosphere due to the mix of workspaces, residential, commercial and communal uses. [Temple Church makes a significant contribution to the history and character of the Temple.](#) This mix of uses contributes to the historic interest and high environmental quality of the area and should be maintained.

How the policy works

- 14.1.2 In determining applications, the City Corporation will have regard to the importance and long-term balance of the continued existence of residential, office and support uses in the Temple and the contribution that this makes to their special character. However, the need to rationalise and refurbish chambers in order to maintain an efficient business and professional community is recognised. To enable the continued

use of the buildings in the Temple, physical changes to the fabric of the historic buildings, especially for the purposes of improved accessibility, may be required. Alterations and additions must be informed by and respect the unique historic and architectural character of the area and the buildings and structures within it.



14 The Temple, the Thames Policy Area & the Key Areas of Change

Strategic Policy S17: Thames Policy Area

The unique character of the City's riverside, and its uses for transport and recreation, will be enhanced by:

1. Ensuring that buildings and spaces on or near the riverside contribute to sustainable economic growth and further the aims of the City of London Riverside Strategy and Riverside Walk Enhancement Strategy, particularly through:
 - a. protecting and enhancing permanent public access and river views along the Riverside Walk;
 - b. improving access to the River Thames by enhancing north-south routes and the widening of the Riverside Walk;
 - c. maximising opportunities for public open space along the riverfront and seeking public realm improvements and increased permeability to the north of the Riverside Walk;
 - d. improving the vibrancy of the riverside by requiring new development to provide active frontages where appropriate;
 - e. encouraging a mix of commercial and cultural uses and promoting office-led commercial development, while safeguarding heritage assets and biodiversity value; and
 - f. provision of publicly accessible roof terraces, where they do not impact adversely on protected views, the amenity of occupiers or nearby residents.
2. Supporting, and safeguarding land for, the construction of the Thames Tideway Tunnel.
3. Promoting the use of the River Thames and its environs for transport, navigation and recreation, particularly through:
 - a. safeguarding Walbrook Wharf for waste and river related freight traffic, including freight consolidation;
 - b. encouraging the use of the River Thames for the transport of construction and deconstruction materials and waste;
 - c. retaining Blackfriars Pier, and access to Tower Pier, and encouraging the reinstatement of Swan Lane Pier and the use of these facilities for river transport. Applications to remove these facilities will be refused unless suitable replacement facilities of an equivalent or higher standard are provided;
 - d. refusing development on or over the River Thames, except for structures that specifically require a waterside location for river related uses;
 - e. resisting the permanent mooring of vessels; and
 - f. maintaining and enhancing access points to the River Thames foreshore, from both land and water, for public or private use as appropriate, subject to health and safety and environmental safeguards.
4. Ensuring that development does not have an adverse effect on the River Thames and Tidal Tributaries Site of Metropolitan Importance for Nature Conservation (SMINC) and seeking opportunities to create or enhance riverside habitats.

14 The Temple, the Thames Policy Area & the Key Areas of Change

Reason for the policy

14.2.0 The River Thames is an iconic feature of London and the City. The riverside provides a breathing space from the busy environment that characterises the rest of the City, as well as a traffic-free walkway on the north bank of the Thames. However, the riverside is not currently fulfilling its potential as a recreation, leisure and tourism destination despite its many positive attributes.

14.2.1 The River Thames serves several important functions, including as a corridor for freight and pedestrian transport, a tourism and recreational asset, a unique setting for views of the City, a key environmental asset, and a Site of Metropolitan Importance for Nature Conservation (SMINC). The City's topography, with the land rising from the riverside, means that most of the City is at relatively low risk from flooding. Nevertheless, this risk needs to be managed, particularly in the face of climate change.

14.2.2 There are a range of different strategies and plans which affect the River Thames including:

- ▶ The London Plan, which sets out strategic policies for the River Thames and requires the designation of a Thames Policy Area.
- ▶ The Mayor of London's Safeguarded Wharves Review 2018-19, which aims to ensure that London's need for waterborne freight-handling uses is met.

- ▶ The Thames Estuary 2100 Plan produced by the Environment Agency, which addresses flood risk and water quality issues.
- ▶ The Thames Strategy SPD, which identifies the attributes of the area and gives guidance on development within this area.
- ▶ The City of London Riverside Strategy, which provides guidance for the management of the river flood defences in the Square Mile, including the approach to raising the flood defences over the coming century whilst also providing benefits to the workers, residents and visitors that use the Thames river frontage.
- ▶ The Thames Vision produced by the Port of London Authority, which sets a framework for greater use of the River Thames between now and 2035 including targets for increased passenger and freight movements.
- ▶ Guidance called A Safer Riverside produced by the Port of London Authority, which aims to reduce the number of people drowning in the Thames by ensuring that safety is an intrinsic part of all development alongside and on the tidal Thames.
- ▶ The UK Marine Policy Statement and the South East Marine Plan (2021) produced by the Marine Management Organisation, provide a wider strategic context.

14 The Temple, the Thames Policy Area & the Key Areas of Change

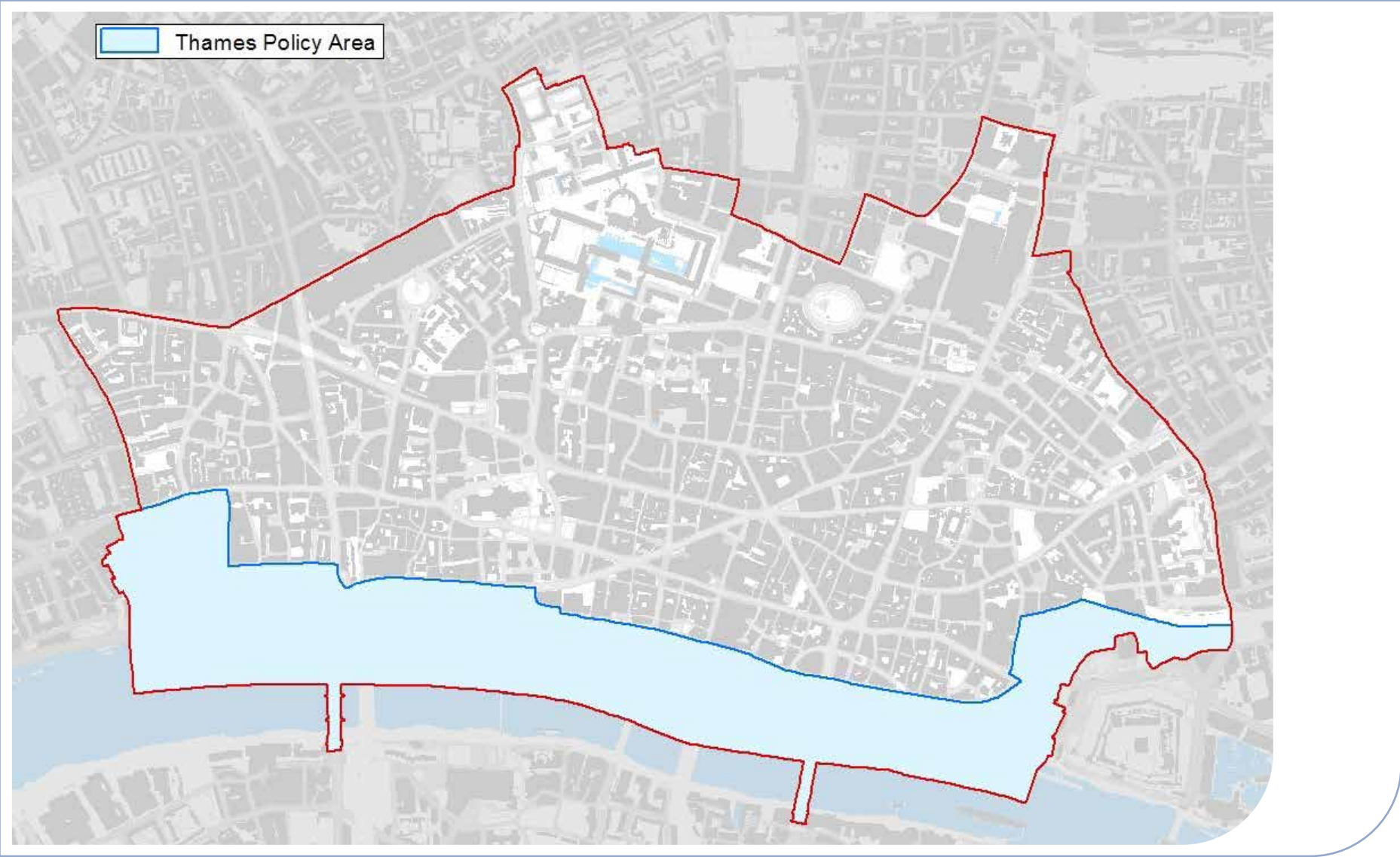


Figure 20: Thames Policy Area

14 The Temple, the Thames Policy Area & the Key Areas of Change

- AM90
- 14.2.3 The City of London Thames Policy Area is designated as the part of the City where development and change could affect aspects of the river and its importance. Collaboration with riparian neighbouring boroughs, the Environment Agency, the Marine Management Organisation, [the Thames Estuary Partnership](#), the Port of London Authority and the Mayor of London is essential to ensure that the strategies and plans for the river are realised.
- 14.2.4 The London Plan notes that no joint strategy currently exists for the central section of the Thames between Chelsea and Tower Bridge, and the City Corporation will work actively with neighbouring boroughs to help produce a joint Strategy.
- 14.2.5 A key infrastructure project is the development of the Thames Tideway Tunnel, which is a 25km tunnel running mostly under the tidal section of the River Thames through central London. It is intended to capture and divert storm overflows, including the Fleet Combined Sewer Outflow at Blackfriars, to Beckton Sewage Treatment Works to avoid discharging them into the River Thames.



14 The Temple, the Thames Policy Area & the Key Areas of Change

Strategic Policy S18: Blackfriars

The character and amenities of the Blackfriars Key Area of Change will be enhanced by:

1. Making the area's buildings, streets and public spaces more inclusive, accessible, welcoming and vibrant, with a mix of uses that encourages more activity and greater enjoyment of the River Thames and the Riverside Walk for all;
2. Promoting comprehensive redevelopment or refurbishment of existing post war buildings to provide new high quality office and commercial accommodation with active frontages at ground floor and mezzanine level and elevated public spaces including roof gardens;
3. Implementing the Thames Tideway Tunnel project and creating a high quality new area of public realm at Blackfriars Bridge foreshore (Bazalgette Embankment), and seeking opportunities to enhance the area underneath the Blackfriars undercroft for suitable sports, leisure, or recreation;
4. Enhancing pedestrian permeability and accessibility, especially through improvements to and along the riverside, including appropriate widening of the Riverside Walk, improvements to Blackfriars Underpass, and the provision of new and improved links across Queen Victoria Street and Upper Thames Street to provide new north south routes;
5. Seeking provision of a new entrance to the east side of Blackfriars Station that gives improved pedestrian connectivity to the riverfront;
6. Preserving, enhancing and celebrating the area's heritage and historic assets and giving careful consideration to protected views;
7. Encouraging new cultural, leisure and recreation facilities, the retention or renewal of existing facilities where appropriate, and events, arts and play in public spaces; and
8. Improving the quality of the public realm and identifying opportunities for urban greening and pollution reduction measures, particularly along Puddle Dock, Castle Baynard Street, White Lion Hill, Upper Thames Street and the churchyard of The Guild Church of St Benet Paul's Wharf.

14 The Temple, the Thames Policy Area & the Key Areas of Change

Reason for the policy

- 14.3.0 The area contains a mix of uses, including offices and commercial uses, the City of London School, the Mermaid Events Centre, The Guild Church of St Benet Paul's Wharf, a public car park, Blackfriars Millennium Pier and Blackfriars Station. Most development is post-war, with large footprint buildings, few active frontages and a lack of open space. The area has a rich history including the Dominican monastery and Blackfriars Theatres and likely archaeological remains, including those relating to Baynard's Castle, which should be celebrated and better revealed as part of redevelopment.
- 14.3.1 It is bounded by major through routes (including Upper Thames Street) which generate pollution and are a barrier to pedestrian movement, separating the Riverside Walk from the rest of the City. Access to the Riverside Walk is limited at street level. Blackfriars Bridge forms an important connection between the City and Southwark, and Blackfriars Station is a major underground and rail station.
- 14.3.2 There have been improvements along the Riverside Walk at Paul's Walk and the City Corporation's Riverside Walk Enhancement Strategy sets out plans for public realm enhancement along the riverside. Development of the Thames Tideway Tunnel will create a large new area of public realm (Bazalgette Embankment) built out into the river west of Blackfriars Bridge, which is due for completion in 2025/26. There are significant views of St Paul's Cathedral and the heights of new buildings are limited by strategic and locally protected views. The Riverside Walk forms part of the Thames Path National Trail and the River Thames is designated as a Site of Metropolitan Importance for Nature Conservation. Minimisation of flood risk and respect for the riverside's rich archaeological and ecological heritage, are important considerations in this area.
- 14.3.3 Comprehensive redevelopment would provide an opportunity for public realm improvements along Puddle Dock, Castle Baynard Street, White Lion Hill and Upper Thames Street, to reduce pollution and improve air quality. New active frontages will be sought as an integral part of any redevelopment. Pedestrian links across Upper Thames Street will be improved wherever possible to link the riverside to the rest of the City and to provide easier access to Blackfriars Pier. Proposals for redevelopment and the redesign of streets would be required to enhance the setting of The Guild Church of St Benet's Paul's Wharf and make it a more pleasant area to visit and dwell.
- 14.3.4 The public realm created by the Thames Tideway Tunnel project west of Blackfriars Bridge (Bazalgette Embankment) will introduce additional greenery to the riverside and will bring more activity to the area by providing a new place for relaxation and recreation. This facility will include a viewing terrace, civic space, green terraces, and a venue for outdoor events and public artwork. The riverside walkway will be improved by links between the new area of public realm, Blackfriars Bridge and Paul's Walk and enhancements to the pedestrian route, including appropriate widening, between Blackfriars Bridge and Millennium Bridge. There is potential to enhance heritage assets and their setting by increased pedestrian permeability and there will be new views of Blackfriars Bridge and this part of the City from the new area of public realm.

14 The Temple, the Thames Policy Area & the Key Areas of Change

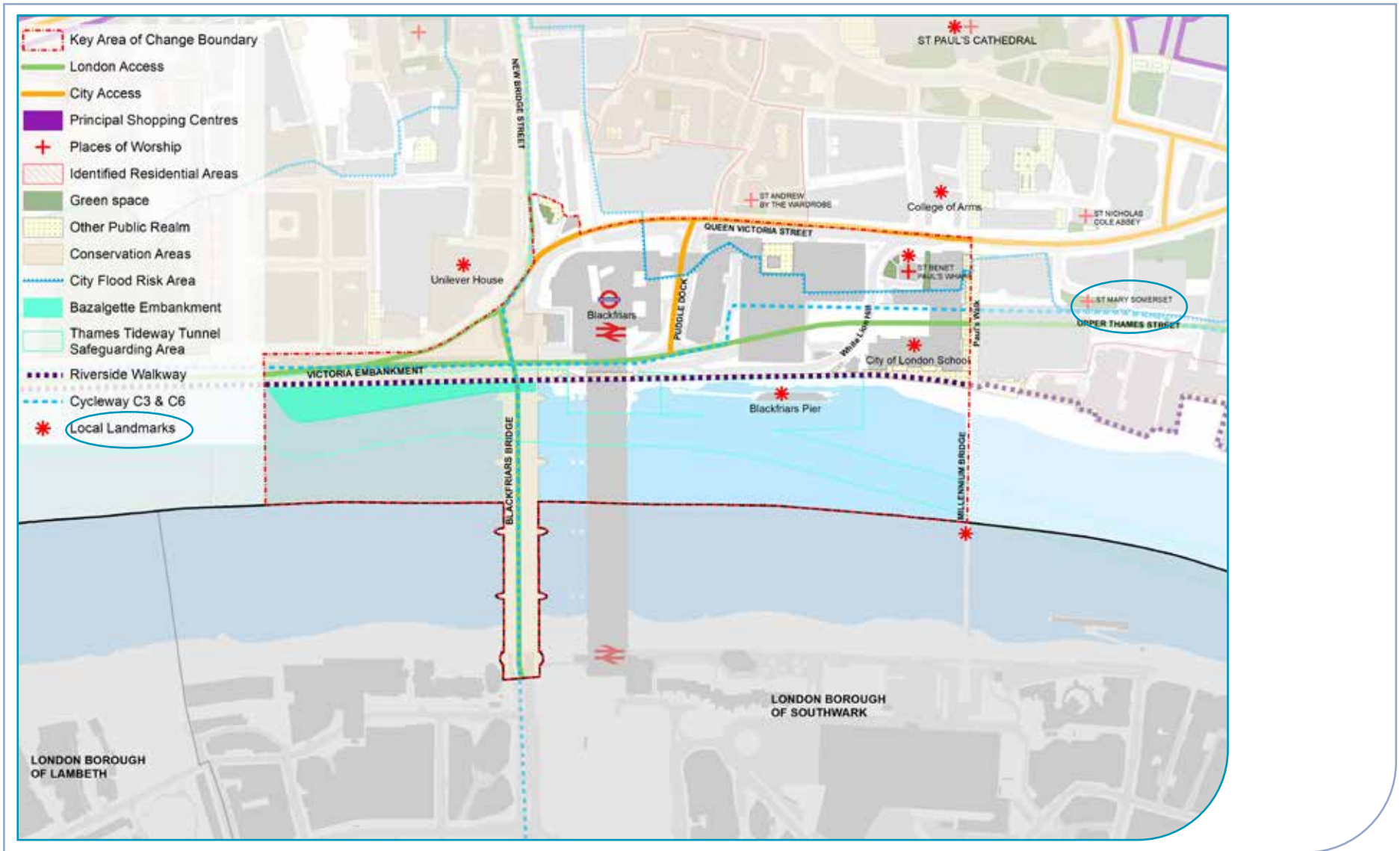


Figure 21: Blackfriars existing context

AM92 make reference to 'local landmarks' rather than 'key landmarks' and to show the following churches:

St Mary Somerset, Upper Thames Street (S18 Blackfriars)

AM86 Amendment to Figures 21 and 22 to update the City Flood Risk Area as per latest Environment Agency data.

14 The Temple, the Thames Policy Area & the Key Areas of Change

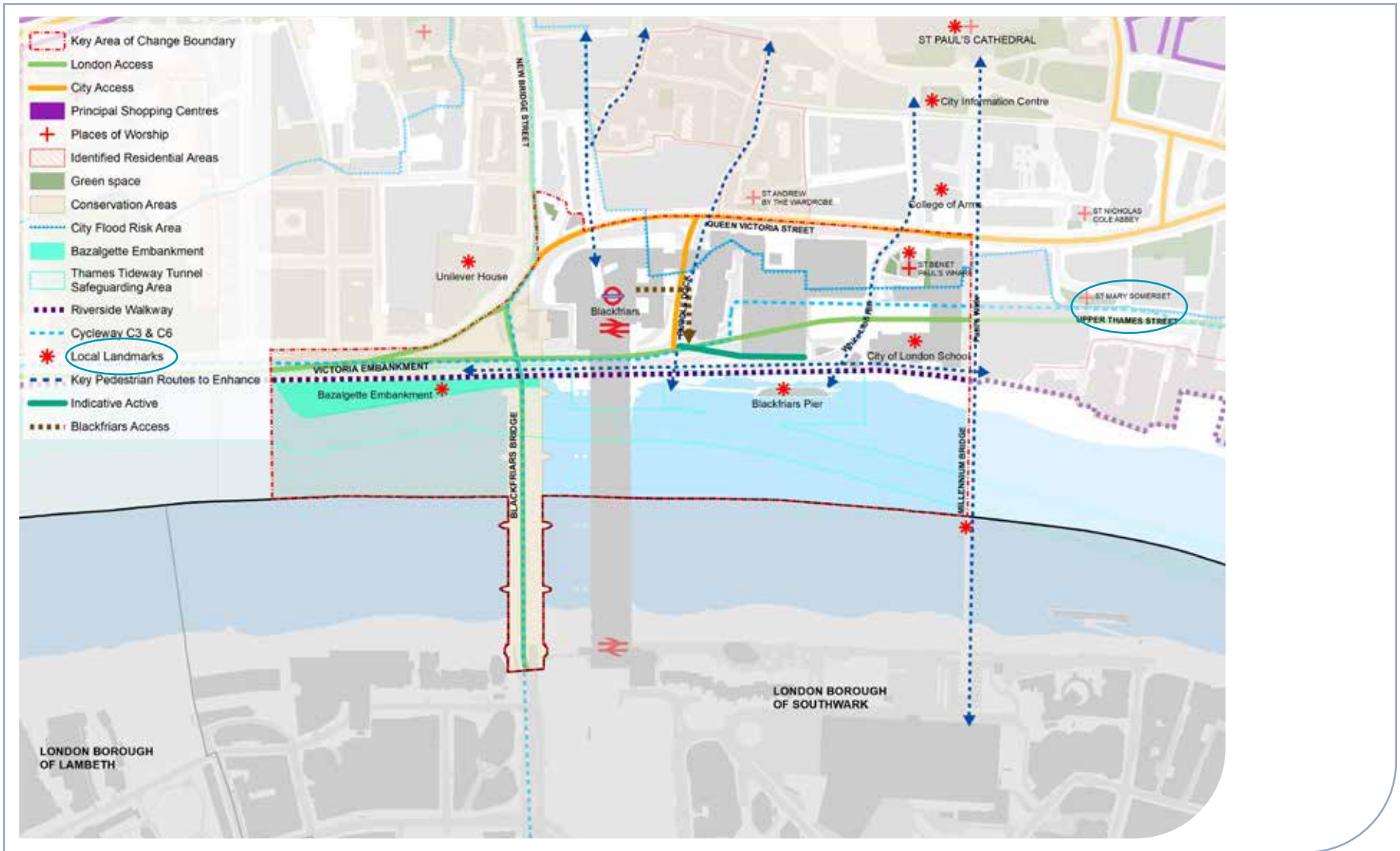


Figure 22: Blackfriars Spatial Priorities

AM92 make reference to 'local landmarks' rather than 'key landmarks' and to show the following churches:

St Mary Somerset, Upper Thames Street (S18 Blackfriars)

AM86 Amendment to Figures 21 and 22 to update the City Flood Risk Area as per latest Environment Agency data.

14 The Temple, the Thames Policy Area & the Key Areas of Change

Strategic Policy S19: Pool of London

The Pool of London Key Area of Change will be renewed through the refurbishment and redevelopment of building stock and the delivery of significant public realm improvements:

1. Making the area's buildings, streets and public spaces more inclusive, accessible, welcoming and vibrant, with a mix of uses that encourages more activity and greater enjoyment of the River Thames, public spaces and the Riverside Walk for all;
2. Enabling office led mixed commercial use redevelopment or refurbishment, including the provision of retail, cultural and leisure uses that are complementary to, and do not detract from, the primary business function of the City and that enhance heritage assets.
3. Requiring increased vibrancy and active frontages at ground floor, rooftop and terrace levels, through the provision of retail and publicly accessible leisure and cultural uses on the river frontage.
4. Encouraging the provision of recreation, cultural events, arts and play in public spaces along the riverside, and ensuring their delivery through Culture and Vibrancy Plans.
5. Maximising opportunities to increase the quantity and quality of public open space along the riverfront and seeking public realm improvements and increased permeability to the north of the Riverside Walk;
6. Optimising the use of historic assets and spaces around them in ways that help to better reveal their heritage, create inclusive and welcoming environments and help to make the riverfront more vibrant and accessible for all;
7. Preserving and enhancing the area's significant heritage assets and historic significance including protected views, as well as encouraging more diverse communities to appreciate and understand the area through creative interpretation.
8. Improving transport connections and pedestrian links by:
 - a. improving existing and creating new crossing points and improving wayfinding over Lower Thames Street;
 - b. improving links to the riverside by enhancing permeability and connectivity between London Bridge, Monument Street and Lower Thames Street;
 - c. improving signage to and from the Pool of London to the Tower of London;
 - d. improving the servicing of buildings, encouraging the development of shared servicing bays and access points and collaborative management; and
 - e. preventing vehicular access onto the Riverside Walk and removing car parking areas upon redevelopment.

14 The Temple, the Thames Policy Area & the Key Areas of Change

9. Enhancing public realm and public spaces by:

- a. enhancing the Riverside Walk to create a continuous publicly accessible walkway free of cars between London Bridge and Tower Bridge which is accessible to all;
- b. identifying opportunities for pollution reduction measures and additional greening and planting within the public realm and buildings on redevelopment; and
- c. maximizing opportunities from development to create additional inclusive public space and play facilities.



Reason for the policy

- 14.4.0 The area is the heart of what was once the historic port of London and is adjacent to the Tower of London. It contains key heritage assets including Custom House; the churches of All Hallows by the Tower and St Magnus the Martyr; Adelaide House; Old Billingsgate Market and the quay, cranes and stairs on the riverside in front of Custom House.
- 14.4.1 Lower Thames Street acts as a significant barrier to pedestrian movement to and from the rest of the City and air quality is very poor. The opening of London Bridge staircase has encouraged more pedestrian movement between the Riverside Walk and London Bridge. However, there is limited retail or ground floor vibrancy and the public realm is uninspiring and does not reflect the importance of this area.
- 14.4.2 There is an opportunity for renewal through development and public realm improvements that enhance and better-reveal heritage assets. The aim is to achieve a City riverside that complements the south bank while retaining and enhancing its own distinct character.
- 14.4.3 The Riverside Walk forms part of the Thames Path National Trail and the River Thames is designated as a Site of Metropolitan Importance for Nature Conservation. Minimisation of flood risk and respect for the riverside's rich archaeological and ecological heritage, are important considerations in this area. The area beneath Old Billingsgate Market and the Billingsgate Roman House and Baths are Scheduled Monuments.

14 The Temple, the Thames Policy Area & the Key Areas of Change

- 14.4.4 There is potential to provide interpretation of the historic development of the area, its relationship with the original site of London Bridge and the significance of the riverside, and to improve appreciation and enjoyment of historic interiors for all.
- 14.4.5 While the area will retain its strategically significant office uses, there is significant potential to enhance the area for visitors, tourists, children and young people, and those working and living in and around the City, providing cultural experiences and opportunities to spend time by and enjoy the riverside.
- 14.4.6 Publicly accessible retail, cultural and leisure uses will be encouraged at ground floor level throughout the Pool of London to increase vibrancy and provide active frontages. Key open spaces in front of buildings should be enhanced and public access improved. Existing car parks should be replaced with inclusive publicly accessible open spaces and proposals to restrict public access will be resisted. As well as delivering improvements in accessibility, vibrancy and public realm at street level, the City Corporation will encourage the provision of new, publicly accessible roof terraces and viewing areas through building redevelopment or refurbishment, whilst safeguarding existing protected views.
- 14.4.7 Redevelopment and refurbishment offer the opportunity to revisit existing servicing arrangements. Developers will be encouraged to work with adjoining landowners to deliver shared servicing strategies and to minimise movements onto Lower Thames Street.
- 14.4.8 Despite its significance, the Pool of London is relatively isolated from the rest of the City by Lower Thames Street. Working with TfL, the City Corporation will seek the improvement of existing crossing points across Lower Thames Street and the creation of new crossing points to encourage greater movement between the riverside and the rest of the City, particularly to the Monument and Leadenhall Market further afield. Where possible, historic routes between the river and other areas of the City will be reinstated through the redevelopment and refurbishment of buildings.
- 14.4.9 The City Corporation will work closely with TfL, landowners and developers to design and deliver substantial improvements to the public realm along the riverside walk and routes to and along Lower Thames Street. Additional greening and open space will be encouraged, with tree planting in appropriate locations. Part of the Pool of London lies within the Local Setting Area of the Tower of London World Heritage Site. Development proposals and public realm works in this area should seek opportunities to enhance the immediate surroundings of the World Heritage Site, as set out in Policy HE3.

14 The Temple, the Thames Policy Area & the Key Areas of Change

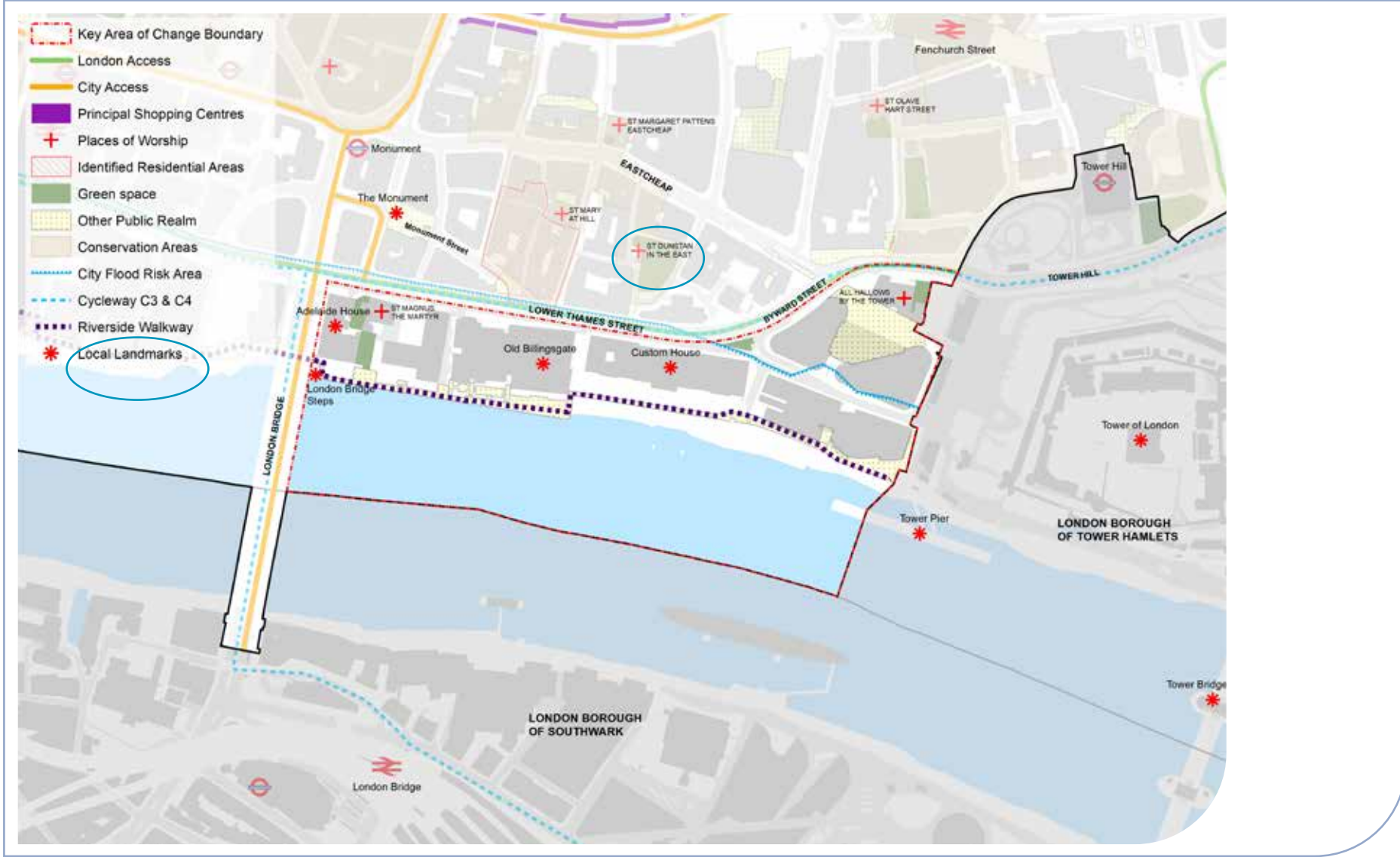


Figure 23: Pool of London Existing Context
AM92 make reference to 'local landmarks' rather than 'key landmarks' and to show the following churches:
St Dunstan-in-the-East, St Dunstan's Hill (S19 Pool of London)

14 The Temple, the Thames Policy Area & the Key Areas of Change

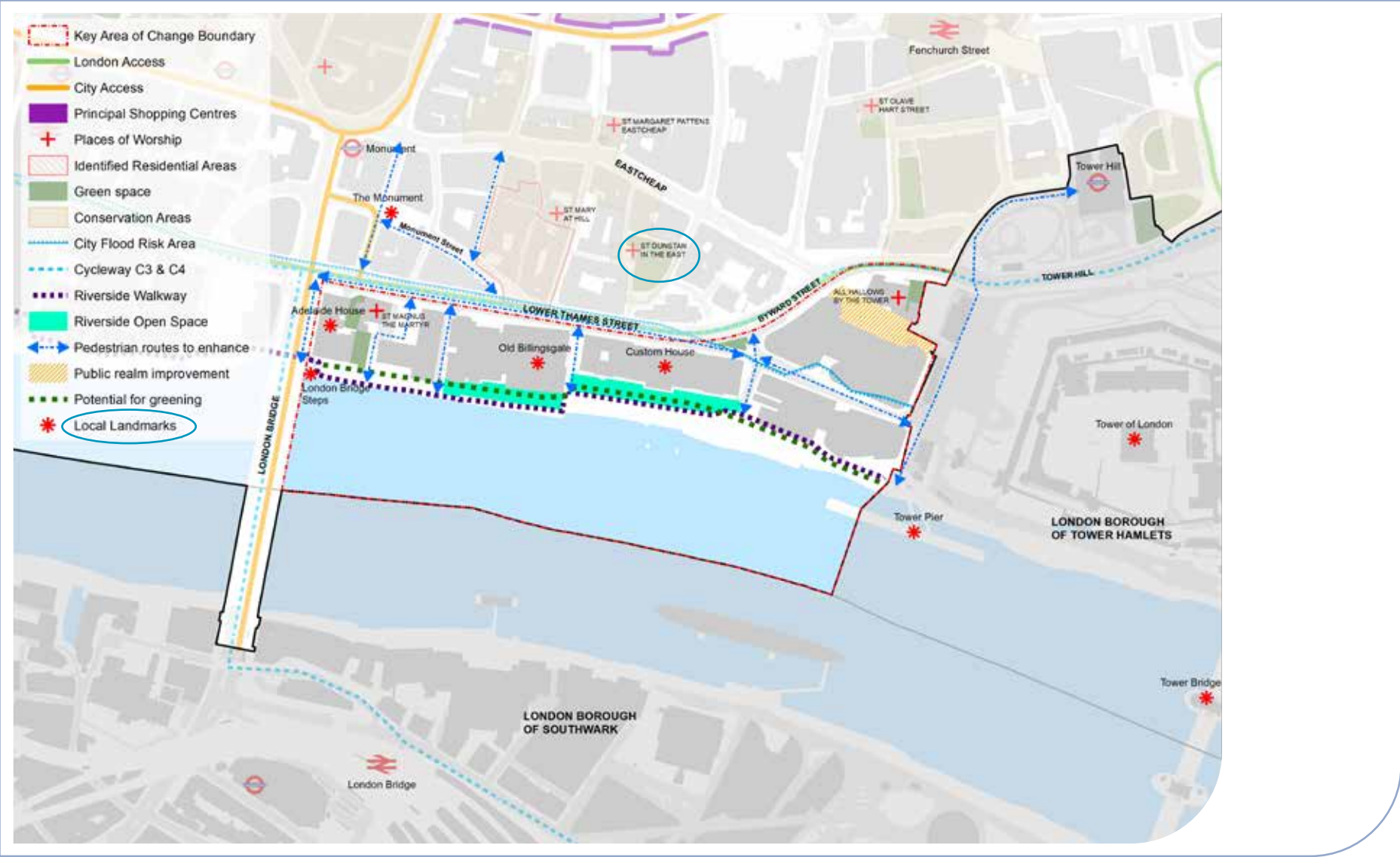


Figure 24: Pool of London Spatial Priorities
 AM92 make reference to 'local landmarks' rather than 'key landmarks' and to show the following churches:
 St Dunstan-in-the-East, St Dunstan's Hill (S19 Pool of London)

14 The Temple, the Thames Policy Area & the Key Areas of Change

Strategic Policy S20: Aldgate, Tower and Portsoken

The Aldgate, Tower and Portsoken Key Area of Change will be promoted as a mixed use area, which balances the requirements of residents, workers and visitors, by:

1. Promoting a greater mix of development including commercial, residential, education and hotels supported by complementary cultural and community use development to assist in the further renewal of the area.
2. Supporting and enabling residential development in appropriate locations and identifying and meeting residents' needs, utilising a range of funding sources to:
 - a. maximise training, education and employment opportunities for residents;
 - b. maximise opportunities for delivering health, community and educational services and facilities for residents, particularly in the Aldgate Square area;
 - c. create additional publicly accessible open and green space and additional accessible play space for children;
 - d. encourage local retail facilities; and



14 The Temple, the Thames Policy Area & the Key Areas of Change

- e. facilitate the regeneration of the Mansell Street Estate and adjacent sites, re providing existing social housing, alongside additional residential units, reduced levels of air and noise pollution, community facilities and good quality open and play spaces.
3. Recognising the benefit and managing the impact of visitors to the area by:
 - a. enhancing Petticoat Lane Market, celebrating the character and history of the area and improving the visitor experience by working in partnership with the London Borough of Tower Hamlets, market traders and other stakeholders;
 - b. encouraging cultural events, arts and play in public spaces;
 - c. permitting additional hotels on appropriate sites; and
 - d. managing the impact of tourist attractions in the area to minimise disturbance to workers and residents.
 4. Improving transport connections and pedestrian connectivity by:
 - a. implementing improvements to street level interchange between Fenchurch Street and Tower Hill/Tower Gateway stations, and exploring the feasibility of a direct interchange route;
 - b. improving Aldgate Bus Station to improve air quality and deliver better access for pedestrians to and from community facilities, housing estates, open spaces and retail facilities;
- c. sealing the ramp leading to the closed Aldgate Gyratory underpass and enhancing the area;
 - d. encouraging pedestrian routes and permeability through large development sites, particularly the Mansell Street Estate and between Minorities and Mansell Street;
 - e. improving signage for visitors from Liverpool Street to Tower Hill and from Aldgate to Cheapside and to other tourist attractions as necessary;
 - f. enhancing links to the riverside walkway and the Tower of London; and
 - g. enhancing the north-south walking route between Tower Hill and Aldgate along Vine Street.
5. Enhancing the public realm and open spaces by identifying opportunities for urban greening schemes, congestion and pollution reduction measures, particularly in the vicinity of The Aldgate School and Middlesex Street and Mansell Street Estates.

14 The Temple, the Thames Policy Area & the Key Areas of Change

Reason for the policy

- 14.5.0 The Aldgate, Tower and Portsoken area is positioned in the east of the City the southern edge of the area is adjacent to the Tower of London.
- 14.5.1 The area contains a culturally diverse local population and a varied mix of uses, including offices, the Aldgate Primary School, Mansell and Middlesex Street housing estates and other housing, part of Petticoat Lane market, and hotels and tourist activity associated with the Tower of London and Tower Bridge. There have been considerable improvements to the area in recent years, with the Aldgate gyratory being removed, a new square with a café and toilets created and public realm improvements implemented.
- AM91 14.5.2 While there have been significant improvements, ~~most notably the removal of the Aldgate gyratory and~~ the creation of Aldgate Square, the Aldgate, Tower and Portsoken area contains major through routes and parts of the area still suffer with associated congestion and poor air quality. The townscape around Tower Gateway is particularly affected by severance issues because of the road and rail networks, and there is currently little to entice visitors going to the Tower of London to explore this part of the City more widely. Tower Gateway lies within the Local Setting Area of the Tower of London World Heritage Site. Development proposals and public realm works in this area should seek opportunities to enhance the immediate surroundings of the World Heritage Site, as set out in Policy HE3.

- 14.5.3 Identifying this area as a Key Area of Change will assist in guiding further enhancement of the area during the lifetime of this Plan. There is likely to be further commercial development, especially through the refurbishment or redevelopment of older buildings. The area will also experience increased tourism activity, in line with the continued increase in tourist numbers in London as a whole.
- 14.5.4 The area includes places where there are lower levels of income, employment and education, skills and training than others in the City. The regeneration potential of the Mansell Street Estate the potential to provide improved housing for tenants, a more attractive environment, and increased housing in the area overall. Regeneration would require the re-provision of existing social housing at equivalent rents and service charge, achieving a good quality residential environment at high densities and reducing residential exposure to air and noise pollution.
- 14.5.5 Development in the Aldgate, Tower and Portsoken area should enhance its appearance and vibrancy and will need to balance the interests of the residents who live in the area, particularly regarding air and noise pollution, with the increased cultural and commercial activities.

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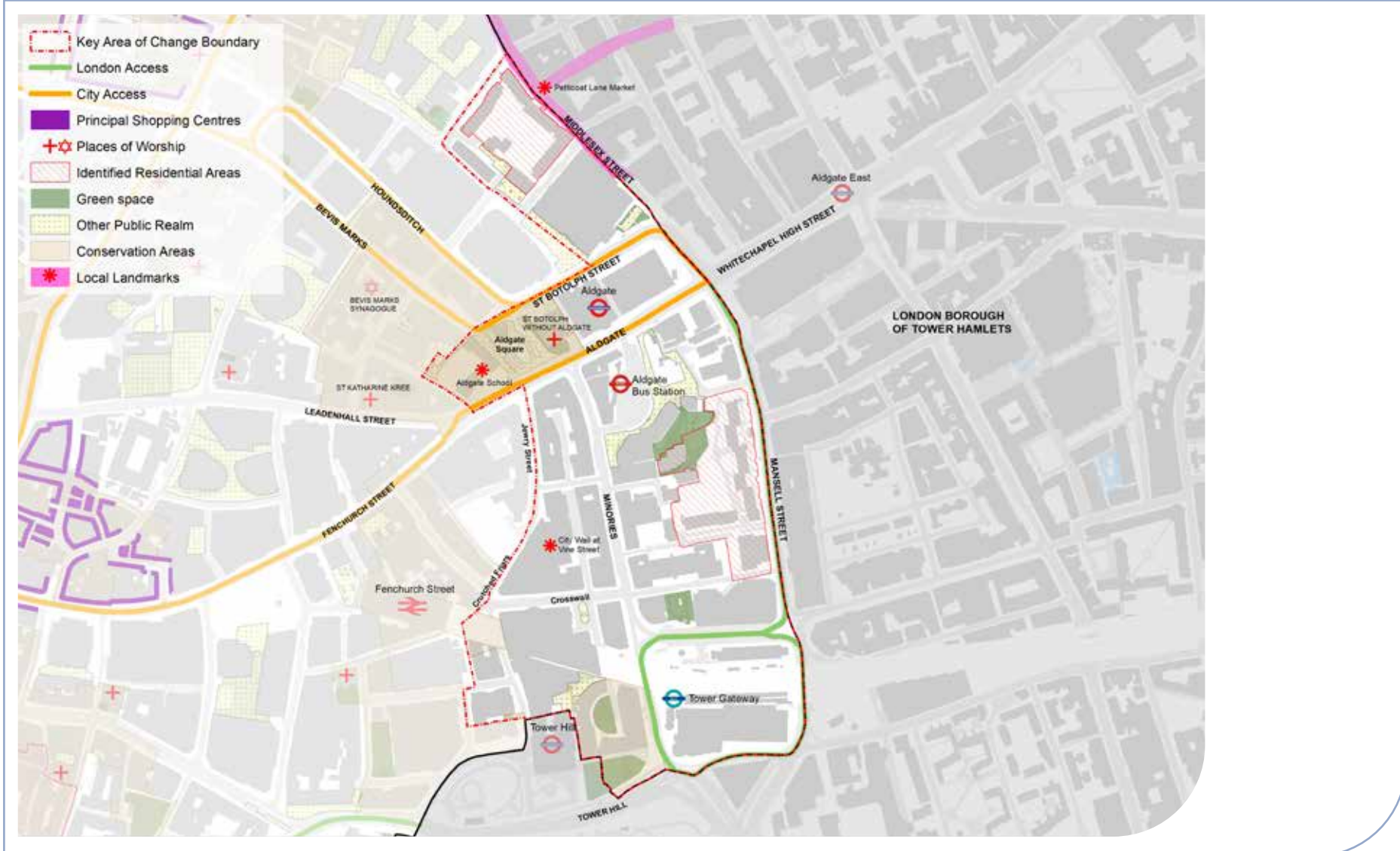


Figure 25: Aldgate, Tower and Portsoken existing conditions

14 The Temple, the Thames Policy Area & the Key Areas of Change

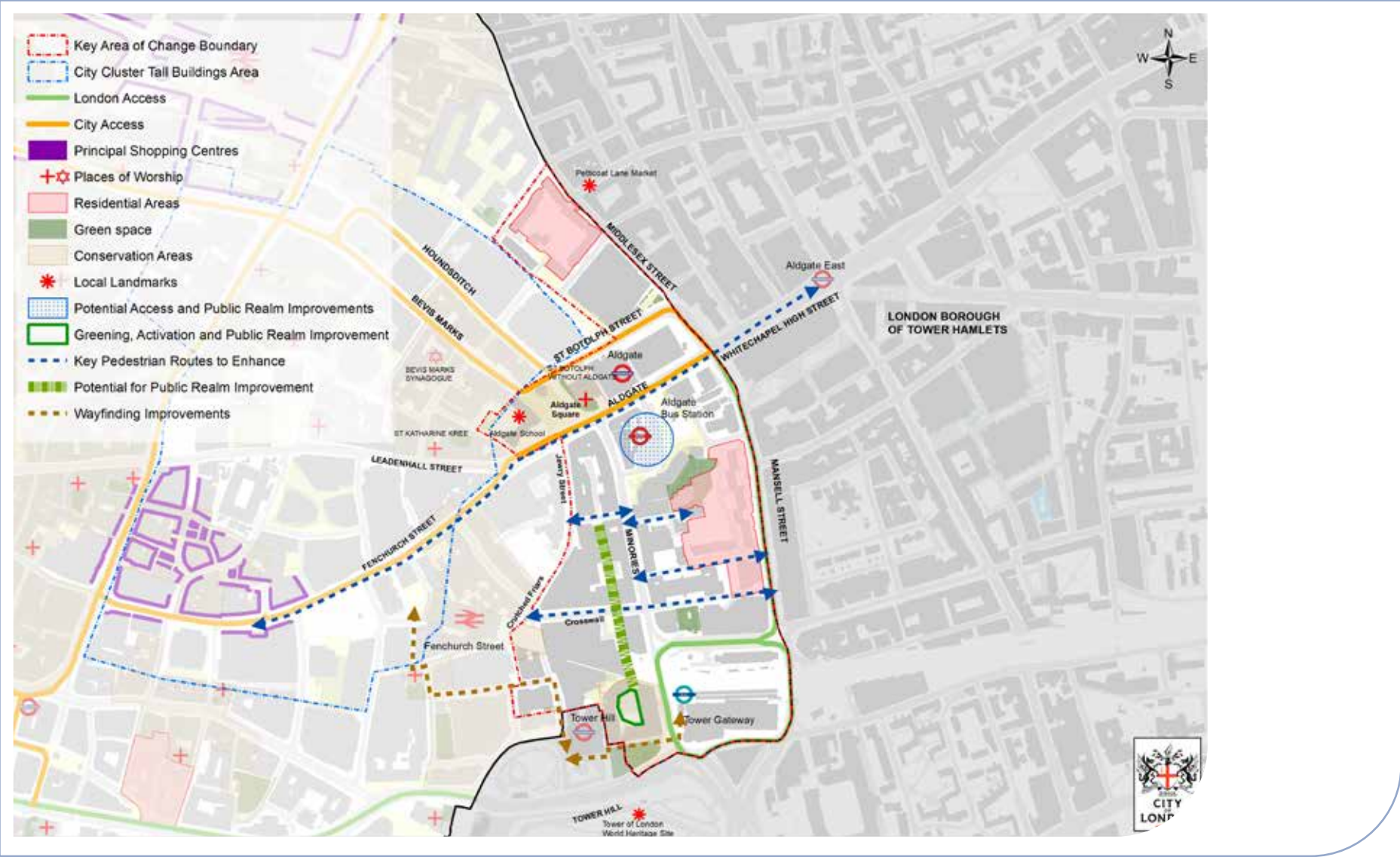


Figure 26: Aldgate, Tower and Portsoken Spatial Priorities

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Strategic Policy S21: City Cluster

The City Cluster Key Area of Change will accommodate a significant growth in office floorspace and employment, including through the construction of new tall buildings, together with complementary land uses, transport, public realm and security enhancements, by;

1. Increasing the provision of attractive world class buildings that are sustainable and offer a range of office accommodation to cater for the needs of varied office occupiers;
2. Encouraging complementary uses including leisure, culture and retail to support the primary office function in this area and providing active frontages at ground level.
3. Transforming Leadenhall Market into a seven day-week vibrant destination by encouraging culture, retail, food & beverage and other complementary uses, while preserving and enhancing its historic character and appearance.
4. Requiring the provision of new and improved open spaces at ground level, free to enter publicly accessible spaces such as roof gardens and roof terraces, and cultural and leisure destinations and other facilities, that will provide additional public space and experiences for people working in the City alongside visitors and residents.
5. Delivering tall buildings on appropriate sites in line with Policy S12 (Tall buildings) ensuring they positively contribute to the City's skyline, preserving heritage assets and their settings, taking account of the effect on the London skyline and on protected views;

MM63

6. Ensuring development proposals have regard to the **immediate** setting of Bevis Marks Synagogue (**as set out in the Policy Map**). Developments should form a positive relationship with the Synagogue without dominating or detracting from its architectural and historic value; and ensuring that the historic elements of the Synagogue's setting are preserved and enhanced.
7. Protecting the City's businesses, workers, residents and visitors against crime and terrorism by promoting the natural surveillance of streets, open spaces and buildings and implementing area-wide security measures, funded in part through s106 planning obligations;
8. Enhancing the streets, spaces and public realm to improve connectivity into and through the Cluster, and prioritising pedestrian movement in key streets such as St Mary Axe, Leadenhall Street and Lime Street; and creating new pedestrian routes through and improving the accessibility of Leadenhall Market.
9. Improving north-south connectivity for walking, wheeling and cycling through Gracechurch Street and Bishopsgate and east-west connectivity from Aldgate in the east to Bank in the west;
10. Delivering a high quality public realm, maintaining the quality of the microclimate and increasing urban greening;
11. Activating streets, spaces and public realm at the ground floor and improving wayfinding through the streets and alleys.
12. Improving walking and cycling into and through the Cluster. Pedestrian movement should be given priority through re-allocation of road space on key routes during daytime.

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13. Ensuring the provision of high quality utilities and communications infrastructure and efficient use of the subsurface through early engagement and joint working between developers and utility providers;
14. Ensuring an area wide approach is taken to security and estate management to ensure the safety and comfort of workers and visitors, with a high quality public realm and environment that reflects the status of the area;
15. Introducing new approaches to freight, construction logistics and servicing and delivering improvements to public transport to ensure the City Cluster can accommodate the planned level of growth.



14 The Temple, the Thames Policy Area & the Key Areas of Change

Reason for the policy

- 14.6.0 Tall buildings are an established defining feature of the City Cluster. This area is designated as an area appropriate in principle for tall building development. Detailed sensitivity analysis and three-dimensional modelling shows that there is potential for further tall building development. Market demand for new office space in this area has remained high and future capacity projections indicate that a large proportion of the office development pipeline is within the City Cluster and it is expected to accommodate a significant part of the City's future office space growth, alongside other compatible land uses.
- 14.6.1 The planned intensification of development in a relatively small geographic area will inevitably lead to a significant increase in footfall and put more pressure on public transport, streets, open spaces and services. The City Cluster adjoins the Liverpool Street Key Area of Change and the opening of the Elizabeth Line has significantly improved public transport access into the Cluster, with Bishopsgate being a key pedestrian route into and through the area. This concentration of activity will require better walking and cycling routes, enhanced public realm, and specialised approaches to freight and servicing, including the use of consolidation. To assist delivery of transformational projects in the Cluster, the City Corporation will continue to work with key stakeholders in the area, including the EC BID.
- 14.6.2 Office development within the City Cluster will be expected to deliver flexible floorspace to meet the needs of a range of occupiers and ensure the City's stock is resilient and ready to respond to changes in the market. While all forms of development should be of high quality design, tall buildings have an impact on the wider London skyline. It is important that they create a coherent Cluster form and enhance the overall appearance of the Cluster on the skyline, while also having a successful relationship with the space around them at ground level and with particular regard to the Tower of London World Heritage Site, conservation areas and listed buildings. The City Corporation will use 3D modelling of the Cluster to guide future development and assess tall building proposals.
- 14.6.3 The Cluster is not only a significant employment and tall buildings location, it contains a number of heritage assets, including the Grade I Listed Bevis Marks Synagogue, the oldest Synagogue in continued use in Great Britain. It is recognised that the Synagogue and its immediate setting are within the heart of an ever-changing world city and that there is pressure on sites for growth in the City Cluster. The Synagogue's immediate setting forms an intrinsic part of its significance and the broad scale and heights of buildings in the immediate setting of the Synagogue contribute to its significance. Significant changes to these buildings could potentially affect the setting and therefore significance of the Synagogue.

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- 14.6.4 Leadenhall Market, the Grade II* listed Principal Shopping Centre located in the heart of the City Cluster, has a long history of commerce and attracts visitors as a result of its location and architecture. Opportunities should be taken to reinvigorate Leadenhall Market into a seven days-a-week vibrant retail and cultural destination, all while celebrating its unique location and relevance to the history of London.
- 14.6.5 The intensification of development will have environmental and transport impacts which need to be carefully managed. Individual proposals for new tall buildings will need to take account of these cumulative impacts, especially the need to maintain and enhance the provision of pavement and public open space around the building, to ensure safe and comfortable levels of wind, daylight and sunlight, solar glare and solar convergence, and to implement efficient servicing and delivery arrangements.
- 14.6.6 Area-wide security measures will be implemented, including the Anti-Terrorism Traffic Regulation Order, to reduce the risks associated with high-profile buildings and increasingly crowded streets. Developers will be required to contribute towards the design and implementation of area-wide security through s106 planning obligations proportionate to the scale of the development. Area-wide approaches to servicing and deliveries will be promoted, for instance the use of physical and/or virtual consolidation measures.



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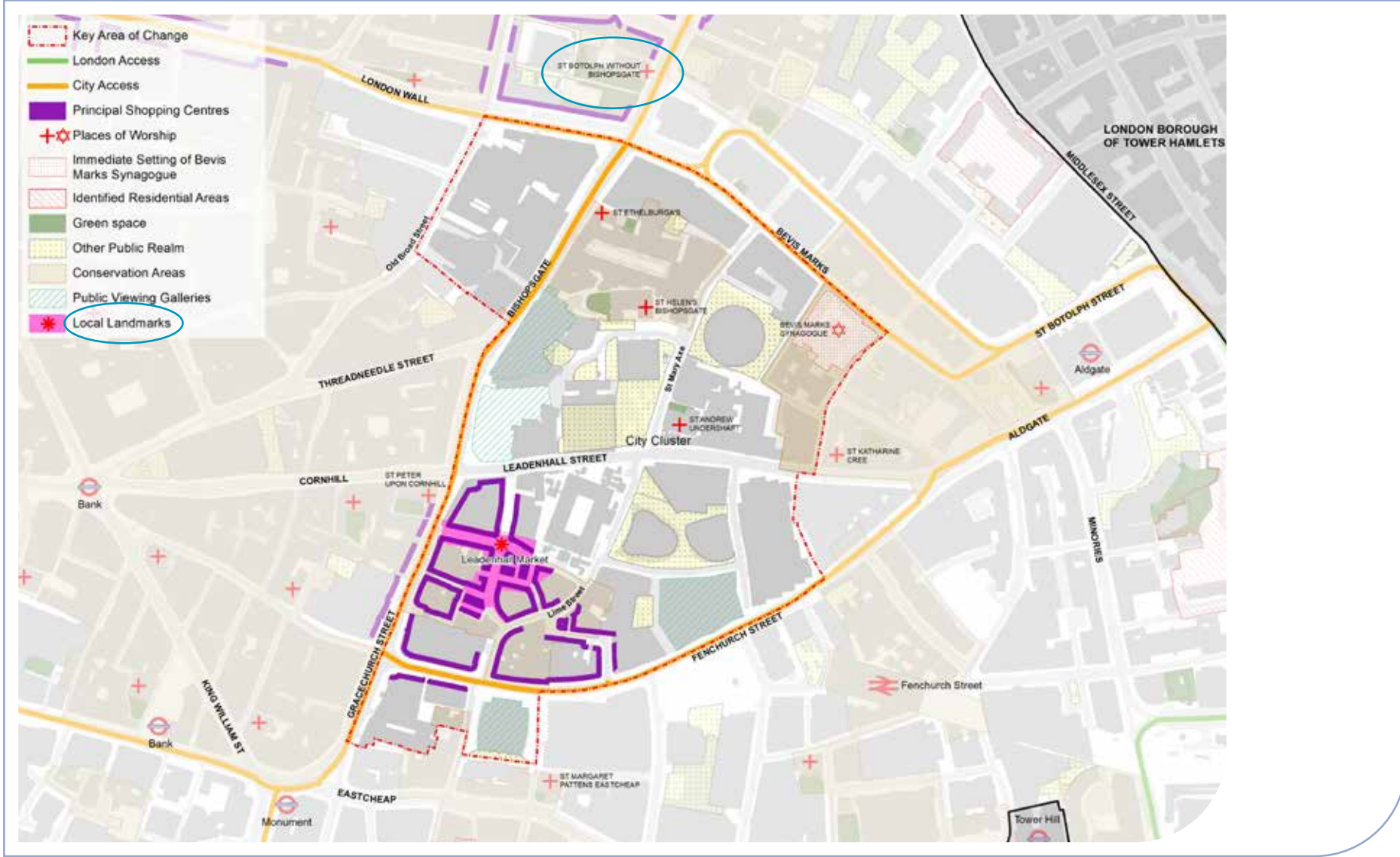


Figure 27: City Cluster existing conditions
 AM93 make reference to 'local landmarks' rather than 'key landmarks' and to show the following churches: St Botolph without Bishopsgate (S21 City Cluster)

14 The Temple, the Thames Policy Area & the Key Areas of Change

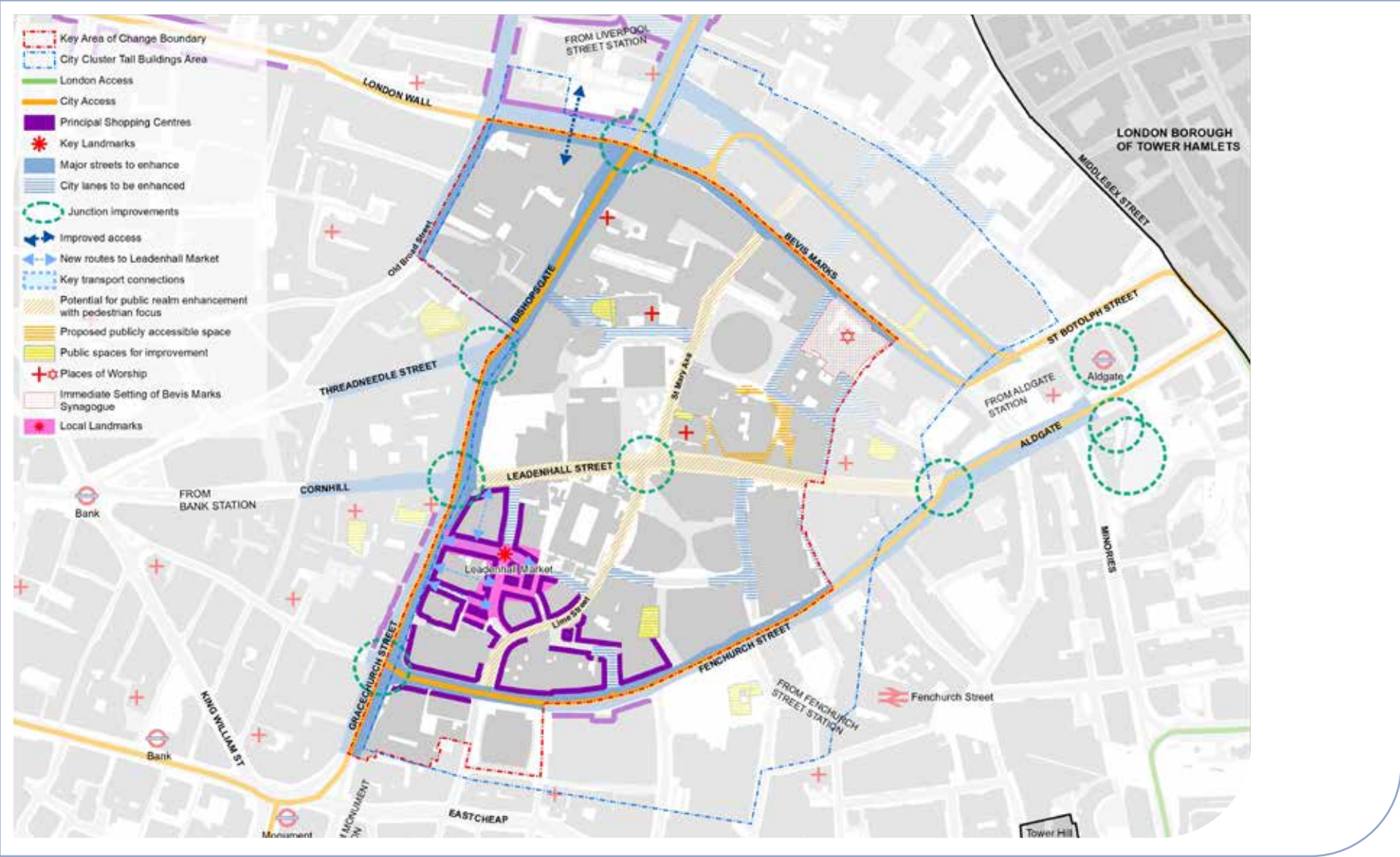


Figure 28: City Cluster Spatial Priorities
 AM93 make reference to 'local landmarks' rather than 'key landmarks' and to show the following churches:
 St Botolph without Bishopsgate (S21 City Cluster)

14 The Temple, the Thames Policy Area & the Key Areas of Change

Strategic Policy S22: Fleet Street and Ludgate

The character and function of the Fleet Street and Ludgate Key Area of Change as a centre for judicial and related business, a royal and state processional route and a Principal Shopping Centre (PSC) will be promoted by:

1. Protecting and enhancing the character and appearance of the royal and state processional route including views of St. Paul's Cathedral from the route.
 2. Developing new court facilities and City of London Police station, having regard to the impact of the development on the Fleet Street Conservation Area and heritage assets and the need to ensure security of the buildings for court and police use.
 3. Continuing to protect existing office use in the area, whilst encouraging office led redevelopments including for creative, start up and SME businesses, with a mix of complementary retail, leisure and cultural uses which enhance the area's rich heritage and culture.
 4. Seeking opportunities to provide an enhanced cultural offer in the area, informed by its rich history and connections to the legal, publishing and newspaper industries, as well as opportunities to better reveal the area's heritage.
 5. Allowing tall building development on appropriate sites within the defined tall building area identified on the Policies Map.
 6. Providing flexible spaces and complementary uses in appropriate locations.
7. Directing further residential development to appropriate sites off principal streets to reinforce existing residential clusters, ensuring a high quality of residential amenity. Student housing may be appropriate on suitable sites.
 8. Retaining retail provision within the Fleet Street PSC and encouraging greater diversity of retail, culture and leisure and the extension of retail, leisure and cultural activity into the evening and weekends, and promote pop up and meanwhile uses in suitable premises and sites.
 9. Enhancing the public realm and open spaces by:
 - a. improving and increasing the capacity and accessibility of pavements along Fleet Street and Ludgate Hill, junction improvements at Ludgate Circus and more spaces for seating in the area;
 - b. enhancing the courts and alleyways that lead off Fleet Street and Ludgate Hill and churchyards that are located in the area, helping to better reveal them through sensitive wayfinding, and seeking opportunities to improve safety through enhanced lighting and activation;
 - c. enhancing the immediate setting of St. Paul's Cathedral through high quality development and public realm enhancements; and
 - d. delivering additional greening on streets and open spaces and encouraging the greening of buildings, where compatible with heritage considerations.

14 The Temple, the Thames Policy Area & the Key Areas of Change

Reason for the policy

14.7.0 Fleet Street is an iconic location with a name synonymous with the UK newspaper and publishing industry. However, the newspapers that occupied Fleet Street have moved out, and the area is home to a broad range of commercial office occupiers.

AM94 14.7.1 The area is an established legal cluster, focused on the Temples in the City and the Royal Courts of Justice within the City of Westminster, and this will be enhanced with the delivery of the new court building and police facilities at Salisbury Square, which is being developed by the City Corporation in partnership with the Ministry of Justice to provide a flagship court facility for London to tackle cybercrime, fraud and economic crime. The area is identified in the London Plan as a CAZ Legal Cluster and its important and varied legal functions will be supported and enhanced through this City Plan.

14.7.2 The Fleet Street area has a strong cultural offer with attractions ranging from Dr Johnson's House to the St Bride's Institute, the Bridewell Theatre and the historic churches of St Brides, St Dunstan's in the West and Temple Church. These attractions help draw visitors to the area, which support the PSC, and opportunities should be sought to enrich the contribution these buildings and organisations make to the life of the Fleet Street area.



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- 14.7.3 Ludgate Circus is a major junction between Fleet Street, Ludgate Hill and Farringdon Street. The western side lies within the Fleet Street PSC, Ludgate Hill forms the principal approach to St Paul's Cathedral and a key element of the royal and state processional route. Major commercial development at Old Bailey has enhanced the office and retail offer on this street and further hotel development could support the City's growing visitor economy.
- 14.7.4 The Key Area of Change contains a mix of large modern office developments and smaller scale historic buildings on small plots more suitable for SME use. The City-wide presumption in favour of protecting office uses will continue to apply and the area's commercial office focus will remain. A particular focus for future office development will be the identified tall building area, within which tall buildings will be permitted on appropriate sites, having regard to heritage and views constraints.
- 14.7.5 There may be potential for partnership working between occupiers in the area to deliver improvements and more flexible use of some buildings whilst retaining a predominance of commercial uses which complement the City's business focus. To assist with the development of a coherent vision for the area, the City Corporation will support the work of the Fleet Street Quarter BID. The BID is keen to explore ways in which Fleet Street can act as a vibrant spine for the area, while improving its links with other parts of the City including the area up to High Holborn and access to the riverside.
- 14.7.6 The area contains an existing residential cluster to the north of Fleet Street, with a number of upper floors of buildings on Fleet Street itself converted to residential in recent years. South of Ludgate Hill is the established residential and commercial area of Carter Lane. Fleet Street, Ludgate Hill and Carter Lane suffer noise from commercial and retail activities, while traffic contributes to poor air quality along parts of Fleet Street and Ludgate Hill. To ensure a high quality of residential amenity, new residential development in this area will be directed to sites away from principal streets, so that the potential for noise disturbance and exposure to poor air quality can be minimised.
- 14.7.7 The PSC is an important aspect of Fleet Street that provides vibrancy along its length; however the PSC is under-performing and has the potential to diversify. To strengthen the PSC, it should continue to provide comparison and convenience shopping, but also look to extend its retail offer into the evenings and weekends and provide a broader range of retail and leisure uses. Ludgate Hill provides a key route between Fleet Street and Cheapside PSC and the extension of the Fleet Street PSC is appropriate along this route.
- 14.7.8 The key streets within the area offer a poor public realm, being heavily trafficked with narrow footways that are congested particularly during peak hours and lunch times. There is limited greenery along Fleet Street, Ludgate Circus and Ludgate Hill. Additional planting will need to consider the impact on the established character of the area and on key views of St Paul's Cathedral along the processional route. There is scope to

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enhance the public realm and to prioritise pedestrians, including through the widening of pavements. Improvements to the public realm will deliver benefits to the area as well as improve air quality and provide more quiet areas in the network of courts and alleyways behind Fleet Street and Ludgate Hill. St Bride's Churchyard is one of the largest public spaces in the Fleet Street area and has significant potential for enhancement. Other parts of the area where the public realm and street environment offer scope for improvement include Carter Lane and the Whitefriars area to the south of Salisbury Square.

- 14.7.9 The Key Area of Change extends up to St Paul's Cathedral, an internationally recognised landmark on the London skyline which is sited at one of the highest points in the City and was London's tallest building between the early eighteenth century and the 1960s. The local setting of St Paul's remains relatively low-rise, allowing the scale and significance of the building to be appreciated and preserving its status as the defining focal point of the processional route and a key element of the area's character. While the approach to St Paul's from Fleet Street and Ludgate Hill is of historic importance, the setting of the Cathedral and the visitor experience is diminished by heavy traffic and associated highways clutter. There is potential for significant townscape enhancements and de-cluttering along the processional route and for further public realm and transportation improvements in the immediate vicinity of the Cathedral to enhance the setting of this iconic building.



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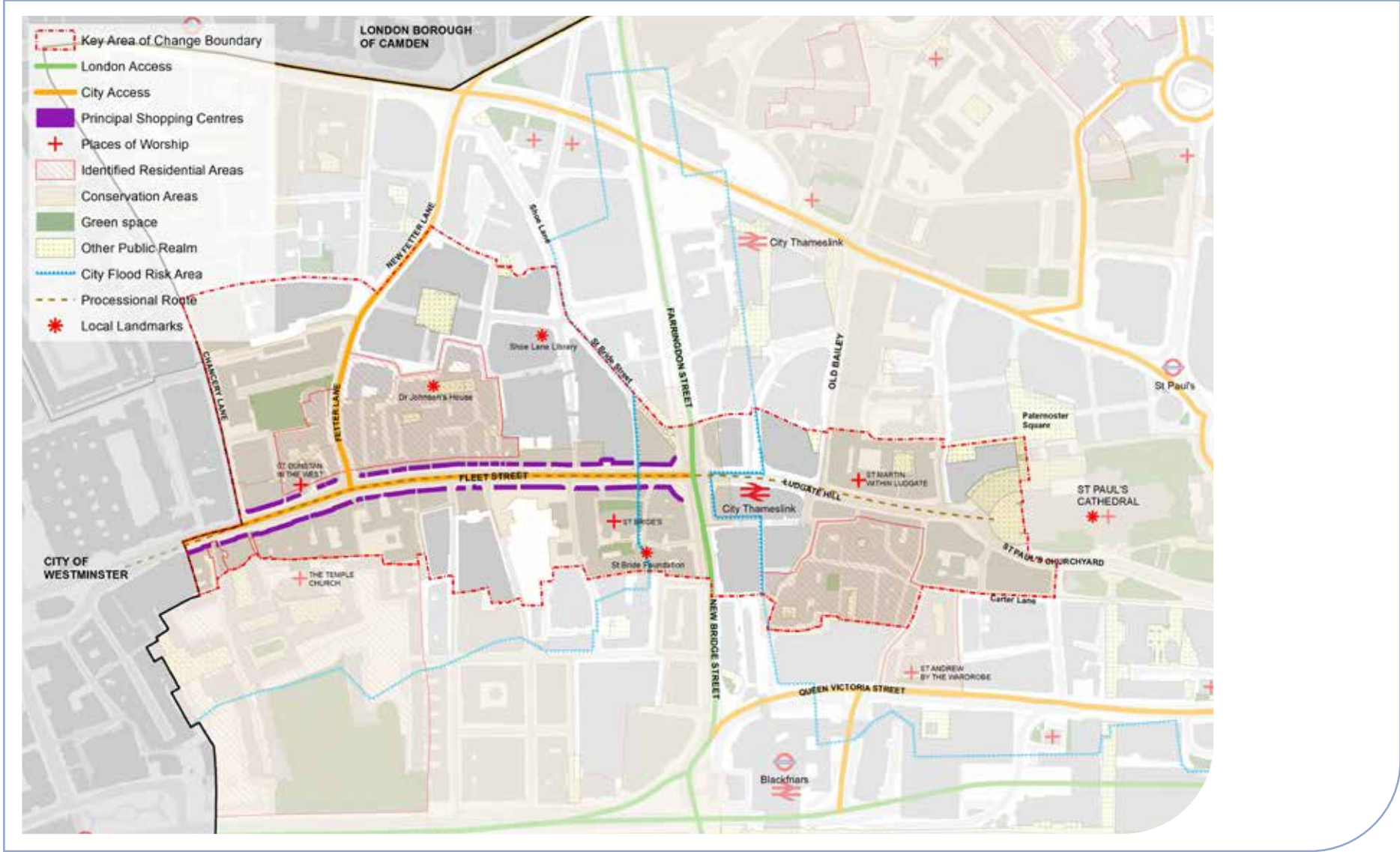


Figure 29: Fleet Street and Ludgate existing conditions

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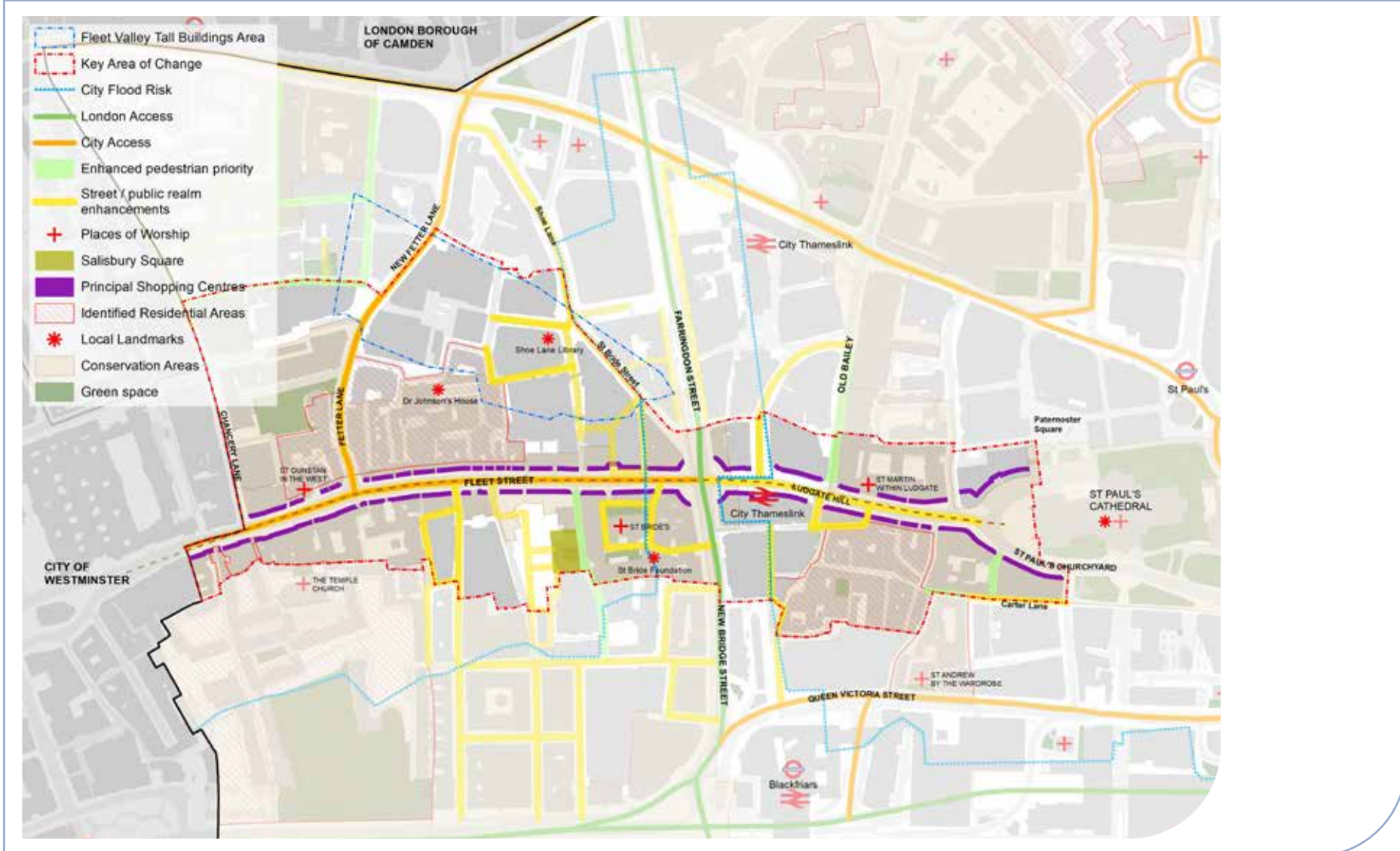


Figure 30: Fleet Street and Ludgate Spatial Priorities

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Strategic Policy S23: Smithfield and Barbican

The City Corporation will improve the Smithfield and Barbican area by:

1. Encouraging culture-led mixed-use development on major sites in the area as well as cultural infrastructure and complementary uses, and delivering art and cultural attractions and public realm improvements;
2. Ensuring the retention and improvement of pedestrian permeability and connectivity through large sites such as Smithfield Market, [and enhancements to wayfinding, legibility and accessibility in the Barbican area](#) whilst seeking to preserve privacy, security and noise abatement for residents and businesses;
3. Ensuring future alternative uses appropriate to the listed status of the market buildings in Smithfield if the existing uses are relocated;
4. Supporting and enabling residential development in appropriate locations;
5. Identifying and meeting residents' needs in the north of the City, including the protection and enhancement of residential amenity, community facilities and open space;
6. Making improvements to Beech Street to reduce the volume of vehicle traffic, improve air quality and increase amenity and vitality;
7. Seeking to minimise pollution levels through traffic management measures and increased green infrastructure in the public realm and on buildings;

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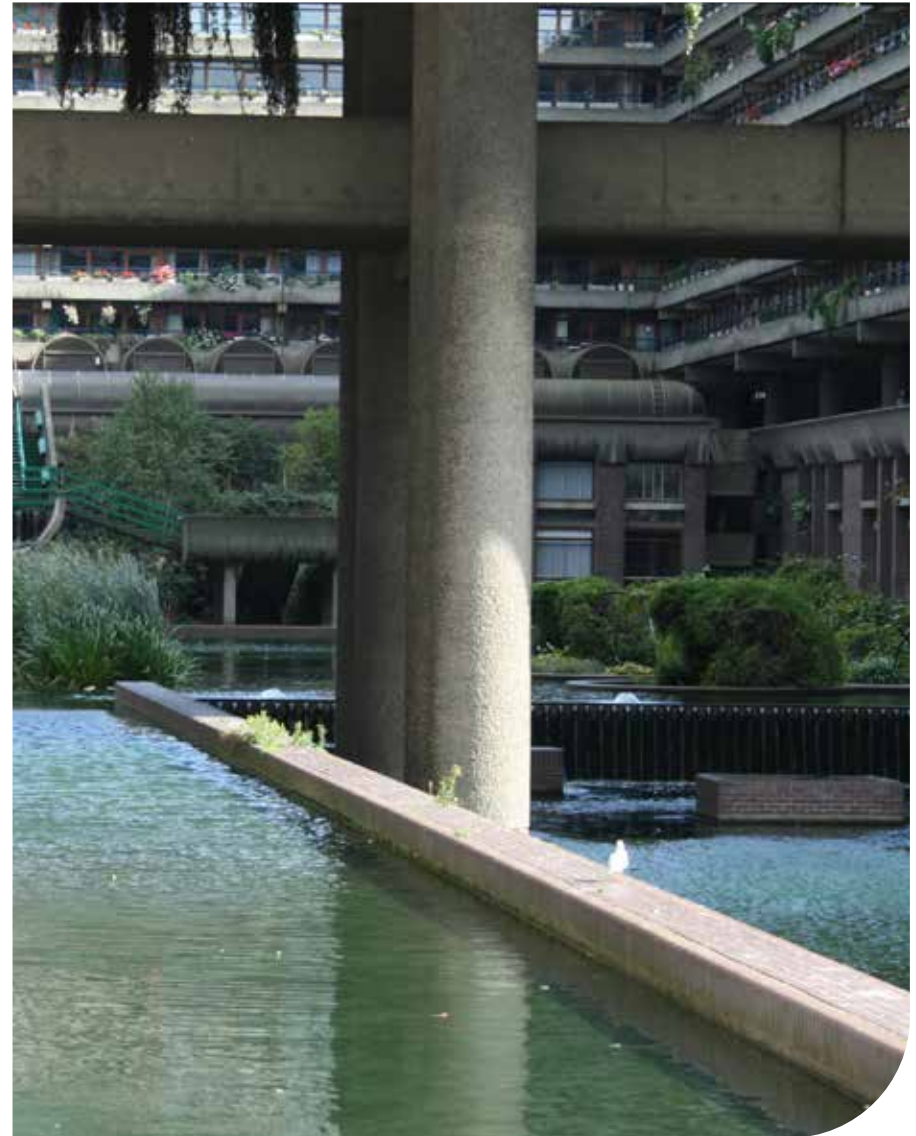
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8. Requiring improvements to pedestrian and cycle routes for all within and through the north of the City [including through improvements to wayfinding](#);
9. Supporting continued connections to the [Citigen](#) district heating and cooling network and ensuring that, where feasible, all new development is designed to enable connection to the [Citigen](#) network;
10. Supporting the provision of additional hotel uses in appropriate locations, where they are complementary to the City's business role;
11. Encouraging a diverse leisure, retail, food and beverage offer, particularly along [Long Lane routes](#) between the London Museum and the Barbican;
12. Encouraging the provision of spaces and premises suitable for start-ups, digital and creative industries, and cultural organisations and artists, including meanwhile use of vacant premises; and
13. Enhancing the special character of the area through sensitive change;
14. [Ensuring new activities and developments contribute to a reduction in freight and vehicular movements, whilst not adversely impacting the operation of businesses and amenity of residents.](#)

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Reason for the policy

- 14.8.0 The Smithfield and Barbican Key Area of Change is a vibrant, mixed use area that contains:
- ▶ The highest concentration of residential units in the City, including the Barbican and Golden Lane estates and Smithfield (principally Barts Square);
 - ▶ A cultural quarter focused on the Barbican and Museum of London, which is recognised in the London Plan as a strategic cultural area, which will be enhanced with the relocation and reopening of the London Museum;
 - ▶ St. Bartholomew's Hospital, which is a regional hospital and specialist cardiac and cancer centre;
 - ▶ Smithfield Market, London's major wholesale meat market, which is expected to relocate in the coming years;
 - ▶ A mixed office stock and occupier profile, ranging from large corporate headquarters to buildings suitable for SMEs, creative enterprises and start-ups;
 - ▶ Many heritage assets of national significance including listed buildings of diverse periods, conservation areas, scheduled ancient monuments and historic parks, and gardens and spaces that enhance its special character.



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14.8.1 This part of the City will undergo significant change and development over the life of the Local Plan with the relocation of the London Museum to Smithfield and the current operations of Smithfield Market.

14.8.2 A Neighbourhood Area and Neighbourhood Forum for the Barbican and Golden Lane area were designated by the City Corporation on 18 July 2023. [The Forum is in the process of preparing a Neighbourhood Plan for the designated neighbourhood area.](#)

14.8.3 The City Corporation will enable a range of cultural and artistic activities throughout the area. Together these changes will attract a substantial increase in visitors to this part of the City and enhance the area's attractiveness for businesses, residents and visitors. The opening of the Elizabeth Line, linking to national rail and tube lines, has made this area one of the most accessible locations by public transport in the country.

14.8.4 The Barbican complex contains an internationally recognised cultural area and the City's largest concentration of residential units. Barbican Listed Building Management Guidelines have been produced, which seek to protect the special architectural and historic interest of the buildings and their setting.

14.8.5 Delivery of this policy will be supported by implementation of public realm enhancement and transportation schemes and greater activation of streets, providing improved amenity, design and movement, for the benefit of workers, residents and visitors. The design of new buildings and spaces should provide

greater pedestrian permeability, ensuring that the area is able to accommodate and manage increased volumes of people and activities. A particular concern in this area is the need to improve air quality to protect the health of the public, including in particular the comparatively large resident population and hospital patients.

14.8.6 The Citigen plant, located immediately north of the City on Charterhouse Street in Islington, is providing heating and cooling to buildings within the City. Subject to future progress on decarbonisation, Citigen offers the potential of low carbon heating and cooling to buildings in this part of the City and new development should, where feasible, be designed to enable connection to the network.

14.8.7 To deliver its ambitions for the Smithfield and Barbican Area, the City Corporation is aiming to create a distinctive look and feel for the area, which allows for the provision of art installations and activity in the public realm in appropriate locations [and will work closely with the Culture Mile BID to deliver public realm and cultural activation.](#)

14.8.8 Creative industries make a significant contribution to the City's economy, particularly within the Smithfield and Barbican area. Significant social and economic value can be derived from the growth of creative enterprises and the City Corporation will continue to encourage and support their growth within the Key Area of Change, including through the delivery of meanwhile uses in vacant and under-used premises.

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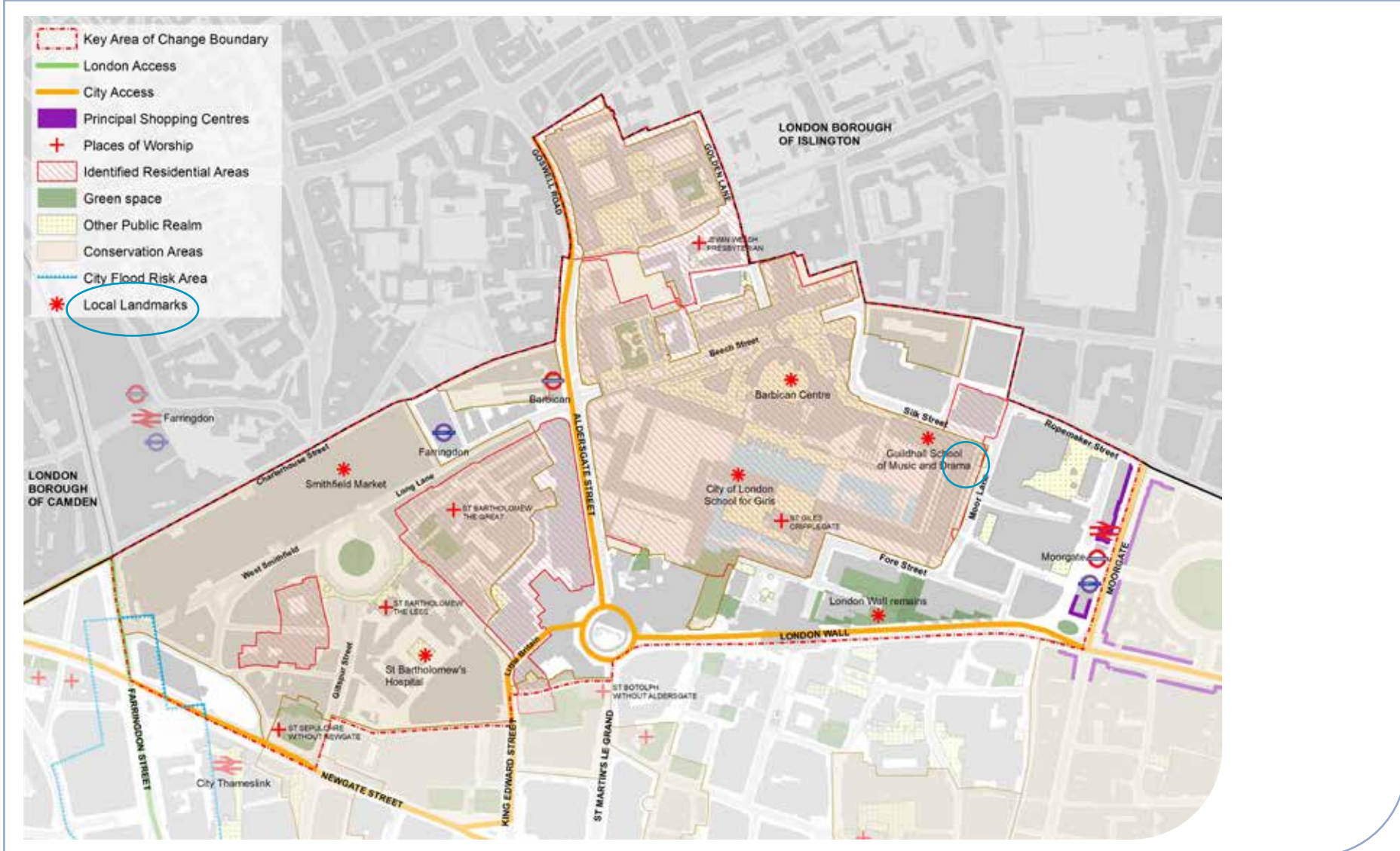


Figure 31: Smithfield and Barbican existing conditions

AM101 Error correction in location of open space on Moor Lane

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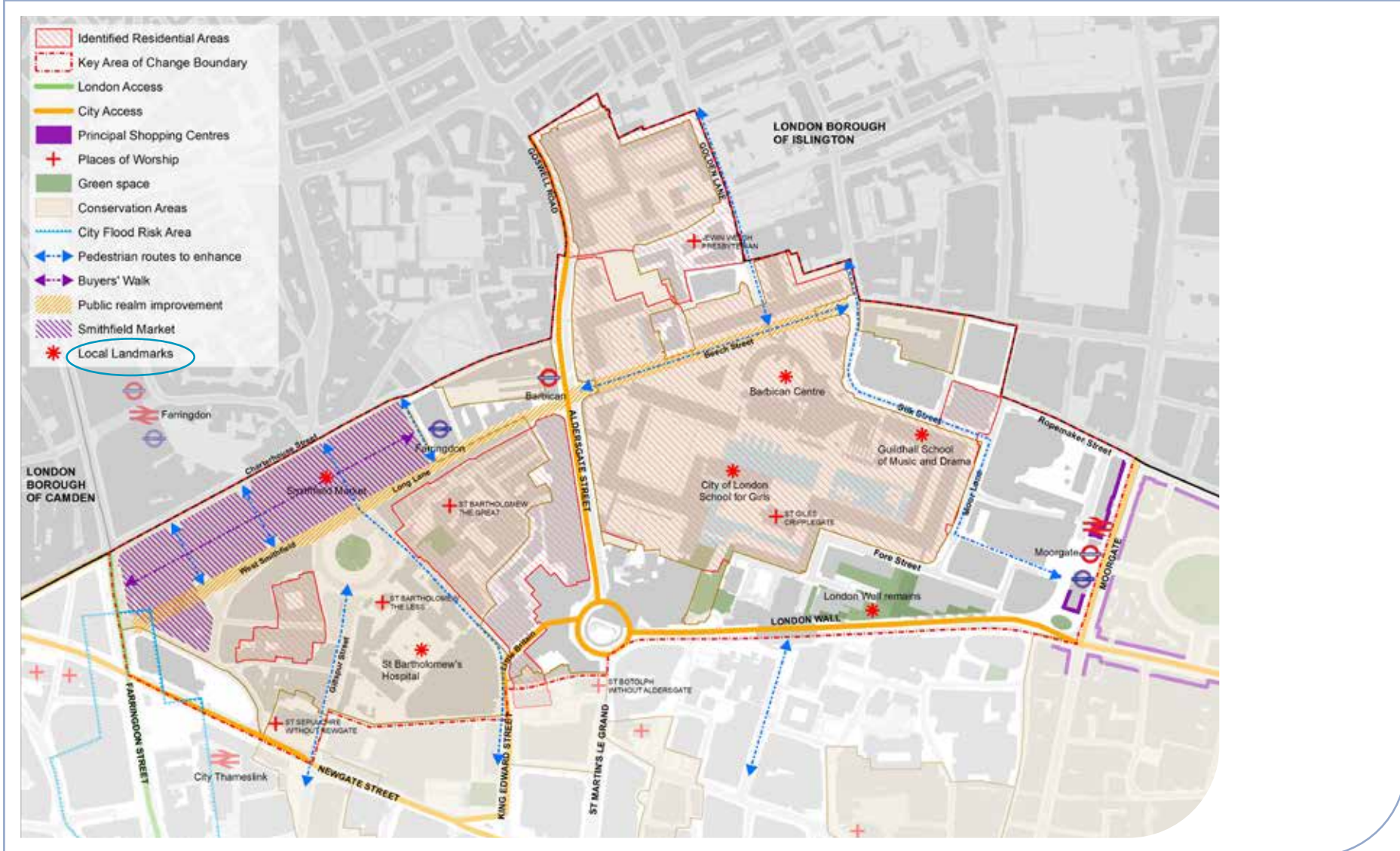


Figure 32: Smithfield and Barbican Spatial Priorities

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Strategic Policy S24: Smithfield

The City Corporation will protect and enhance the distinctive mixed-use and historic character of Smithfield by:

1. Supporting the continued presence of St. Bartholomew's Hospital;
2. Supporting the continued presence of Smithfield Market in the short to medium term;
3. Encouraging the future sensitive re-use of the Smithfield Market buildings, should the market relocate, requiring a world class design solution that delivers a mix of uses that celebrate and are appropriate to its sensitive heritage character, and that provide inclusive public access to the buildings;
4. Supporting the relocation of the Museum of London to Smithfield;
5. Further enhancing the distinctive character of the Smithfield area by retaining existing buildings, and encouraging appropriate new development, suitable for accommodating a mix of uses;
6. Managing the particular challenges which result from the late evening, 7 day a week character of the area;
7. Resisting residential development adjacent to the current market site or future Museum of London in order to minimise potential adverse impacts on residential amenity;

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8. Promoting a retail and leisure economy that complements and contributes to the changing uses in the area and supports the establishment of Smithfield as a leisure destination;
9. ~~Ensuring new activities and developments contribute to a reduction in freight and vehicular movements, whilst not adversely impacting the operation of businesses and amenity of residents; and~~
10. Providing for, and supporting, improved pedestrian permeability and the creation of new and enhanced public realm across the area to accommodate cultural activity and increased pedestrian flows arising from the Elizabeth Line and potential new uses in the existing market buildings.

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Reason for the policy

- 14.9.0 The relocation of the Museum of London to Smithfield, the opening of the Elizabeth Line and encouragement of cultural and visitor activities, will result in a significant increase in pedestrian and visitor numbers in this Key Area of Change, which will place further pressure on the public realm and on important local open spaces such as Smithfield Rotunda Garden, which is Grade II listed. Improvements to the public realm will be required to ensure that increased movement can be accommodated. At the same time, it is important that new activities do not adversely affect the amenity of existing business and residents, the continued operation of St Bartholomew's Hospital or impact on the area's historic significance and mixed-use character. The wider area has a mix of uses, including the hospital, Livery Halls, open spaces, pubs, shops and restaurants, offices and residential use.
- 14.9.1 The City Corporation has carried out a strategic review of its three wholesale markets, Smithfield, Billingsgate and New Spitalfields. A decision has been taken, to co-locate the wholesale markets on a single site. As a result, it is expected that Smithfield Market will move from its current location in the City during the Plan period. The City Plan therefore continues to protect the operation of the Market in Smithfield, but also provides guidance requiring future potential uses of the market buildings to maintain the historic character of the existing Grade II* and Grade II listed market buildings. Future uses should ensure the legacy of these buildings through world class design and innovation which supports the growing evening and weekend economy, complements the City Corporation's aspirations for cultural and leisure activity

and is fully inclusive whilst protecting local amenity. Inclusive, welcoming public access to the buildings of Smithfield Market will be an important component of future uses and designs should consider how these spaces can be better revealed, with routes through the buildings including Buyer's Walk, the central spine running through the buildings.



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Strategic Policy S25: Liverpool Street

The City Corporation will enhance the Moorgate-Liverpool Street area to take advantage of the opportunities presented by good public transport accessibility, the opening of the Elizabeth Line, restoration of Finsbury Circus and the redevelopment and refurbishment of Broadgate by:

1. Accommodating the increased footfall by maintaining and enhancing walking routes within, to and from the area, including routes to the City Cluster;
2. Providing active frontages at the ground floor level to animate and add vibrancy to the area;
3. Providing a welcoming visitor experience with improved wayfinding and signposting that reflects the area's position as a key gateway to the City;
4. Encouraging the development of flexible office space to meet the needs of future offices occupiers and potential start-ups, allowing for business growth in a variety of sectors;
5. Encouraging development that provides opportunities for collaborative working between businesses in this area, Tech City, the creative sector and educational institutions to create an attractive and vibrant business eco-system
6. Supporting retail development in the Moorgate/Liverpool Street Principal Shopping Centre and encouraging the extension of retail and leisure activities into the evenings and weekends, diversifying the retail and leisure offer and creating a shopping and leisure destination to draw a diverse range of audiences;

AM102

7. Enhancing the public realm and walking routes to Petticoat Lane Market, working in partnership with the London Borough of Tower Hamlets, and the links to Whitecross Street and Spitalfields markets;
8. Delivering a high quality public realm with additional publicly accessible open space and increased greenery alongside biodiversity improvements;
9. Improving pedestrian routes in and around the bus station and enhancing the user experience through provision of seating, legible wayfinding and ease of access;
10. [Improving Transforming](#) the overall user experience [permeability](#) and supporting improvements to the accessibility and capacity of Liverpool Street Station, [and its surroundings in support of its role as a key element of national infrastructure and gateway to the City of London and driver of economic growth](#), including enhancing step free access and improving entry points; and
11. Improving the safety and capacity of pedestrian routes around Moorgate and Liverpool Street Elizabeth Line stations, and between the stations and key destinations, including Tech City and the City Cluster.

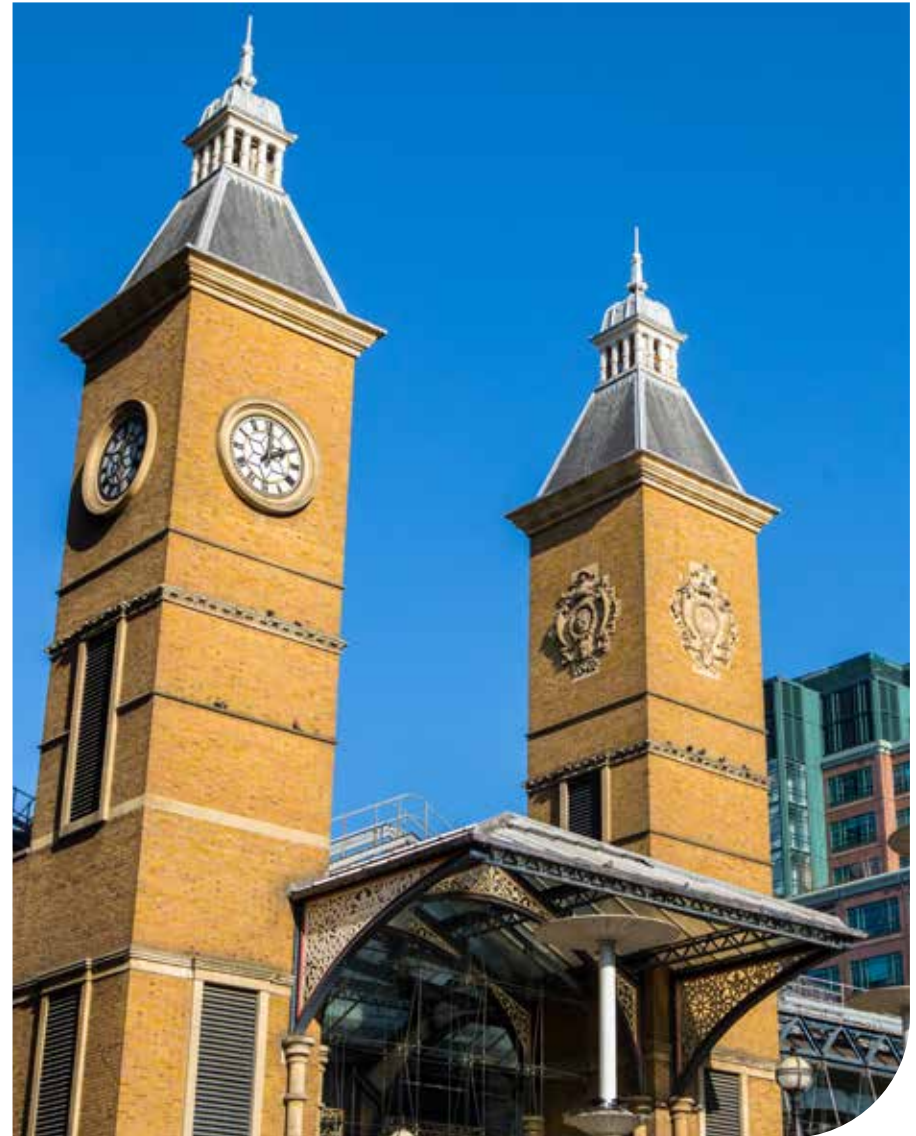
MM66

12. [Supporting development which preserves and enhances Conservation Areas and their settings, including South Shoreditch Conservation Area which lies to the north-west of the site and any relevant local views along with other heritage assets, such as the Grade II* listed Webb Terrace.](#)

14 The Temple, the Thames Policy Area & the Key Areas of Change

Reason for the policy

- 14.10.0 The Liverpool Street area is a dynamic part of the City of London, and home to one of London's busiest transport hubs and increasingly a destination for leisure as well as work. The area is undergoing significant transformation. This has happened through the recent arrival of the Elizabeth Line; the large-scale redevelopment and refurbishment of Broadgate and associated public realm improvements; and the development of several new offices, and retail and leisure facilities in the Liverpool Street area and in the nearby City Cluster that are either under construction or planned. These changes are bringing greater footfall, greater vibrancy and activity seven days a week, enhancing the desirability of the area as a business, retail and leisure destination. The Moorgate/Liverpool Street Principal Shopping Centre has potential to accommodate significant growth of retail provision during the Plan period. Broadgate is currently developing a more outward looking character and this is expected to continue, alongside further improvements to permeability.
- 14.10.1 Where suitable funding is available, the City Corporation will support such change through delivery of world class public realm and improvement to streets and pedestrian routes, including additional pedestrian priority and new pedestrian routes to maximise permeability, where appropriate. The Transport Strategy indicates that the area around Moorgate and Liverpool Street stations will be prioritised for improvements, together with the routes between these stations and key destinations such as the City Cluster. Where feasible, additional urban greening and the creation of green urban spaces will be encouraged.



14 The Temple, the Thames Policy Area & the Key Areas of Change

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Impact of development on local views, heritage assets and the Bishopsgate and New Broad Street Conservation Areas and the South Shoreditch Conservation Area in LB Hackney will be material considerations in decision-making. All proposals for taller buildings must respect local character and historic townscapes including those in adjoining boroughs.

- 14.10.2 The City Corporation will work with relevant partners including TfL, Network Rail, train operators and landowners to promote improvements to the accessibility of facilities provided in Liverpool Street Station and the surrounding area. This may include enhancing step free access, improving entry points and reviewing bus interchange, together with any potential future improvements to operational capacity at the station.
- 14.10.3 Alongside these changes, encouragement will be given to the provision of space suitable for incubators, start-ups, technology-based companies and creative industries, including the provision of flexible accommodation suitable for these sectors and growing businesses. This will reinforce established links between the area and the Old Street/Shoreditch/Spitalfields Tech City area, and will exploit the opportunities to enhance the creative ecology of this part of the City. The area also plays an important role supporting adjacent night-time economy areas at Shoreditch and Brick Lane, including providing public transport access via the night tube.



14 The Temple, the Thames Policy Area & the Key Areas of Change

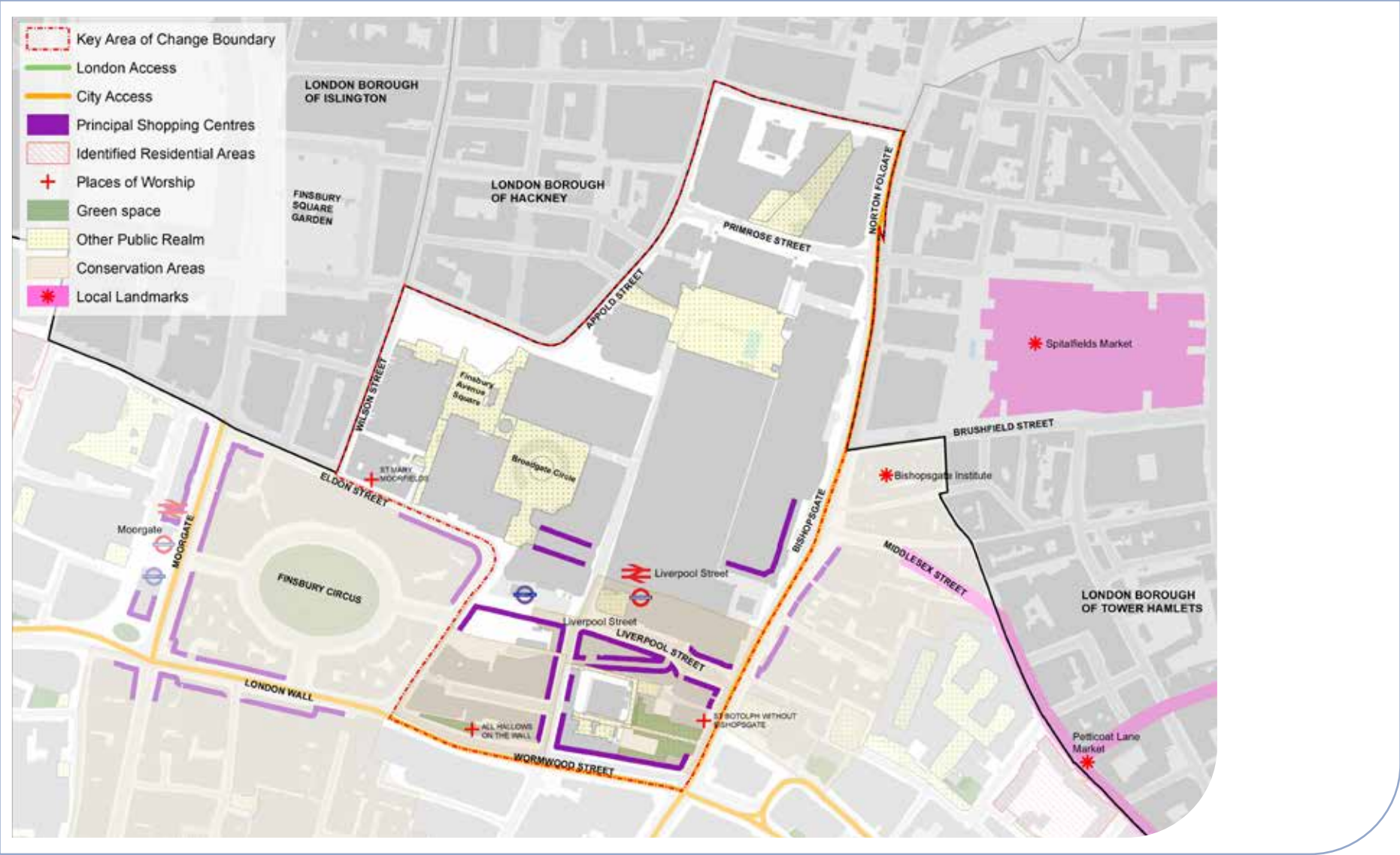


Figure 33: Liverpool Street existing conditions

14 The Temple, the Thames Policy Area & the Key Areas of Change

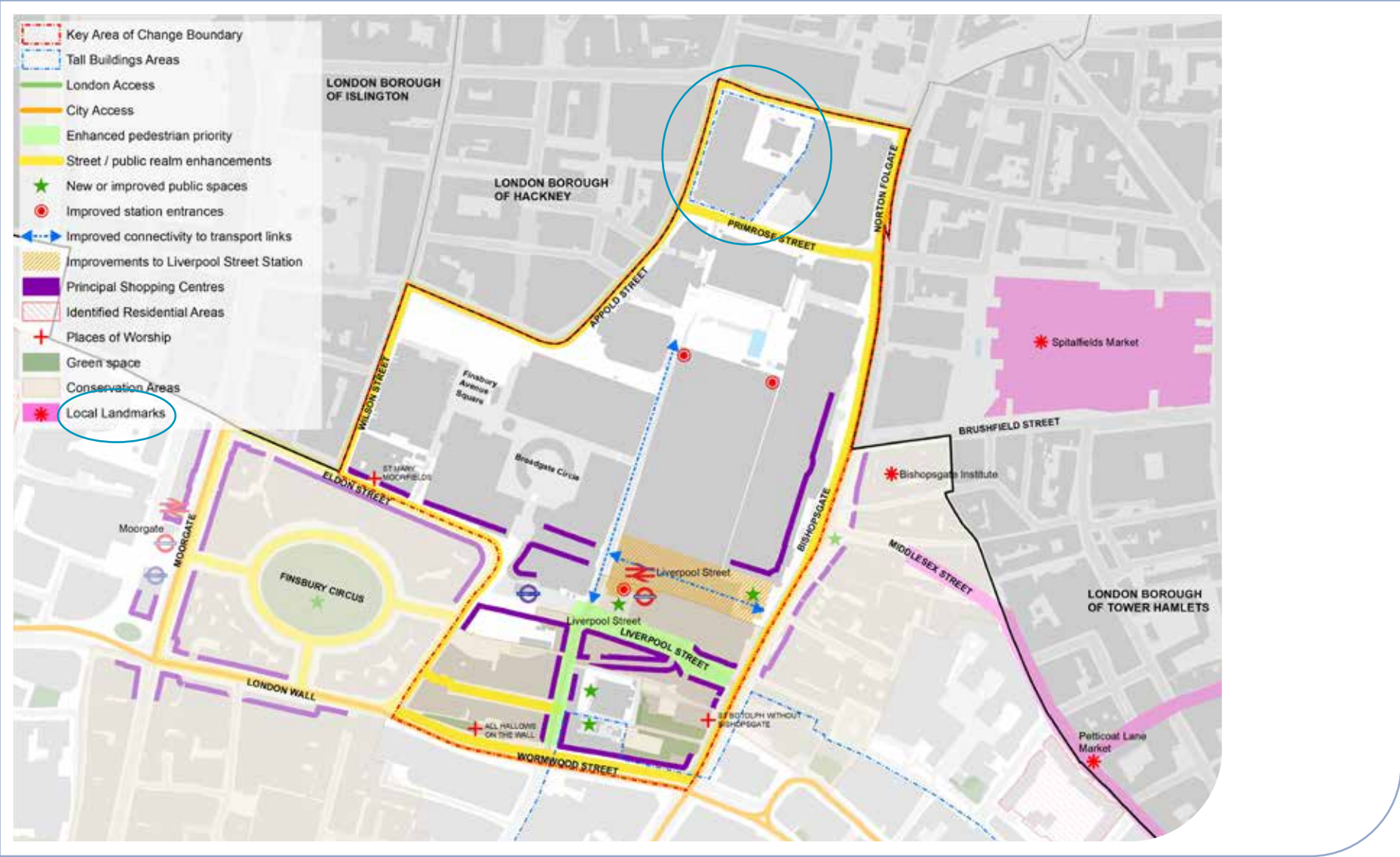


Figure 34: Liverpool Street Spatial Priorities

AM103 Add the Broadgate Tall Building Site

15 Implementation



15 Implementation

Planning Contributions

Community Infrastructure Levy (CIL)

15.1.0 The 2008 Planning Act and Community Infrastructure Levy Regulations 2010 (as amended) set out the legislative and regulatory basis for the CIL. They provide for the setting and collection of a statutory charge levied on development, intended to address the infrastructure needs arising out of the implementation of the City Plan. CIL is the primary mechanism for seeking contributions from developers towards the provision of new infrastructure. Infrastructure is defined broadly in the Act to include transport, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities and open spaces.

Planning Obligations

- 15.1.1 CIL Regulations indicate that planning obligations may only constitute a reason for granting permission if the planning obligation is:
- ▶ necessary to make the development acceptable in planning terms;
 - ▶ directly related to the development; and
 - ▶ fairly and reasonably related in scale and kind to the development.
- 15.1.2 Planning obligations are legal agreements linked to planning permissions that regulate the way a development is undertaken, and they are used where it is not possible to regulate the permission by means of a condition. They may be in the form of in-kind benefits or a financial contribution and may be used to prescribe the nature of a development, compensate for loss or damage created by a development, or mitigate the impacts associated with the development. The level of any obligation is subject to consideration of its impact on the viability of the development proposed.

15 Implementation

Strategic Policy S26: Planning Contributions

The City Corporation will seek appropriate contributions from developers to manage and mitigate the impact of development:

1. Requiring contributions through the Community Infrastructure Levy to:
 - a. assist in the delivery of the infrastructure necessary to support implementation of the City Plan and the City's Transport Strategy; and
 - b. contribute towards the costs of Crossrail, or other strategic infrastructure, in accordance with the provisions of the Mayor of London Community Infrastructure Levy 2.
2. Prioritising affordable housing and necessary public transport improvements, aligned with London Plan policy DF1, when seeking planning obligations.
3. Requiring s106 planning obligations, having regard to the impact of the obligation on the viability of development, for:
 - a. site specific mitigation meeting statutory tests;
 - b. affordable housing;
 - c. training, skills and job brokerage;
 - d. carbon offsetting;
 - e. cultural provision;

- f. Highways and public realm enhancements including commuted sums for maintenance;
 - g. local procurement in the City and neighbouring boroughs; and
 - h. measures to enhance area-wide security, where appropriate.
4. Use of the Vacant Building Credit is not considered to be appropriate in the City of London.



15 Implementation

Reason for the policy

15.2.0 The compact nature of the City and the intensification of development and employment place demands on the City's services, infrastructure and environment. The City Corporation utilises the Community Infrastructure Levy (CIL) to help local infrastructure keep pace with the demands of development and attaches planning conditions and negotiates planning obligations (also known as S106 agreements) with developers, to ensure proposals are acceptable.

How the policy works

15.2.1 The City Corporation has adopted a CIL Charging Schedule and publishes an annual Infrastructure Funding Statement setting out the types of infrastructure or infrastructure projects that may be funded in part or in whole by CIL.

15.2.2 In line with legislative and regulatory requirements, and the provisions of the City Corporation's CIL, planning obligations in the City will be sought for site specific mitigation, including contributions towards area-wide security [will be assessed on a site-by-site basis, in liaison with the City of London Police, particularly within and in close proximity to measures in](#) the City Cluster, in line with the policies set out in this Plan. Planning obligations will also be negotiated to deliver affordable housing, the provision of training and skills programmes, carbon offsetting and, where appropriate, contributions towards cultural provision. Specific requirements are set out in other policies within this Plan, particularly Policies S1, S3, VT1 and DE1. Planning obligations in the City are sought principally from commercial development, but other forms of development will also be expected to make contributions, where appropriate. Affordable housing will be required on-site on qualifying residential

developments, but exceptionally financial contributions will be sought. Financial contributions towards affordable housing will be sought from commercial development.

15.2.3 Where required, the City Corporation will seek, via s106 planning obligations, Section 278 Agreements with developers to ensure that highway works necessary to make a development acceptable are funded by the developer and implemented by the highway authority.

15.2.4 Further detail on planning obligations is set out in the Planning Obligations SPD and in the s106 Standard Template which is published on the City Corporation's website.

15.2.5 The Vacant Building Credit is set out in national planning policy and is intended to provide an incentive to bring forward brownfield sites for development. The high cost of land in the City of London, together with high levels of demand for commercial and residential development, mean that additional incentives are not required to encourage brownfield sites to come forward for development. The use of Vacant Building Credit is therefore not considered to be appropriate within the City of London.

Crossrail

15.2.6 The Mayor of London Community Infrastructure Levy 2 (CIL2) was implemented from 1 April 2019. It requires development across London to make a contribution towards the funding of Crossrail 1 and Crossrail 2. The Mayor's CIL2 sets a charging rate for all development in London, with a higher charging rate for office, retail and hotel development in Central London, including in the City of London. The Mayor's CIL2 is payable in addition to the City of London CIL.

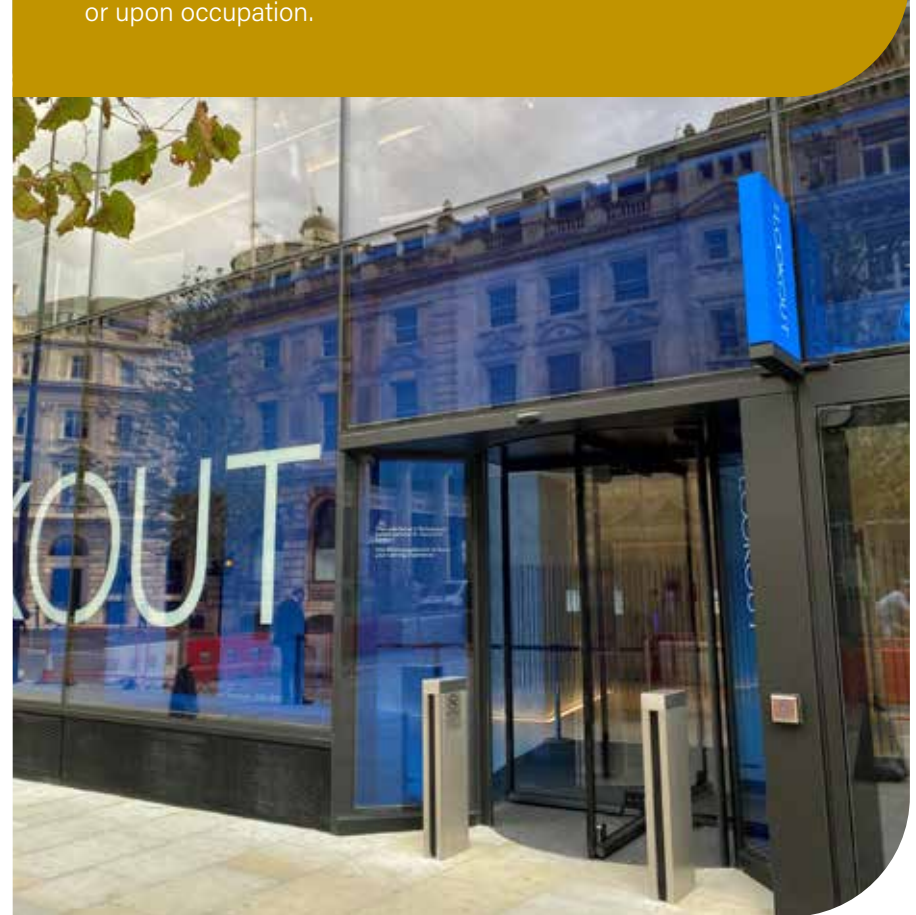
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15 Implementation

Policy PC1: Viability Assessments

1. Development proposals must take full account of the policy requirements set out in this Plan and the London Plan, including financial and other requirements under the Mayoral and City of London Community Infrastructure Levy and s106 planning obligations.
2. Exceptionally, even where policy requirements have been taken into account, applicants may consider that these requirements cannot be delivered in full without adversely affecting the overall viability of a development. In these circumstances, proposals must be supported by a scheme specific viability assessment.
3. The viability assessment must be prepared in accordance with the standard methodology set out in national planning practice guidance. The price paid for a site and/or building will not be a relevant justification for not meeting Development Plan requirements.
4. Viability assessments will be made available on the Planning Register reflecting the expectation that these should be publicly available. If the applicant considers that the assessment in part or whole should be redacted for reasons of confidentiality, there will be an opportunity for the applicant to make the case. If an assessment is redacted, an executive summary will be made public.
5. The City Corporation will seek independent verification of submitted viability assessments, with the cost of verification being met by the applicant.

6. Where it is agreed that a development cannot viably deliver all required planning obligations at the date of permission, but that there are nevertheless other policy considerations which justify the approval of planning permission, the City Corporation will normally require a review of the viability information at a later stage of the development, or upon occupation.



15 Implementation

Reason for the policy

15.3.0 Delivery of the City Plan and the London Plan requires developers to make contributions towards infrastructure and affordable housing provision through the CIL and s106 planning obligations. Developers must take into account the full cost of meeting development plan requirements when purchasing sites or buildings and in the design of schemes. A whole plan viability assessment has been undertaken in the preparation of this Plan demonstrating that implementation of the policies should not adversely impact on the viability of development in the City of London. Exceptionally, there may be circumstances where a developer considers that meeting development plan requirements in full cannot be delivered without adversely impacting on the viability of a development. In such circumstances, the City Corporation will require a site-specific viability assessment to be submitted in support of the proposed lower level of contributions.

How the policy works

15.3.1 Where viability assessments are submitted in support of planning applications, these must be prepared in accordance with the Government's recommended approach to viability assessments set out in national Planning Practice Guidance. In particular, assessments must demonstrate that the values assumed for sites and/or buildings fully reflect the planning policy requirements set out in the City Plan and the London Plan. The actual price paid for land will not be a relevant justification for failing to meet the policies in the development plan.

15.3.2 The City Corporation will review viability assessments against the requirements in the City Plan and London Plan and, where necessary, will seek independent verification of submitted assessments from suitably qualified consultants who have experience of the development market in central London. Verification of viability assessments will consider whether appropriate costs, values and risk rates have been utilised which reflect the ambitions of this Plan. The City Corporation will expect the applicant to meet the full cost of this independent verification.

15.3.3 The City Corporation will make all viability assessments submitted, together with any verification reports, available publicly via the Planning Register on the City Corporation's website. If a developer considers that the viability assessment should remain confidential in whole or in part, they should provide justification to the City Corporation outlining the potential harm that could occur from making the relevant information public. The City Corporation will consider whether the public interest in maintaining confidentiality outweighs the public interest in making the viability assessment public. Where the City Corporation considers that an assessment should remain confidential in whole, or in part, it will keep the justification under review, including taking account of whether information should remain confidential with the passage of time from initial submission.

15 Implementation

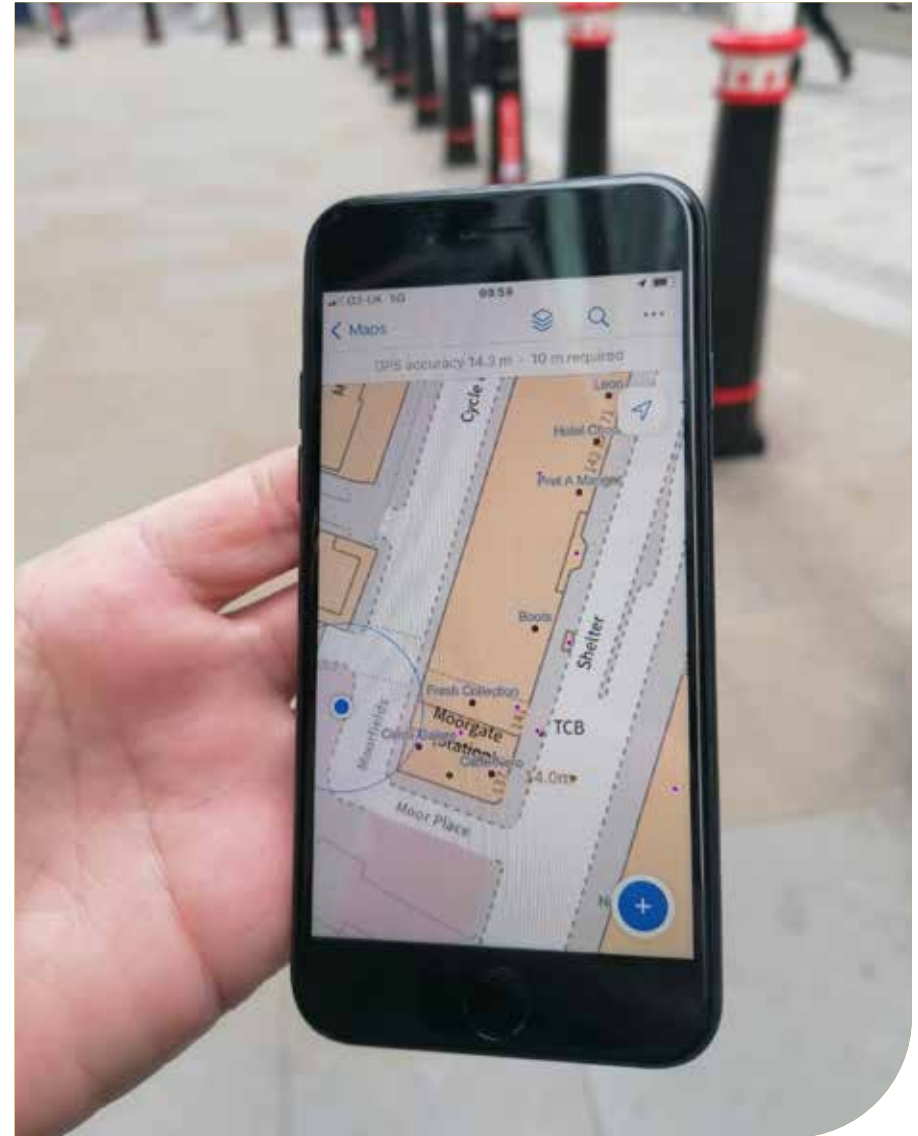
- 15.3.4 Where the City Corporation agrees that a development cannot meet the full policy requirements for CIL and s106 planning obligations at the date of commencement, but that there are other policy considerations which would nevertheless justify approval of the scheme despite this non-compliance, the Corporation will normally require that a review mechanism be included within any s106 planning obligation, with a review of the viability information required at a later stage in the development, or upon occupation. In determining the appropriate mechanism, the City Corporation will have regard to national Planning Practice Guidance, the London Plan and the Mayor of London's Affordable Housing and Viability SPG. Where a development is proposed to be undertaken in phases, the City Corporation will normally require a review of the viability prior to the commencement of each phase of the development.
- 15.3.5 Policy S3 Housing requires the use of upwards only review mechanisms in circumstances where the affordable housing targets in that policy are not met.



15 Implementation

Monitoring

- 15.4.0 The City Plan was prepared in the context of the most up to date information available. A range of projections and potential future scenarios were considered for each policy area. However, circumstances may change and monitoring of City Plan policies is essential to determine the extent to which the policies are delivering the City Plan vision, strategic objectives and spatial strategy.
- 15.4.1 The City Corporation will prepare and publish at least annually a range of City Plan monitoring reports, which measure and evaluate progress towards meeting the Plan objectives across a range of policy areas. Policies monitored will include offices; housing; hotels; tall buildings; protected views; sustainability; waste; open spaces and green infrastructure. The City Corporation will also periodically (annually) review progress against the programme of infrastructure delivery set out in the Infrastructure Delivery Plan.
- 15.4.2 The City Corporation is required to review the City Plan at least every five years from the date of adoption to determine whether it needs to be updated. Data and trends identified in the City Plan monitoring reports may indicate the need for an earlier partial or full review of the adopted Plan.
- 15.4.3 As mentioned in the introduction to this Plan, the Government is pursuing a planning reform agenda which includes proposals to radically change the format and content of local plans. These reforms, if enacted, will be a key factor in determining the timing and scope of the next review of the City of London's City Plan.



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Appendices



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Appendices

City Plan 2040 Appendix 1

Development of the City Plan 2040

1. Why is the City Corporation preparing a City Plan?

The City of London Local Plan was adopted in January 2015 and plans for development requirements up to 2026. It is important that the City's planning framework remains responsive and flexible to address changing circumstances, whilst providing a clear vision for how a future City should develop.

2. The stages of preparing the City Plan

- ▶ The first stage of the process was the Issues and Options stage in 2016, during which consultation took place on the key planning issues facing the City and on the potential options that should be considered in a new local plan to address them.
- ▶ The second stage, the draft City Plan 2036, was a consultation on a full draft local plan during later 2018 and early 2019.
- ▶ Responses from these two consultations, along with evidence, informed a proposed submission version of the City Plan 2036, which was consulted on between March and May 2021. As a result of comments made during this consultation, the City Corporation decided to undertake further technical work and evidence to address consultation responses and changing economic, social and environmental trends.

- ▶ Informal public engagement on key issues and the Key Areas of Change was undertaken during the summer of 2023.
- ▶ The City Corporation has used this technical work, public engagement and updated evidence to prepare the City Plan 2040, which is a revised submission version. The timeframe for the new City Plan has been amended to ensure a 15 year timeframe for the plan.

3. Next Steps

Following consultation on the City Plan 2040, it will be submitted to the Secretary of State for Levelling Up, Housing and Communities. The Secretary of State will then appoint an independent Planning Inspector to examine the submitted Plan, which is expected to be adopted in 2025.

Appendices

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City Plan 2040 Appendix 2

The housing trajectory below shows delivery against the targets over the plan period, as set out in the London Plan, and for years 2029/30 onwards as included within Strategic Policy S3 and paragraph 4.1.11-13.

*the London Plan target of 146 per annum has been used for 2019/20 until 2028/29 and then 102 from the standard methodology for the remainder of the plan period to 2039/40

Year	Target* per annum	Units	Status
2025/26	146	41	Completions (projected)
2026/27	146	97	Completions (projected)
2027/28	146	580	Completions (projected)
2028/29	146	342	Completions (projected)
2029/30	102	0	Completions (projected)
2030/31	102	120	Completions (windfalls)
2031/32	102	120	Completions (windfalls)
2032/33	102	120	Completions (windfalls)
2033/34	102	120	Completions (windfalls)
2034/35	102	120	Completions (windfalls)
2035/36	102	120	Completions (windfalls)
2036/37	102	120	Completions (windfalls)
2037/38	102	120	Completions (windfalls)
2038/39	102	190	Completions (windfalls and capacity)
2039/40	102	220	Completions (windfalls and capacity)
Total	1,706	2,430	

Glossary



Glossary

Explanation of terms used in the City of London City Plan.

* Terms explained elsewhere in the glossary are marked with an asterisk.

Accelerator office space

An office location which provides mentorship, advice, and resources to help start-ups succeed and grow rapidly, normally let on a short-term basis.

Active frontage

Fronts of buildings that facilitate visual and physical permeability.

Active frontage use

A definition used in this plan for those uses that fall within use classes E(a)-(e), where they have an active frontage. These use classes include shops, cafes and restaurants, and services for use by the general public such as hairdressers, banks and building societies, shoe repair and dry cleaning, gyms, and health centres. Pubs and other community and cultural uses may also be active frontage uses, where they are frequented by members of the public.

ACV - Assets of Community Value

A building or other land is an asset of community value if its main use has recently been or is presently used to further the social wellbeing or social interests of the local community and could do so in the future. ACVs must be approved by the local authority.

Affordable housing

Affordable housing is defined primarily by affordability and not by tenure. It comprises 'social rented housing', 'affordable rented housing' and 'intermediate housing', provided to eligible households whose needs are not met by the market. Social rented housing is at rents no greater than target rents set by government for local authority, Registered Social Landlords* (RSL) and cooperative tenants. Affordable rented housing has the same characteristics as social housing but is offered at up to 80% of local market rentals (including service charges, where applicable). Intermediate housing is housing for sale and rent where costs are above target rents for social rented housing but are at least 20% below local market levels and are affordable by households on moderate incomes. Intermediate housing can include shared equity (shared ownership and equity loans), starter homes, discounted market sales housing and other sub-market rented and key worker provision.

Affordable workspace

Workspace that is provided at rents maintained below the market rate for that space for a special social, cultural, or economic development purpose.

Agent of Change

The principle that the person or organisation responsible for change is responsible for managing the impact of that change. This includes impacts from noise, vibration and lighting. For example, a new residential development near an existing cultural use would be responsible for ensuring that residents are not disturbed by the activities of the cultural use. Similarly, a new cultural use near an existing residential development would need to ensure that existing residents are not disturbed.

Glossary

Air Quality Impact Assessment

An assessment of the impact of a development on the levels of certain pollutants in the local area, which could include: a description of baseline conditions and how these could change; relevant air quality concerns; the assessment methods to be adopted and any requirements around verification of modelling air quality; sensitive locations; the basis for assessing impact and determining the significance of an impact; construction phase impact; and/or acceptable mitigation measures.

Air Quality Neutral

Assessment of air quality against benchmarks set by the Mayor of London through his Sustainable Design and Construction SPD 2014. Developments that do not exceed these benchmarks will be considered to avoid any increase in NOx and PM emissions across London as a whole and therefore be 'air quality neutral'.

Apart-hotel

Accommodation for short or medium-term stays that generally provide more amenities for daily use (such as a small kitchenette) than standard hotel accommodation. They have a reception area where customers can access services without pre-booking and are available on a nightly basis without a deposit being required against damages.

BAP - Biodiversity Action Plan

The Biodiversity Action Plan provides a framework to ensure all legislative requirements relating to the management of green spaces are taken into consideration at all times and both identifies and prioritises actions for biodiversity at a local level.

Biodiverse green roofs

A biodiverse green roof should include a varied substrate depth, planted and or seeded with a wide range of wildflowers (sedums can be added). A biodiverse green roof should have a sufficient depth of between 80 - 150mm.

Biodiversity

The variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value for human society.

Biodiversity Net Gain (BNG)

Biodiversity net gain is a statutory requirement which applies to new development. It is a way of making sure the habitat for wildlife on a site is in a better state after the development than it was before development.

Biodiversity Metric

The statutory Biodiversity Metric (BM) is used to calculate the pre-development and post-development biodiversity value of the development's onsite habitat, as well as the biodiversity value for offsite biodiversity gains and biodiversity credits. It uses habitat information to generate "biodiversity units", a proxy measure for biodiversity value. The statutory BM data value inputs include habitat type, size, distinctiveness, condition, and its location in the local area.

Glossary

BREEAM Sustainability Assessment

The Building Research Establishment Environmental Assessment Method (BREEAM) is a sustainability assessment method that sets standards for the environmental performance of buildings through the design, specification, construction and operation phases and can be applied to new developments or refurbishment schemes. It focuses on sustainable value across range of categories: energy; land use and ecology; water; health and wellbeing; pollution; transport; materials; waste; management.

Build to Rent

Homes built specifically for private renting rather than for sale which meet criteria set out in Policy H11 Build to Rent in the London Plan 2021.

Business Eco-System

A network of organisations, including suppliers, distributors, customers, competitors and government agencies, involved in the delivery of a specific product or service.

Business Improvement District

A defined area in which a levy is charged on all business rate payers in addition to the business rates to develop projects that will benefit businesses in the local area.

Cash in lieu / commuted sums

Payments of money received from developers instead of the provision of affordable residential units on the development site in the City of London. The money is pooled and used by the City Corporation when opportunities to develop affordable housing arise.

CAZ - Central Activities Zone

The area defined in the London Plan* where planning policy promotes financial and business services, specialist retailing, tourist and cultural uses and activities. The City is wholly within the CAZ.

Changing Places toilets

These meet the needs of people with profound and multiple learning disabilities, as well as people with other physical disabilities such as spinal injuries, muscular dystrophy and multiple sclerosis. These toilets provide the right equipment including a height adjustable adult-sized changing table, a tracking hoist system, adequate space for a disabled person and carer, a peninsular WC with room either side and a safe and clean environment including tear off paper to cover the bench, a large waste bin and a non-slip floor.

Circular economy

An economy which keeps resources in use for as long as possible, extracting the maximum value from them whilst in use, then recovering and regenerating products and materials at the end of each service life.

City Flood Risk Area

Area of the City which is susceptible to flooding from the river Thames, surface water or the sewer network.

CIL - Community Infrastructure Levy

A statutory charge on new development used to contribute towards the funding of infrastructure provision. The City Corporation has prepared a CIL charging schedule that was implemented in July 2014.

Glossary

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City Landmarks

- [Cannon Street Station \(towers\)](#)
- [Central Criminal Court \(dome\), Old Bailey](#)
- [Guildhall \(roof and flèche\), Guildhall Yard](#)
- [Former Port of London Authority Building \(tower\), 10 Trinity Square](#)
- [Royal Exchange \(Tower\)](#)
- [Great Arthur House, Golden Lane Estate](#)
- [Barbican Towers](#)

Strategic Landmarks within the City

- [St Paul's Cathedral](#)
- [The Monument](#)

City Plan

Document setting out the statutory local plan, including the strategy, vision and policies and proposals for planning the City.

Comparison goods

Comparison goods are those bought relatively infrequently, so consumers usually compare prices, features and quality before making a purchase. They may include items such as clothes, electrical items, household and leisure goods.

CAAC - Conservation Area Advisory Committee

A consultative group set up to advise on planning applications and other proposals in the City's conservation areas.

Construction Logistics Plan

A travel plan that aims to improve the sustainability of construction freight movements by establishing site management and procurement processes to reduce the impact of construction traffic on the street network.

Creative enterprises / Creative industries

Defined by the Department for Culture, Media and Sport* as those industries which have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and exploitation of intellectual property. They include architecture; advertising & marketing; crafts, product, graphic & fashion design; film, TV, radio and photography; IT, software & computer services; museums, galleries & libraries; music, performing & visual arts, and publishing.

Culturally significant object

Objects which people identify and value and which reflect their evolving knowledge, culture, beliefs and traditions.

Culture and Vibrancy Plan

A Culture and Vibrancy Plan is a flexible framework to support the successful incorporation of relevant, enriching and inclusive cultural, leisure and recreation components within a major development through a step by step process. It is prepared through the development process and the final detail, delivery and ongoing management secured through conditions and/or legal agreement.

Glossary

Decentralised energy

Energy that is generated close to the place where it is used, so that transmission of electricity, heat and other energy carriers are minimised.

Deconstruction

The act of breaking down a building into components or dismantling - this allows for recycling of the resulting materials. Different to demolition which involves wrecking, destroying or tearing down completely.

DSP - Delivery and Servicing Plan

A plan that shows how a development will proactively manage delivery and servicing arrangements.

DCMS - Department for Culture, Media and Sport

The government department of state whose responsibilities include recreation, the arts and historic buildings.

DLUHC - Department for Levelling Up, Housing and Communities

The government department of state whose responsibilities include town planning.

Design and Access Statement

A statement that accompanies a planning application to explain the design principles and concepts that have informed the development and how access issues have been dealt with.

Design Council

Advisor to central and local government on good design.

Development Management

The process by which the City Corporation (and, where appropriate, the Mayor of London and Secretary of State) determine applications for planning permission and related consents. Applications are decided in accordance with the development plan* unless material considerations (including the NPPF*) indicate otherwise.

Development Plan

The statutory documents that together set out the planning policies for an area. In the City the development plan comprises the Mayor's London Plan* together with the City's Local Plan*.

DPD - Development Plan Document

Statutory planning policy document whose preparation process includes public examination. There is one adopted DPD in the City: the Local Plan DPD*.

Embodied carbon

The total life cycle carbon used in the collection, manufacture, transportation, assembly, recycling and disposal of a given material or product.

Freight consolidation

Combining goods shipments into fewer deliveries to reduce the number of freight vehicles required to service a building. This can be achieved through the physical consolidation of goods at an off-site location and/or through methods such as preferred supplier schemes and common procurement strategies.

Glossary

GLA - Greater London Authority

The GLA comprises the Mayor of London* (who has an executive role and makes decisions on behalf of the GLA) and a separately elected Assembly (a body of 25 elected Members which has a scrutiny role and is responsible for appointing GLA staff).

Green corridors

Almost continuous areas of open space which are linked. They can act as wildlife corridors and serve amenity, landscape and access routes.

Green infrastructure

A strategically planned, designed and managed network of green spaces and other features vital to the sustainability of any urban area. This includes (although not exclusively) trees, green roofs and walls, green corridors*, and blue infrastructure such as water spaces and natural drainage features.

HRA - Habitats Regulations Assessment

The purpose of the Habitats Regulations Assessment is to identify any aspects of an emerging Local Plan that would have the potential to cause a likely significant effect on Natura 2000 or European sites (Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites), (either in isolation or in combination with other plans and projects), and to identify appropriate avoidance and mitigation strategies where such effects are identified.

There is a legal requirement for all Local Plans to be subject to a HRA, set out within Article 6 of the EC Habitats Directive 1992, and interpreted into British law by the Conservation of Habitats & Species Regulations 2017.

HIA - Health Impact Assessment

A means of assessing the health impacts of policies, plans and projects using quantitative, qualitative and participatory techniques. The HIA of the City Plan is incorporated into the Integrated Impact Assessment*.

Heritage asset

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest. Designated heritage assets include World Heritage Sites*, Scheduled Monuments, Listed Buildings*, Registered Parks and Gardens, Registered Battlefields and Conservation Areas that are 'designated' under the relevant legislation. Non-designated heritage assets are those which have a heritage interest but have not been formally designated.

Historic England

The body responsible for advising the government, local authorities and others on historic buildings and archaeology. It was previously called English Heritage.

Hostile vehicle mitigation

Structural measures that prevent access to, or close proximity of, unscreened vehicles to a building or space, or measures that reduce the speed of vehicles approaching a site or its defences.

Housing trajectory

A projection of the number of new homes expected to be added to the City's housing stock over a given time period.

Glossary

Inclusive design

Inclusive design results in an environment which everyone can use, to access and benefit from the full range of opportunities available; confidently, independently, with choice and dignity, which avoids separation or segregation and is made up of places and spaces that acknowledge diversity and difference, meeting the needs of everyone in society.

Incubator office space

Dedicated office space aimed at start-ups and normally let for a set period of time.

Infrastructure

Term used to describe the facilities and services necessary for people to live their everyday lives. Infrastructure can take many forms; it can be defined in physical, green and social terms, and can range from strategic provision, such as a new public transport facility or school, to the creation of a local play space.

Infrastructure Funding Statement

Proposed statutory statement reporting on the level of developer contributions received through the Community Infrastructure Levy* and s106 planning obligations and setting out spending priorities for the next 5 years.

IIA - Integrated Impact Assessment

An assessment process which considers the impacts of policies and proposals within statutory plans against environmental, equality, health, and community safety objectives. The City Plan 2040 IIA comprises: a Sustainability Assessment and Strategic Environmental Assessment - required by EU Directive to assess the social, economic and environmental impacts of new policies, It is supported by:

- ▶ an Equality Analysis - related to the City Corporation's duties under the Equalities Act 2010;
- ▶ a Health Impact Assessment*.

The IIA seeks to assess the impact of the City Plan 2040 and its alternatives and identify any potential unintended consequences of its implementation.

Listed building

A building or structure protected because of its historic or architectural interest. The list of such buildings is drawn up by Historic England* and the Department for Culture, Media and Sport*.

LDD - Local Development Document

Documents containing policies and guidance, comprising Development Plan Documents*, Supplementary Planning Documents* and the Statement of Community Involvement*.

LDS - Local Development Scheme

Timetable and project plan for producing the City Plan*. It is regularly updated.

Glossary

LIP - Local Implementation Plan

Statutory transport plan produced by London Boroughs and the City Corporation bringing together transport proposals to implement the Mayor's Transport Strategy at the local level.

London Plan (Spatial Development Strategy)

Prepared by the Mayor of London*, it provides a London-wide planning strategy and the City's Local Plan* must generally conform to it.

London Planning Guidance

Guidance prepared by the Mayor of London* to explain policies of the London Plan*.

LVMF - London View Management Framework

Guidance by the Mayor of London* on the protection of important views, including those of St Paul's Cathedral and the Tower of London.

Major development

For a full definition see Part 1 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. Generally, major developments are:

- ▶ Residential development of 10 or more dwellings or on a site of 0.5 hectares or more.
- ▶ Development of other uses, where the floorspace to be created by the development is 1,000 square metres or more, or the site areas is 1 hectare or more.

Mayor of London

The Mayor is the executive head of the Greater London Authority* and is also responsible for a number of related organisations, including Transport for London*, Homes for London Board and the Metropolitan Police Authority. The Mayor prepares London-wide strategies, including those for planning (the London Plan*), transport, waste, energy, economic development, housing and air quality. He has powers to direct decisions on large planning applications.

Mitigation Hierarchy

A concept used to manage biodiversity impacts, with four steps: Avoidance, Minimisation, Restoration, Offsetting.

Meanwhile use

A use which is to last for a limited time, or one which is limited in its operation for a particular period of time. Meanwhile is defined as at or during the same time, while something else is being done.

Municipal waste

Waste collected by a local authority, including domestic waste and street cleansing waste. It also includes commercial waste collected by the authority, although waste producers may also have this privately collected.

Glossary

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Neighbourhood Forum

[A group which has been designated under the neighbourhood planning process for a specific designated neighbourhood area. A neighbourhood forum has the ability to prepare a Neighbourhood Plan. It is a statutory consultee on planning applications and depending on the status of the Neighbourhood Plan, will be consulted on the allocation of a proportion of Neighbourhood CIL receipts for applications permitted within its area.](#)

NPPF - National Planning Policy Framework

The government's statement of planning guidance to local planning authorities, issued by the Department for Levelling Up, Housing and Communities*. The latest version was published in December 2023. The City Corporation must take account of it in preparing and implementing its planning policies.

Noise Assessment

A technical assessment which identifies whether the overall effect of the noise exposure of a building (including the impact during the construction phase wherever applicable) is, or would be, above or below the significant observed adverse effect level and the lowest observed adverse effect level for the given situation:

- ▶ Significant observed adverse effect level: the level of noise exposure above which significant adverse effects on health and quality of life occur.
- ▶ Lowest observed adverse effect level: the level of noise exposure above which adverse effects on health and quality of life can be detected.

Offsetting measures

The measures permitted for dealing with residual emissions remaining after taking account of energy efficiency and decentralised and low carbon energy sources e.g. retrofitting works undertaken by a developer to improve the energy efficiency of existing buildings in the vicinity of the development; export of low carbon heat from the development to other developments; or investment in low carbon community heat infrastructure.

Open space

Land which is not built on and which has some amenity value or potential for amenity value. Amenity value is derived from the visual, recreational or other enjoyment which the open space can provide, such as historic and cultural interest and value. This includes open spaces in public or private ownership.

Permitted development rights

A national grant of planning permission which allows certain building works and change of use to be carried out without having to secure planning permission.

Pipe subway

Tunnels, mainly under streets, that accommodate utilities such as gas and water pipes and electricity and telecommunications cables, providing a more efficient alternative to burying these in the ground.

Glossary

Planning obligations / s106 agreements

Legal agreements negotiated between the City Corporation and developers (or offered unilaterally by developers) setting out financial and non-financial undertakings to mitigate the direct impact of development. Also known as Section 106 Agreements, or s106 planning obligations. From July 2014 some financial planning obligations in the City have been replaced by the Community Infrastructure Levy*.

PPG - Planning Practice Guidance

An online resource which brings together national guidance on various topics in one place and explains the policies in the National Planning Policy Framework (NPPF)* in more detail.

Policies Map

A map accompanying the City Plan* showing where its policies apply to specific locations.

PSC - Principal Shopping Centre

Significant clusters of retail activity within the City of London, which are the local expression of the London Plan's CAZ Retail Clusters. There are 4 PSCs within the City of London: Cheapside, Moorgate/Liverpool Street, Leadenhall Market and Fleet Street.

Public Examination

The City Plan* will be subject to public examination before an independent planning inspector. The inspector assesses the "soundness" of the City Plan.

Public realm

Publicly accessible space between and around buildings, including streets, squares, forecourts, parks and open spaces.

Registered Provider

Not for profit providers of affordable* and other social housing, including housing associations and regulated by Government.

Residential amenity

The elements of a location or neighbourhood that contribute to its overall character and the enjoyment of residents.

Retail Impact Assessment

An assessment undertaken for an application for retail use on the impact of the proposal on the vitality and viability of existing centres within the catchment area of the proposed development. The assessment includes the likely cumulative effect of recent permissions, developments under construction and completed developments.

Safeguarded wharves

Sites that have been safeguarded for cargo handling uses such as intra-port or transshipment movements and freight-related purposes. On 19 February 2021, the Secretary of State for Levelling Up, Housing and Communities issued Directions for safeguarded wharves in London, requiring all planning applications for safeguarded wharves to be referred to the Mayor of London. There is one safeguarded wharf in the City of London at Walbrook Wharf.

Glossary

Safer City Partnership

A partnership, comprising representatives from a range of City interests, whose aim is to reduce the level of crime, disorder, antisocial behaviour, terrorism and substance misuse in the City.

Secured by Design

A crime prevention initiative, to encourage those involved in the development industry to adopt crime prevention measures to assist in reducing the opportunity for crime and the fear of crime, creating a safer and more secure environment.

Short term residential letting

Letting of residential property on a non-permanent basis. Under the Deregulation Act 2015, short term residential letting of domestic premises which are liable for council tax for less than 90 days in a calendar year does not require planning permission. Letting for periods of more than 90 days will require permission.

SINCs - Sites of Importance for Nature Conservation

London's most valuable places for wildlife that provide local people with access to nature have been identified as Sites of Importance for Nature Conservation (SINCs). The sites are graded as being of Metropolitan, Borough or Local importance.

Smart infrastructure

Infrastructure which includes sensors that produce, analyse and help to securely share data on the performance of the built and natural environment.

Social and community facilities

Social and community facilities are defined by the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments, including the Town and Country Planning (Amendment) (England) Regulations 2020. The majority of social and community facilities fall within Class E (Commercial, business and services), Class F.1 (Learning and non-residential institutions) and Class F.2 (Local community uses) use classes. Community facilities include:

- ▶ Leisure and cultural facilities (including arts, entertainment and sport facilities)
- ▶ Community centres and meeting places (including places of worship)
- ▶ Libraries
- ▶ Facilities for children (from nursery provision to youth clubs)
- ▶ Education (including adult education)
- ▶ Healthcare facilities

SCI - Statement of Community Involvement

A plan for public consultation on planning policy documents and planning applications. The City Corporation's SCI was adopted in 2022.

Glossary

Strategic Cultural Areas

Areas identified in the London Plan* with internationally important cultural institutions, which are also major tourist attractions, and include the West End, South Bank/Bankside/London Bridge, Barbican, Wembley, the South Kensington museum complex/Royal Albert Hall, London's Arcadia, Queen Elizabeth Olympic Park and Lee Valley Regional Park.

Strategic developments (applications referable to the Mayor)

The planning applications that must be referred to the Mayor of London* under the Town and Country Planning (Mayor of London) Order 2008 and any amendments hereto.

SEA - Strategic Environmental Assessment

The environmental assessment of plans, required by EU Directive 2001/42/EC. It is carried out as part of the sustainability appraisal*.

Strategic Flood Risk Assessment

A document prepared by the Local Planning Authority to provide information on areas that may flood and on all sources of flooding as required by the NPPF*.

SHLAA - Strategic Housing Land Availability Assessment

A technical assessment to determine the quantity and suitability of land potentially available for housing development. It is a required part of the evidence base needed for the preparation of a Local Plan (as specified in the National Planning Policy Framework*, paragraph 67).

In London, the Mayor of London* carries out a London-wide SHLAA to inform the London Plan* as it determines housing targets for each borough and the City of London. The City of London City Plan relies on the land availability evidence provided by the London-wide SHLAA.

SHMA - Strategic Housing Market Assessment

An assessment of future housing requirements in an area. The assessment informs the development of local and strategic plan strategies and housing targets and identifies the scale and mix of housing and the range of tenures that the local population is likely to need over the plan period including addressing the need for all types of housing, including affordable housing and the needs of different groups in the community (such as, but not limited to, families with children, older people, disabled people, service families and people wishing to build their own homes).

Glossary

Street hierarchy

Categorisation of streets in the City of London Transport Strategy* which describes the function of every street in terms of motor traffic:

- ▶ London Access Streets (TfL network): Preferred streets for motor vehicles that do not have a destination in, or immediately adjacent to, the Square Mile.
- ▶ City Access Streets: Preferred streets for motor vehicles that are travelling around the Square Mile or to immediately adjacent destinations.
- ▶ Local Access Streets: Primarily used for the first or final part of a journey, providing access for vehicles to properties.

SPD - Supplementary Planning Document

A document that explains the policies of the City Plan* in detail. It is subject to consultation, but not public examination*.

SA - Sustainability Appraisal

The City Plan* is subject to SA, which ensures that it is soundly based on the principles of sustainable development. SA is carried out as the policies are developed or reviewed so that they can take account of its findings. The SA of the City Plan 2040 has been combined with other assessment processes in an Integrated Impact Assessment (IIA)*.

SuDS - Sustainable Drainage Solutions

A range of sustainable measures for surface water management which reduce the amount, flow or rate of surface water discharge into sewers.

Traffic and Environmental Zone

A security and surveillance cordon that surrounds the City of London. It consists of road barriers, checkpoints and closed-circuit television cameras with the aim of slowing, managing and monitoring vehicular movements entering the City.

Transport Assessment

This is prepared and submitted alongside planning applications for developments likely to have significant transport implications. For major proposals, assessments should illustrate the following: accessibility to the site by all modes; the likely modal split of journeys to and from the site; and proposed measures to improve access by public transport, walking and cycling.

TfL - Transport for London

The body, under the control of the Mayor of London, responsible for strategic transport policy and the provision of public transport, including buses, the Underground and the DLR. TfL is the Traffic and Highways Authority for the Transport for London Road Network (TLRN) or red routes, and controls all traffic signals in London.

Transport Strategy

A strategy for the future planning of transport in the City of London which provides a 25-year framework for future investment in and management of the City's streets, as well as measures to reduce the social, economic and environmental impacts of motor traffic and congestion.

Glossary

Travel Plan/Cycling Promotion Plan

A long-term management strategy that includes the promotion of active travel for a development. It shall seek to deliver sustainable transport objectives and will be regularly reviewed in line with planning obligation requirements.

Tower of London World Heritage Site Consultative Committee

A committee of experts and policy makers providing guidance for the preparation and implementation of the Tower of London Management Plan, and comprising representatives from: Historic Royal Palaces, City Corporation, Historic England*, GLA*, International Council on Monuments and Sites (ICOMOS), Department of Culture, Media and Sport* (DCMS) and the London Boroughs of Southwark and Tower Hamlets.

UNESCO - United Nations Educational, Scientific and Cultural Organisation

Among UNESCO's responsibilities are the inscription of World Heritage Sites, which include the Tower of London.

Urban greening

A process for delivering additional green infrastructure in the City of London. Due to the morphology and density of the built environment in the City, green roofs, green (or living) walls, street trees, and techniques such as soft landscaping, are the most appropriate elements of green infrastructure.

UGF - Urban Greening Factor

A model to assist boroughs and developers in determining the appropriate provision of urban greening for new developments.

Urban heat island

The height of buildings and their arrangement means that while more heat is absorbed during the day, it takes longer to escape at night. As a result, central London can be up to 10oC warmer than the rural areas around London. The temperature difference is usually larger at night than during the day. The Urban Heat Island effect is noticeable during both the summer and winter months.

Use Classes Order

A statutory instrument made by the Secretary of State under Section 22 of the Town and Country Planning Act 1990, subsequently amended several times, setting out broad classes of use for land and buildings.

Viability Assessment

An assessment of the financial viability of a development to determine the maximum level of affordable housing and other policy requirements that can be provided.

Waste management

The London Plan's* definition of waste management includes its use for energy recovery or composting or recycle sorting and bulking but does not include waste transfer.

Glossary

Wheelchair accessible

Homes built to Building Regulation Requirement M4 (3) (2) (b): Wheelchair user dwellings, where the dwelling is constructed to meet the needs of wheelchair users.

Also includes hotel rooms which are built to be accessible to wheelchair users.

Wheelchair adaptable

Homes built to Building Regulation Requirement M4 (3) (2) (a): Wheelchair user dwellings, where the dwelling is constructed to allow simple adaptation to the dwelling to meet the needs of wheelchair users.

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Wider Environmental Sustainability benefits

[Measures related to minimising carbon emissions or improving climate resilience that make a significant contribution towards the wider environmental sustainability of the City, going beyond what would otherwise be expected.](#)

Windfall development/sites

Housing development that does not take place on sites identified in the Development Plan* or on the Policies Map* but is brought forward by developers.

World Heritage Site

A site inscribed by UNESCO* for its Outstanding Universal Value. The Tower of London, located just outside the City's boundaries, is designated as a World Heritage Site.

Zero carbon

Activity that causes no net release of carbon dioxide or other greenhouse gas emissions into the atmosphere.

Zero waste

Making the most efficient use of resources by minimising the City of London's demand on primary resources, and maximising the reuse, recycling and recovery of resources instead of treating them as waste.

