



## **AGENDA**

1. **APOLOGIES FOR ABSENCE**
2. **DECLARATIONS OF INTEREST (IF ANY)**
3. **DRAFT LOCAL PLAN APPROVAL FOR PUBLIC CONSULTATION**  
Report of the City Planning Officer.

**For Decision**  
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4. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
5. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

# Agenda Item 3

<b>Committee(s):</b>	<b>Date(s):</b>
LDF Sub-Committee Planning & Transportation Policy & Resources	9 October 2012 6 November 2012 8 November 2012
<b>Subject:</b> Draft Local Plan: Approval for Public Consultation	Public
<b>Report of:</b> City Planning Officer	For Decision
<b><u>Summary</u></b>	
<p>Recent national reforms of the planning system have encouraged local authorities to speed up plan preparation work by producing a single local plan document where practicable. As a result it has been agreed that the City's Local Development Framework (LDF) will be replaced by a single Local Plan for the City. This will be formed by combining the City's Core Strategy, which was adopted last year, with the more detailed development management policies that have been in preparation. A small number of alterations to the Core Strategy's adopted policies are proposed to bring it up to date. These are complemented by 70 development management policies which are largely derived from the existing UDP policies plus some new policies to address new issues that have arisen.</p> <p>The combined Core Strategy and development management policies that will form the Draft Local Plan must be subject to public consultation. Because the Core Strategy has already been adopted, only the alterations to its policies will be open for comment. Following consultation I will report again with a revised version of the Local Plan, which will be subject to a further round of consultation and public examination before it is adopted.</p> <p><b>Recommendations</b></p> <ul style="list-style-type: none"><li>• That the Draft Local Plan, set out in Appendices 2, 3 and 4, be approved and issued for public consultation.</li></ul>	

## **Main Report**

### **Background**

1. The Local Development Framework (LDF) comprises a series of documents, separately prepared, that together set out the City Corporation's planning policies. The most important of these are known as Development Plan Documents (DPDs). The Core Strategy DPD was adopted last year and contains the City's planning vision and 22 key policies. A separate Development Management DPD, setting out more detailed policies for deciding planning applications, has also been in preparation, and was subject to an initial round of public consultation last summer.
2. On 15<sup>th</sup> May 2012 the Planning & Transportation Committee considered my report "Local Development Framework – Timetable." This outlined the implications for the LDF of the government's recent reforms to the planning system. Members agreed that, to meet the recommendations in the new National Planning Policy Framework (NPPF) and the Localism Act, the Core

Strategy and the development management policies should be merged into a single document called the Local Plan.

3. I consider that the merger of the documents can be achieved by retaining the Core Strategy while adding more detailed development management policies to follow each Core Strategy policy where they are needed.

### **Core Strategy**

4. The Core Strategy was adopted on 8<sup>th</sup> September 2011. Because it was recently prepared and is up to date, it is not in need of extensive review. However, it was adopted before the issue of the NPPF, which was published on 27<sup>th</sup> March 2012. I have assessed the Core Strategy against the NPPF and consider that, although it is very largely in conformity, some limited changes to six of its policies and/or their supporting text are needed to bring it into greater conformity. Because the Core Strategy is already adopted, only the alterations to it would be the subject of the forthcoming public consultation.
5. Appendix 1 shows all the policies of the adopted Core Strategy for Members' reference.

### **Development Management Policies**

6. The Core Strategy policies focus on the overall vision for planning the City and co-ordinate this with other plans and strategies. The development management policies complement the Core Strategy by setting out more detailed considerations for determining applications for planning permission and related consents.
7. A first stage of consultation on the development management policies was carried out during July-September 2011 when the public were asked for their views on issues and options for the policies. Copies of the public's comments are available in the Members' Reading Room and a summary of them has been published on the City's web site. I have taken account of these comments in preparing the draft policies.
8. It is proposed that the development management policies should be structured under the same headings as the Core Strategy. Not all of the Core Strategy's policies need detailed development management policies to support them. Therefore only 14 of the Core Strategy's 22 policies have complementary development management policies.
9. Appendix 2 shows the six Core Strategy policies which is it proposed to alter and all the detailed development management policies.

### **Unitary Development Plan (UDP)**

10. The UDP adopted in 2002 contained 171 policies. Most of these policies were replaced by the adopted Core Strategy, but 55 remain in force. These 55 will be superseded by updated development management policies when the Local Plan is adopted. The current intention is that the 171 policies in the UDP will eventually be replaced by 92 policies (22 Core Strategy and 70 development management) in the finalised Local Plan.

### **Maps and diagrams**

11. The LDF Proposals Map was adopted on 8<sup>th</sup> September 2011. It shows which policies of the Core Strategy and the UDP apply to geographically specific



locations. Under the new legislation this map must be renamed the Policies Map. It also needs to be altered to replace references to UDP policies with new development management policies, and to update its contents. Appendix 3 shows the alterations to the Policies Map. The map will be displayed at your meeting.

12. Other maps and diagrams will be included in the text of the Draft Local Plan published for public consultation. However, for printing technical reasons they are not included in Appendix 2 and so are bound together separately in Appendix 4.

### **Scope of the Local Plan**

13. Seventy updated or new development management policies are proposed. In drafting these policies I have reviewed the UDP policies that remain in force and considered if and how these need to be carried forward. In doing so, I have attempted to rationalise the policies, and approximately 30 of the proposed development management policies replace the 55 UDP policies.
14. In the decade since the UDP was adopted a considerable number of new issues have arisen in planning that need to be addressed, and additional policies are required for these. Furthermore, the NPPF has removed or simplified a large amount of guidance formerly set out in national Planning Policy Statements (PPSs). Consideration has been given as to how the Local Plan should take account of these factors. The following are the principal areas where it is considered that additional policies are needed:
  - **Balance between offices and other uses.** At the time the UDP was prepared, there was little question that offices were the dominant land use in most of the City. However, in recent years other uses have become financially more attractive to developers, notably housing and hotels, which has led to concerns at changes to the City's role and character and the loss of sites suitable for office use which might undermine its business role. As a consequence changes to the Core Strategy policies for offices and housing and new development management policies providing protection for buildings or sites suitable for offices are proposed.
  - **Security.** The increase in security measures within and around buildings needs to be addressed, alongside new development management policies dealing with the night-time economy.
  - **Environmental issues.** New policies are needed to address climate change, sustainable design, waste and flood risk.
15. The Planning Inspectorate also requires the inclusion of an additional policy indicating that planning decisions will be taken in accordance with the NPPF. The wording of this policy is set nationally with no scope for local variation. The policy will be included in the Introduction to the Local Plan and is shown at the start of Appendix 2.

### **Public consultation**

16. Public consultation on the Draft Local Plan must be carried out in accordance with the City's Statement of Community Involvement (SCI). This is currently being reviewed and is itself undergoing public consultation. The revised SCI will be recommended to the Planning & Transportation Committee on 6<sup>th</sup> November

2012 for adoption. Public consultation on the Draft Local Plan will be carried out in accordance with the revised SCI.

17. It is recommended that the Draft Local Plan should be issued for consultation during December 2012 to February 2013. Responses are particularly encouraged at this stage as there remains scope for their consideration before the Draft Local Plan is finalised.
18. I will subsequently produce a report recommending a revised version of the Local Plan, having taken into account representations received. This will be intended as the Corporation's final draft of the Plan and, although it must be published for a further formal period of consultation, it is not expected that the Corporation will make substantive changes in response to any objections received at that stage. The Local Plan and any objections will then be submitted to the Secretary of State, who will appoint an independent planning inspector to hold a public examination, expected to take place in autumn/winter 2013. The inspector will issue a report on the examination and the Plan can then proceed to adoption.

### **National Planning Policy Framework**

19. The NPPF states that for 12 months from the day of its publication (27<sup>th</sup> March 2012) decision-takers may continue to give full weight to relevant policies adopted since 2004, even if there is a limited degree of conflict with the National Framework. After this period due weight should be given to the relevant policies in existing plans according to their degree of consistency with the NPPF. Some weight may also be given to emerging plans, depending on the stage of preparation they have reached and whether there have been significant objections to particular policies. By 27<sup>th</sup> March 2013 the Local Plan will have completed the second stage of public consultation and the version for submission will be in preparation. This will mean that, subject to any unresolved objections, weight may be given to the Local Plan as a basis for planning decisions.

### **Authorisation**

20. Subject to Members' amendments to the Draft Local Plan and its maps in Appendices 2, 3 and 4, it is recommended that this report proceed to the Grand Committee and that the Policy & Resources Committee be consulted. I am still refining the text of the Local Plan and would ask Members' authority to make minor changes to its content before it proceeds to Grand Committee.
21. Under its terms of reference the Planning & Transportation Committee may approve this version of the Draft Local Plan. The next version of the Local Plan, which is submitted to the Secretary of State, must be approved by Common Council, as also must the final adopted version.

### **Background Papers:**

Report of the City Planning Officer to Planning & Transportation Committee  
15 May 2012 "Local Development Framework – Timetable".

Comments made by the public in response to consultation on development management issues and options July-Sept 2011.

**Appendices**

Appendix 1 Policies of the adopted Core Strategy

Appendix 2 Draft Local Plan (altered Core Strategy policies, plus all development management policies)

Appendix 3 Proposals/Policies Map

Appendix 4 Maps and diagrams

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### CORE STRATEGY POLICIES

#### A World Financial and Business Centre

##### Policy CS1: Offices

To ensure the City of London provides additional office development of the highest quality to meet demand from long term employment growth and strengthen the beneficial cluster of activities found in and near the City that contribute to London's role as the world's leading international financial and business centre, by:

1. Increasing the City's office floorspace stock by 1,150,000m<sup>2</sup> gross during the period 2011–2026 to meet the needs of projected long term economic and employment growth, phased as follows:

2011 – 2016: 650,000m<sup>2</sup>

2016 – 2021: 250,000m<sup>2</sup>

2021 – 2026: 250,000m<sup>2</sup>

A pipeline of at least 750,000m<sup>2</sup> gross office floorspace with planning permission but not yet commenced will be maintained to provide office occupier choice.

2. Encouraging the assembly and development of large sites, where appropriate, to meet the accommodation needs of the City's biggest occupiers, protecting potential large office sites from piecemeal development and resisting development that would jeopardise the future assembly and delivery of large sites.

3. Encouraging the supply of a range of high quality office accommodation to meet the varied needs of City office occupiers.

4. Promoting inward investment and encouraging developers and businesses to invest and locate in the City.

5. Managing short-term over supply in the office market through a flexible approach to alternative temporary uses for vacant offices and sites, where such uses would not prejudice the eventual return of the site to office use.

## **Policy CS2: Utilities Infrastructure**

To co-ordinate and facilitate infrastructure planning and delivery to ensure that the functioning and growth of the City's business, resident, student and visitor communities is not limited by provision of utilities and telecommunications infrastructure, by:

1. Minimising the demand for power, water and utility services, requiring that demand management measures are incorporated within all development.
2. Encouraging early engagement between developers and infrastructure providers to identify the infrastructure needs arising from new development and ensuring that these are addressed through building design and utility networks and connections in time to serve the proposed development.
3. Protecting existing essential utilities and telecommunications infrastructure from development unless it is no longer required or will be adequately relocated.
4. Working with infrastructure providers to minimise disruption to highways and businesses during major infrastructure upgrades and pipe subway construction.
5. Promoting the provision and use of pipe subways, particularly in areas where there is extreme pipe and cable congestion under the streets.

## **Policy CS3: Security and Safety**

To ensure that the City is secure from crime, disorder and terrorism, has safe systems of transport and is designed and managed to satisfactorily accommodate large numbers of people, thereby increasing public and corporate confidence in the City's role as the world's leading international financial and business centre, by:

1. Ensuring that the dense network of buildings and spaces, including the activities they contain, is designed to be safe, minimising the potential for crime and anti-social behaviour and providing for a mix of uses and natural surveillance of streets and spaces.
2. Proactively managing the night-time economy to minimise disturbance to residents and workers.
3. Implementing measures to enhance the collective security of the City against terrorist threats, applying security measures to broad areas such as the Traffic and Environmental Zone, major development schemes, or to the City as a whole.
4. Ensuring that security and safety measures are of an appropriate high quality design.
5. Developing area-based approaches to implementing security measures where a number of large developments are planned or are taking place at the same time, and in locations where occupiers have requested collective security measures. The character and distinctiveness of these areas needs to be taken into account in assessing their suitability for security measures.
6. Promoting business continuity measures to ensure that businesses have the opportunity to recover quickly from terrorist attacks.
7. Ensuring that transport systems help resolve conflicts between the high and growing volume of pedestrians and other road users, by considering safety within the design of routes, stops, stations and interchanges and creating more traffic-free and traffic-calmed areas for pedestrians and cyclists. Measures should contribute to an attractive public realm and will need to be self-enforcing and not rely unduly on police resources.

## **Policy CS4: Planning Contributions**

To manage the impact of development, seeking appropriate contributions, having regard to the impact of the contributions on the viability of development, by:

1. Requiring contributions on or off site, in kind, or through financial contributions, which address the City of London's priorities, including:

- (i) local community facilities;
- (ii) environmental improvements, including street scene improvements;
- (iii) measures to adapt to climate change or mitigate its impacts;
- (iv) affordable housing delivery;
- (v) transport infrastructure and service improvements;
- (vi) training, skills provision and local procurement in the City and City Fringe.

2. Requiring qualifying development to make an additional contribution to meeting the costs of Crossrail construction in accordance with the provisions of the London Plan.

## Key City Places

### **Policy CS5: The North of the City**

To ensure that the City benefits from the substantial public transport improvements planned in the north of the City, realising the potential for rejuvenation and “eco design” to complement the sustainable transport infrastructure, by:

1. Ensuring that disruption to the City is minimised during construction of Crossrail and requiring the restoration of worksites to deliver enhancement of biodiversity and the public realm, open space provision and integration with other transport modes.
2. Implementing proposals for the rejuvenation of Farringdon, Moorgate and Holborn jointly with neighbouring boroughs in the Farringdon / Smithfield Area for Intensification, and through the City Fringe Opportunity Area Planning Framework, taking account of urban design studies and area enhancement strategies.
3. Requiring improvements to pedestrian and cycle routes to maintain effective and efficient pedestrian and cycle flows, including for disabled people, within and through the north of the City.
4. Ensuring the retention and improvement of pedestrian permeability and connectivity, at ground and high walk level through large sites such as Smithfield Market, Barbican, Golden Lane and Broadgate, whilst preserving privacy, security and noise abatement for residents and businesses.
5. Identifying and meeting residents’ needs in the north of the City, including protection of residential amenity, community facilities and open space.
6. Safeguarding the Citigen combined cooling heating and power (CCHP) network and ensuring that, where feasible, all new development is designed to enable connection to the CCHP network.
7. Requiring the incorporation of sustainable urban drainage solutions, such as green roofs, into development.
8. Requiring developers to make use of innovative design solutions to mitigate and adapt to the impacts of climate change, particularly addressing the challenges posed by heritage assets whilst respecting their architectural and historic significance.
9. Further enhancing the distinctive character of the Smithfield area by retaining a range of buildings suitable for accommodating a mix of uses, whilst recognising the particular challenges arising from the 24 hour character of the area.
10. Recognising and supporting the continued presence of both Smithfield Market and St Bartholomew’s Hospital.



## **Policy CS6: Cheapside and St Paul's**

To develop the Cheapside and St Paul's area as the City's 'high street' and key visitor destination, increasing the amount of high quality retailing, promoting the City's unique cultural and leisure activities and heritage and improving the pedestrian environment, by:

1. Increasing the overall amount of retail floorspace across the Cheapside and St Paul's area by over 41% between 2010 and 2017.
2. Prioritising A1 floorspace fronting Cheapside, Poultry and Bow Lane, resulting in an increase in total floorspace in the Cheapside Principal Shopping Centre from 21,000m<sup>2</sup> in 2010 to 43,000m<sup>2</sup> by 2017.
3. Encouraging a mix of retail unit sizes, including large units fronting onto Cheapside and facilitating the development of smaller retail units in surrounding streets, particularly in the Guildhall and Bow Lane Conservation Areas.
4. Enhancing pedestrian links:
  - (i) from the Millennium Bridge to St Paul's and Cheapside and onwards to the Museum of London and the Barbican Complex;
  - (ii) to and from residential and employment clusters and leisure and recreation areas.
5. Promoting visitor attractions in and around Cheapside, including museums and art galleries such as the Guildhall Art Gallery, churches and other heritage assets, cultural events, including the Lord Mayor's Show and exploring the potential for street markets.
6. Improving visitor information, including use of the Visitor Information Centre, signage and the "square miler" volunteers.
7. Permitting hotel development that supports the primary business function of the City and enhances the attractiveness of the area as a visitor destination.
8. Enhancing the environment for pedestrians, shoppers, public transport users and, where appropriate, motor vehicle users. Improving safety, accessibility and inclusivity through the development of area-based improvement strategies.
9. Maintaining and improving on the current low levels of crime and anti-social behaviour.

## **Policy CS7: Eastern Cluster**

To ensure that the Eastern Cluster can accommodate a significant growth in office floorspace and employment, while balancing the accommodation of tall buildings, transport, public realm and security and spread the benefits to the surrounding areas of the City, by:

1. Increasing the provision of sustainable, energy efficient, attractive, high quality office floorspace in a range of accommodation types, that meet the varied needs of office occupiers and achieve modernisation of office stock.
2. Promoting the Eastern Cluster as a location for inward investment, providing assistance to potential developers, investors and occupiers.
3. Delivering tall buildings on appropriate sites that enhance the overall appearance of the cluster on the skyline and the relationship with the space around them at ground level, while adhering to the principles of sustainable design, conservation of heritage assets and their settings and protected views.
4. Ensuring the safety of businesses, workers, residents and visitors, promoting natural surveillance of buildings, open spaces and streets and protecting against crime and terrorism.
5. Enhancing streets, spaces, and the public realm for pedestrians, providing new open and public spaces where feasible, increasing connectivity with surrounding areas and improving access to facilities and services, particularly in the Cheapside and Aldgate areas and towards the City Fringe.
6. Ensuring the provision of high quality utilities (including CCHP where feasible) and communications infrastructure, encouraging early engagement and joint working between developers and utility providers and maximising the space under the streets, particularly through the use of pipe subways.
7. Delivering improvements to public transport to cope with the demands of the growing numbers of workers and visitors, implementing street and traffic management measures and ensuring that improvements do not compromise the quality of the environment.

## **Policy CS8: Aldgate**

To regenerate the amenities and environment of the Aldgate area for businesses, residents, workers, visitors and students, promoting development and investment, by:

1. Promoting the Aldgate area as an attractive office and residential location to assist in its regeneration.
2. Identifying and meeting residents' needs, particularly on the Middlesex and Mansell Street Estates, utilising a range of funding sources to:
  - (i) maximise training, education and employment opportunities for residents;
  - (ii) maximise opportunities for delivering health, community and educational services and facilities for residents;
  - (iii) create additional publicly accessible open space and additional accessible play space for children;
  - (iv) encourage local retail facilities.
3. Improving transport connections and pedestrian links, especially between the housing estates and Aldgate Station and Sir John Cass School and between Aldgate and Aldgate East stations:
  - (i) replacing the Aldgate Gyratory (St. Botolph's section) with a two way street system providing additional public open space;
  - (ii) improving Aldgate Bus Station to deliver improved access for pedestrians to and from community facilities, housing estates, open spaces and retail facilities;
  - (iii) improving signage for visitors from Liverpool Street Station to Tower Hill and from Aldgate to Cheapside.
4. Enhancing the public realm of the Aldgate area, its streets and spaces and implementing improvement schemes at Middlesex Street and St. Botolph's House. Identifying opportunities for urban greening schemes, congestion and pollution reduction measures, particularly in the vicinity of Sir John Cass School and Middlesex Street and Mansell Street Estates.

## **Policy CS9: Thames and the Riverside**

To ensure that the City capitalises on its unique riverside location, sustaining the river's functional uses in transport, navigation and recreation, whilst minimising risks to the City's communities from flooding, by:

1. Designating the Thames Policy Area and preparing and keeping under review an area appraisal which identifies the attributes of the area and gives guidance on development within this area.
2. Ensuring that buildings and spaces on or near the riverside contribute to the aims of the Riverside Walk Enhancement Strategy, particularly through:
  - (i) securing completion of the riverside walk at Queenhithe;
  - (ii) improving access to the river and riverside walk from the rest of the City and the Thames bridges;
  - (iii) improving the vibrancy of the riverside by encouraging a mix of uses particularly at Three Quays, the Millennium Bridge, and Blackfriars, whilst preserving privacy, security and noise abatement for residents, businesses and other stakeholders;
  - (iv) improving opportunities for biodiversity, in line with the City of London Habitat Action Plan for the Thames foreshore.
3. Supporting the construction of the Thames Tunnel, including connection of the Fleet combined sewer outflow, resulting in reduced storm water discharges into the River Thames and improved water quality.
4. Promoting the functional uses of the River Thames and its environs for transport, navigation and recreation particularly through:
  - (i) retaining Walbrook Wharf, Blackfriars Pier, Swan Lane Pier and access to Tower Pier, and encouraging use of these facilities for river transport;
  - (ii) maintaining London Bridge, Tower Bridge, Blackfriars Bridge, Southwark Bridge and the Millennium Bridge;
  - (iii) resisting development on or over the River, including permanently moored vessels, except for structures which specifically require a waterside location for river-related uses;
  - (iv) encouraging the use of the River Thames for the transport of construction and demolition materials and waste.
5. Permitting residential and hotel development within the Thames Policy Area as long as flood risk issues can be adequately addressed, with particular emphasis on:
  - (i) allowing clustering of housing along the riverside, particularly close to the existing residential development at Queenhithe;
  - (ii) maintaining residential uses in the Inner and Middle Temples;
  - (iii) encouraging clustering of hotels close to visitor attractions and in areas of vibrancy.

## City Culture and Heritage

### **Policy CS10: Design**

To promote a high standard and sustainable design of buildings, streets and spaces, having regard to their surroundings and the character of the City and creating an inclusive and attractive environment, by:

1. Ensuring that the bulk, scale, massing, quality of materials and height of buildings are appropriate to the character of the City and the setting and amenities of surrounding buildings and spaces.
2. Encouraging design solutions that make effective use of limited land resources.
3. Ensuring that development has an appropriate street level presence and roofscape and a positive relationship to neighbouring buildings and spaces.
4. Requiring the design and management of buildings, streets and spaces to provide for the access needs of all the City's communities, including the particular needs of disabled people.
5. Ensuring that new development respects and maintains the City's characteristic dense network of streets and alleyways.
6. Delivering continuous improvement in the environment, amenities and enjoyment of open spaces, play areas, streets, lanes and alleys through public realm enhancement strategies incorporating innovative design solutions.
7. Ensuring that signs and advertisements respect the restrained character of the City.

### **Policy CS11: Visitors, Arts and Culture**

To maintain and enhance the City's contribution to London's world-class cultural status and to enable the City's communities to access a range of arts, heritage and cultural experiences, in accordance with the City Corporation's Destination Strategy, by:

1. Providing and supporting a wide range of cultural facilities, including the Barbican Complex, the Guildhall Art Gallery and City libraries and encouraging and promoting other facilities including the Museum of London. Encouraging the use of churches, livery halls and other venues, including the Bridewell Theatre, for cultural events alongside their primary uses.
2. Maintaining the City's existing collection of public art and culturally significant objects, pursuing opportunities to commission new high quality pieces in appropriate locations.
3. Protecting existing cultural facilities where they are needed, ensuring there is no net loss of cultural facilities in the City.
4. Providing visitor information, increasing awareness of the City's cultural and heritage assets and encouraging the City's communities and visitors to make full use of its cultural and heritage facilities.
5. Allowing hotel development where it supports the primary business or cultural role of the City and refusing new hotels where they would compromise the City's business function or the potential for future business growth. Hotels should not be located where they would create amenity problems for existing residential clusters.

## **Policy CS12: Historic Environment**

To conserve or enhance the significance of the City's heritage assets and their settings, and provide an attractive environment for the City's communities and visitors, by:

1. Safeguarding the City's listed buildings and their settings, while allowing appropriate adaptation and new uses.
2. Preserving and enhancing the distinctive character and appearance of the City's conservation areas, while allowing sympathetic development within them.
3. Protecting and promoting the evaluation and assessment of the City's ancient monuments and archaeological remains and their settings, including the interpretation and publication of results of archaeological investigations.
4. Safeguarding the character and setting of the City's gardens of special historic interest.
5. Preserving and, where appropriate, seeking to enhance the Outstanding Universal Value, architectural and historic significance, authenticity and integrity of the Tower of London World Heritage Site and its local setting.

## **Policy CS13: Protected Views**

To protect and enhance significant City and London views of important buildings, townscape and skylines, making a substantial contribution to protecting the overall heritage of the City's landmarks, by:

1. Implementing the Mayor'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: local views of St. Paul's Cathedral, through the City's "St. Paul's Heights" code; the setting and backdrop to the Cathedral; significant local views of and from the Monument; and views of historic City landmarks and skyline features.
3. Securing an appropriate setting of and backdrop to the Tower of London World Heritage Site, which adjoins the City, so ensuring its Outstanding Universal Value, taking account of the Tower of London World Heritage Site Management Plan (2007).

## **Policy CS14: Tall Buildings**

To allow tall buildings of world class architecture and sustainable design in suitable locations and to ensure that they take full account of the character of their surroundings, enhance the skyline and provide a high quality public realm at ground level, by:

1. Permitting tall buildings on suitable sites within the City's Eastern Cluster.
2. Refusing planning permission for tall buildings within inappropriate areas, comprising: conservation areas; the St. Paul's Heights area; St. Paul's protected vista viewing corridors; and Monument views and setting, as defined on the Proposals Map.
3. Elsewhere in the City, permitting proposals for tall buildings only on those sites which are considered suitable having regard to: the potential effect on the City skyline; the character and amenity of their surroundings, including the relationship with existing tall buildings; the significance of heritage assets and their settings; and the effect on historic skyline features.
4. Ensuring that tall building proposals do not adversely affect the operation of London's airports.

## Environmental Sustainability

### **Policy CS15: Sustainable Development and Climate Change**

To enable City businesses and residents to make sustainable choices in their daily activities creating a more sustainable City, adapted to the changing climate, by:

1. Requiring all redevelopment proposals to demonstrate the highest feasible and viable sustainability standards in the design, construction, operation and “end of life” phases of development. Proposals for major development should aim to achieve a BREEAM rating of “excellent” or “outstanding”. Residential development should aim to achieve a minimum standard of Code for Sustainable Homes level 4, rising to level 6 by 2016 or in line with government targets.
2. Requiring development to minimise carbon emissions and contribute to a City wide reduction in emissions:
  - (i) adopting energy-efficiency measures;
  - (ii) enabling the use of decentralised energy, including the safeguarded Citigen CHP network, CHP-ready designs in areas where CCHP networks are not yet available, and localised renewable energy technologies;
  - (iii) adopting offsetting measures to achieve the Government’s zero carbon targets for buildings.
3. Avoiding demolition through the reuse of existing buildings or their main structures, and minimising the disruption to businesses and residents, using sustainably sourced materials and conserving water resources.
4. Requiring development to positively address:
  - (i) local air quality, particularly nitrogen dioxide and particulates PM10 (the City’s Air Quality Management Area pollutants);
  - (ii) protection of the City’s quiet areas and quiet times of day for businesses (daytime) and residents (night time);
  - (iii) the need to limit the City’s contribution to ‘sky glow’;
  - (iv) water quality and flood risk particularly in areas at risk of sewer flooding;
  - (v) land contamination, ensuring development does not result in contaminated land;
  - (vi) the need to enhance biodiversity and provide for its conservation and enhancement, particularly for the City’s flagship species and the City’s priority habitats (urban green spaces, churchyards and cemeteries, built structures and the tidal Thames).
5. Incorporating climate change adaptation measures into development and the City’s infrastructure, including street scene, transport and utility infrastructure, social and emergency infrastructure, and heritage assets, having regard to the need to protect their historic significance.



## **Policy CS16: Public Transport Streets and Walkways**

To build on the City's strategic central London position and good transport infrastructure to further improve the sustainability and efficiency of travel in, to, from and through the City, by:

1. Securing increased public transport capacity through support for Crossrail (including safeguarding land as shown on the Proposals Map), the upgrading of Thameslink and the completion of London Overground (the East London Line extensions).
2. Facilitating further improvements to public transport capacity and step-free access at existing mainline rail and London Underground stations including Aldgate, Bank, Cannon Street and St Paul's, subsurface and Northern Line upgrades and planning for possible longer term improvements such as the westward extension of the Docklands Light Railway beyond Bank and the City Tram scheme.
3. Improving conditions for safe and convenient walking and cycling, incorporating adaptation to the City's anticipated future climate:
  - (i) improving access routes and the streetscape around stations, with particular focus on Bank and the proposed Crossrail station entrances at Farringdon, Lindsey Street, Moorgate and Liverpool Street;
  - (ii) designing and implementing environmental enhancement strategies that encourage pedestrian and cycle travel, taking account of the needs of disabled people;
  - (iii) supporting London-wide schemes such as the cycle hire scheme and cycle superhighways, in parallel with initiatives to improve cycle parking in the City;
  - (iv) working with TfL to reinstate two-way working and surface-level pedestrian crossings in place of the Aldgate (St Botolph's section) gyratory.
4. Minimising congestion and reducing vehicle emissions:
  - (i) directing through traffic within the City onto appropriate streets in accordance with the Highway Hierarchy. Bus routes will continue to serve customer needs throughout the City and will not be subject to the highway hierarchy;
  - (ii) continuing to facilitate intermediate modes (coaches, car clubs, taxis and private hire vehicles) and to provide for essential motor vehicle traffic, including addressing the servicing of City buildings and the needs of disabled people, whilst minimising the environmental impact of these modes;
  - (iii) encouraging the provision of infrastructure for alternative-fuel vehicles, such as off-street electric vehicle recharging points;
  - (iv) using traffic management measures and street works permits to improve journey time reliability on the City's roads;
  - (v) requiring developers to demonstrate, through transport assessments, construction logistics plans, travel plans and delivery/servicing plans, how the environmental impacts of travel and servicing will be minimised, including through the use of river transport.

## **Policy CS17: Waste**

To support City businesses, residents and visitors in making sustainable choices regarding the minimisation, transport and management of their waste, capitalising on the City's riverside location for sustainable waste transfer and eliminating reliance on landfill for municipal solid waste (MSW) by:

1. Enabling waste minimisation and adherence to the waste hierarchy:

(i) requiring the provision of facilities for waste segregation, handling and management within new developments;

(ii) increasing the proportion of municipal solid waste recycled to at least 45% by 2015 in line with the City of London Municipal Waste Management Strategy;

(iii) promoting improved waste management choices for businesses and residents.

2. Enabling waste to be managed at the nearest available suitable location:

(i) 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 the London Borough of Bexley.

(ii) safeguarding Walbrook Wharf as a waste handling site and investigating the potential for waste management, alongside its waste transfer function.

3. Enabling the sustainable transport of materials including waste and recyclables by river:

(i) safeguarding Walbrook Wharf as a wharf suitable for river transport of materials including waste;

(ii) exploring the potential for further use of waterways for the transport of waste and construction materials subject where appropriate, to the potential impact on Natura 2000 sites.

## **Policy CS18: Flood Risk**

To ensure that the City remains at low risk from all types of flooding, by:

1. Minimising river flooding risk, requiring development in Flood Risk Areas to seek opportunities to deliver a reduction in flood risk compared with the existing situation:
  - (i) applying the sequential test and exception test as set out in PPS25 and requiring Flood Risk Assessments to be submitted, in support of all planning applications in Flood Risk Areas (Environment Agency Flood Zones 2 and 3 and critical drainage areas) and for major development proposals elsewhere;
  - (ii) protecting and enhancing existing flood defences along the riverside, particularly those identified as fair or poor in the current City of London SFRA. Development adjacent to the River Thames must be designed to allow for maintenance of flood defences.
2. Reducing the risks of flooding from surface water throughout the City, ensuring that development proposals minimise water use and reduce demands on the combined surface water and sewerage network by applying the London Plan drainage hierarchy.
3. Reducing rainwater run-off, through the use of suitable Sustainable Urban Drainage Systems (SUDS), such as green roofs and rainwater attenuation measures, particularly in critical drainage areas.
4. Ensuring that wider flood defences afford the highest category of protection for the City, participating in the development and implementation of the Environment Agency's Thames Estuary 2100 project.
5. Reviewing and updating the City of London's Strategic Flood Risk Assessment at least every 5 years or more frequently if circumstances require, to ensure that changes in flood risk are identified and suitable responses implemented.

## City Communities

### **Policy CS19: Open Spaces and Recreation**

To encourage healthy lifestyles for all the City's communities through improved access to open space and facilities, increasing the amount and quality of open spaces and green infrastructure, while enhancing biodiversity, by:

1. Seeking to maintain a ratio of at least 0.06 hectares of high quality, publicly accessible open space per 1,000 weekday daytime population:

(i) protecting existing open space, particularly that of historic interest, or ensuring that it is replaced on redevelopment by space of equal or improved quantity and quality on or near the site;

(ii) securing public access, where possible, to existing private spaces;

(iii) securing additional publicly accessible open space and pedestrian routes, where practical, particularly in the eastern part of the City;

(iv) creating additional civic spaces from underused highways and other land where this would not conflict with other strategic objectives;

(v) encouraging high quality green roofs, particularly those which are publicly accessible.

2. Improving access to new and existing open spaces, including those in neighbouring boroughs, promoting public transport access to nearby open space outside the City and ensuring that open spaces meet the needs of all of the City's communities.

3. Increasing the biodiversity value of open spaces, paying particular attention to sites of importance for nature conservation such as the River Thames. Protecting the amenity value of trees and retaining and planting more trees wherever practicable.

4. Improving inclusion and access to affordable sport, play and recreation, protecting and enhancing existing facilities and encouraging the provision of further facilities within major developments.

## **Policy CS20: Retailing**

To improve the quantity and quality of retailing and the retail environment, promoting the development of the five Principal Shopping Centres and the linkages between them, by:

1. Focussing new retail development on the Principal Shopping Centres, so that they become attractive shopping destinations. Encouraging movement between the Principal Shopping Centres by enhancing the retail environment in the links between them. Achieving a gross increase in retail floorspace within the PSCs and links of at least 136,000m<sup>2</sup> by 2026.
2. Requiring developers of major shopping proposals to demonstrate a sequential approach to site selection, looking firstly at locations within the Principal Shopping Centres, secondly at sites immediately adjoining the PSCs and links between centres and, thirdly, other areas in the City.
3. Giving priority to shops (A1 uses) within the Principal Shopping Centres, with other retail facilities directed to the peripheries of the centres and the links between them resulting in an increase in the total A1 floorspace of 66,000m<sup>2</sup> by 2026.
4. Enhancing the environment of Principal Shopping Centres and the links between them, specifically focusing on improving conditions for pedestrians, improving accessibility for all and ensuring a safe and secure retail environment.
5. Maintaining a scattered distribution of convenient local services elsewhere in the City by protecting existing retail facilities unless it is demonstrated that they are no longer required.

## **Policy CS21: Housing**

To protect existing housing and amenity and provide additional housing in the City, concentrated in or near existing residential communities, to meet the City's needs, securing suitable, accessible and affordable housing and supported housing, by:

1. Exceeding the London Plan's minimum annual requirement of 110 additional residential units in the City up to 2026:
  - (i) guiding new housing development to and near existing communities;
  - (ii) protecting existing housing;
  - (iii) refusing new housing where it would prejudice the primary business function of the City and the comprehensive redevelopment of potential large office sites;
  - (iv) exceptionally, allowing the loss of isolated residential units where there is a poor level of amenity.
2. Ensuring sufficient affordable housing is provided to meet the City's housing need and contributing to London's wider housing needs by requiring residential developments with the potential for 10 or more units to:
  - (i) provide 30% affordable housing on-site or 60% equivalent affordable housing units off-site (aiming to achieve an overall target of 30% affordable housing across all sites). These targets should be applied flexibly, taking account of individual site and scheme viability;
  - (ii) provide 60% of affordable units as social rented housing and 40% as intermediate housing, including key worker housing.
3. Providing affordable housing off-site, including the purchase of existing residential properties on the open market to meet identified housing needs, such as large units for families.
4. Requiring all new and, where possible, converted residential units to meet Lifetime Homes standards and 10% of all new units to meet Wheelchair Housing standards (or be easily adaptable to meet these standards).

## **Policy CS22: Social Infrastructure and Opportunities**

To maximise opportunities for the City's residential and working communities to access suitable health, social and educational facilities and opportunities, while fostering cohesive communities and healthy lifestyles, by:

1. Maximising opportunities for delivering services and facilities for the City's communities, particularly residents:
  - (i) continuing to work in partnership with neighbouring boroughs to deliver accessible additional educational, health and community services and facilities;
  - (ii) promoting opportunities for training and improving residents' business and other skills;
  - (iii) supporting the development and capacity of the voluntary sector.
2. Providing adequate health care facilities and services for City residents and workers and creating healthy urban environments:
  - (i) protecting and enhancing existing public health facilities and providing new facilities where necessary;
  - (ii) encouraging the provision of private health facilities;
  - (iii) supporting the continued presence and improvement of St. Bartholomew's Hospital in the City;
  - (iv) ensuring that the use, design and management of new development and spaces help deliver healthy outcomes, particularly for more deprived residents.
3. Protecting and enhancing existing community facilities and providing new facilities where required, whilst allowing flexibility in the use of underused facilities, including places of worship. There should be no overall loss of community facilities (D1) in the City, where a need exists.
4. Improving the skills and education of all the City's communities:
  - (i) providing adequate educational facilities and services to meet the community's needs;
  - (ii) protecting and enhancing existing education facilities including schools, adult and higher education premises, and ensuring that new facilities are sited in appropriate locations;
  - (iii) continuing to provide and improve social and educational services through the City's libraries;
  - (iv) ensuring adequate childcare facilities, including nursery provision and crèches. Encouraging nursery providers and businesses to establish additional childcare facilities, where a need exists.

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**DRAFT LOCAL PLAN**

**Contents**

This Appendix contains:

- The Planning Inspectorate’s model policy
- Six Core Strategy policies that are subject to alteration (these are shown in *italics* and the alterations in tracked changes)
- All Development Management policies (These follow 14 of the Core Strategy’s 22 policies)

The policies included are summarised in this table:

	<i>Core Strategy Policy</i>	<i>Core Strategy policy alteration</i>	<i>Development Management policies</i>
	<i>A World Financial and Business Centre</i>		
1	Offices	#	#
2	Utilities Infrastructure	–	#
3	Security and Safety	–	#
4	Planning contributions	–	–
	<i>Key City Places</i>		
5	The North of the City	–	–
6	Cheapside & St Paul’s	–	–
7	Eastern Cluster	–	–
8	Aldgate	–	–
9	Thames and the Riverside	#	–
	<i>City Culture and Heritage</i>		
10	Design	#	#
11	Visitors, Arts and Culture	–	#
12	Historic Environment	–	#
13	Protected views	–	–
14	Tall buildings	–	–
	<i>Environmental Sustainability</i>		
15	Sustainable Design and Climate Change	–	#
16	Public Transport, Streets and Walkways	–	#
17	Waste	–	#
18	Flood Risk	#	#
	<i>City Communities</i>		
19	Open Spaces and Recreation	–	#
20	Retailing	#	#
21	Housing	#	#
22	Social Infrastructure and Opportunities	–	#

## ***Planning Inspectorate's model policy***

### **DM. 0 Presumption in favour of sustainable development**

1) When considering development proposals the City Corporation will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

2) Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

3) Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Corporation will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

## **Alterations to the Core Strategy**

### **Policy CS1 Offices**

*To ensure the City of London provides additional office development of the highest quality to meet demand from long term employment growth and strengthen the beneficial cluster of activities found in and near the City that contribute to London's role as the world's leading international financial and business centre, by:*

*1. Increasing the City's office floorspace stock by 1,150,000m<sup>2</sup> gross during the period 2011–2026 to meet the needs of projected long term economic and employment growth, phased as follows:*

*2011 – 2016: 650,000m<sup>2</sup>*

*2016 – 2021: 250,000m<sup>2</sup>*

*2021 – 2026: 250,000m<sup>2</sup>*

*A pipeline of at least 750,000m<sup>2</sup> gross office floorspace with planning permission but not yet commenced will be maintained to provide office occupier choice.*

*2. Encouraging the assembly and development of large sites, where appropriate, to meet the accommodation needs of the City's biggest occupiers, protecting potential large office sites from piecemeal development and resisting development that would jeopardise the future assembly and delivery of large sites.*

*3. Encouraging the supply of a range of high quality office accommodation to meet the varied needs of City office occupiers.*

*4. Promoting inward investment and encouraging developers and businesses to invest and locate in the City.*

*5. Protecting existing office accommodation where there are strong economic reasons why the loss of offices would be inappropriate, including losses that would prejudice the primary business function of the City.*

*~~5.~~ 6. Managing short-term over supply in the office market through a flexible approach to alternative temporary uses for vacant offices and sites, where such uses would not prejudice the eventual return of the site to office use.*

# 1. Offices

## DM 1.1 Protection of office accommodation

To refuse the loss of existing (B1) office accommodation to other uses where the building or its site is considered to be suitable for office use and there are strong economic reasons why the loss would be inappropriate. Losses would be inappropriate for any of the following reasons:

- Prejudicing the primary business function of the City;
- Jeopardising the future assembly and delivery of large sites;
- Removing existing stock for which there is demand in the office market or long term need;
- Introducing uses that adversely affect the existing beneficial mix of commercial uses.

1.1.1 To meet the targets for the significant increase in office floorspace it is necessary both to encourage new office development and to protect existing suitable office accommodation and sites. Proposals for change from offices will normally be refused if the building or site is considered to be suitable for office use in the long term. Applicants seeking an exception will need to show robust evidence relating to the current and long term unsuitability of the site for office use and that the proposed change would not adversely affect the existing beneficial mix of commercial uses in the area nor prejudice the primary business function of the City.

1.1.2 It is important that the City office market continues to offer a wide range of office types, sizes, costs and locations in order to meet the diverse needs of large and small prospective occupiers. It needs to have a healthy supply of new and refurbished offices in the following market segments:

- Large office buildings: offering large floorplates or space for single large occupiers or for headquarters.
- Tall office buildings: offering high profile accommodation for large firms or for smaller firms in multi-let accommodation.
- Medium and small office buildings: providing space for small and medium sized enterprises which form an important part of the City's business cluster. Such office space needs to be in a mix of new, refurbished and older stock to provide occupier choice over character and cost.

1.1.3 Offices are distributed throughout the City and it is important that they are protected in the core and periphery to provide occupiers with choice of location and cost. Offices in the Key City Places contribute to the diversity of the City office market. The Eastern Cluster of tall buildings forms part of the City core. In the Cheapside and St. Paul's area offices complement its retail and visitor attractions. In the North of the City offices will benefit from the increasing accessibility provided by Crossrail. Along the Thames office buildings form a gateway from the south to the City's core and are protected by Policy CS9. Aldgate also has potential for office-led regeneration.

## **DM 1.2 Assembly and protection of large office development sites**

To promote the assembly and development of sites for large office schemes in appropriate locations. The City Corporation will:

- assist developers in identifying large sites where large floorplate buildings may be appropriate;
- use compulsory purchase powers, where appropriate, to assist with the assembly of large sites;
- ensure that where large sites are developed with smaller buildings, the design and mix of uses provides flexibility for potential future site re-amalgamation;
- resist development and land uses in and around potential large sites that would jeopardise their future assembly, development and operation.

1.2.1 The City needs large sites to meet the accommodation requirements of the City's biggest office occupiers and for large trading floors. However, the supply of such sites is limited due to the City's relatively fragmented land ownership pattern and environmental considerations, including its distinctive pattern of streets, spaces and historic buildings. Some suitable sites may not reach their full potential if they are subject to piecemeal redevelopment or to the provision of a campus of smaller buildings instead.

1.2.2 The City Corporation will actively encourage the assembly and development of large sites. Where potential large sites are developed to provide a number of smaller buildings they may still help meet the needs of large occupiers if they are mostly taken by a single occupier to provide campus-style accommodation. In these circumstances it will be important to ensure that the building design, mix of uses and tenure provide flexibility for site re-amalgamation on future redevelopment. For example, the introduction of housing as part of such a scheme would not be appropriate as it might prejudice the business activities of large occupiers or future site amalgamation. Careful consideration will also be given to proposed uses adjacent to potential large development sites to ensure that they would not adversely impact on the ability to deliver and operate large office buildings.

## **DM 1.3 Small and medium sized business units**

To promote small and medium sized businesses in the City by encouraging:

- new accommodation suitable for small and medium sized businesses;
- office designs which are flexible and adaptable to allow for sub-division to create small and medium sized business units;
- continued use of existing small and medium sized units which meet occupier needs.

1.3.1 Small and medium sized enterprises play a significant part in the City's success, providing support for larger companies and a seedbed for continued innovation and change. They need a mix of new, refurbished and older stock to provide occupier choice.

1.3.2 Small and medium businesses are broadly defined as those with not more than 50 and 250 employees respectively. They include a range of professional services such as solicitors, accountants, advertising agencies, secretarial services, management consultants, health services, employee training services and child day-care facilities. Smaller units also provide accommodation for businesses providing other essential services such as office

equipment repair, printing and document storage. Larger City firms make frequent use of small local firms to take advantage of the quicker speed of service, the ease of face-to-face contact and specialist knowledge.

1.3.3 The City Corporation's Local Procurement Initiative supports regeneration in the City and its fringes by encouraging competitive procurement from small and medium sized enterprises in the City and in surrounding boroughs.

#### **DM 1.4 Temporary alternative use of vacant office buildings and sites**

- 1) To permit the temporary use of vacant office buildings and sites by other uses where such uses would not produce unacceptable amenity conflicts nor prejudice the eventual return of the site to office use.
- 2) To refuse the temporary replacement of vacant offices with housing where it would adversely affect the existing beneficial mix of commercial uses.

1.4.1 Fluctuations in the economic cycle mean that at times there is short term over-supply in the office market and a high vacancy rate. There can also be short term vacancy during the early stages of the site acquisition and redevelopment process. Reducing vacancy rates can help manage the office market and can enhance the appearance and vitality of the City. Alternative temporary uses of vacant offices buildings and sites will be encouraged provided that they do not lead to unacceptable amenity conflicts nor prejudice the eventual return to office use. For example, housing is not considered to be a suitable temporary use for vacant offices as it could adversely affect the existing beneficial mix of commercial uses.

1.4.2 Temporary uses will be expected to revert to offices and therefore are not protected by Plan policies relating to permanent uses. Applications to extend the period of temporary use or make it permanent will be considered against the policies of the Plan as a whole.

#### **DM 1.5 Mixed uses in commercial areas**

To encourage a mix of commercial uses within office developments which contribute to the City's economy and character and provide support services for its businesses, workers and residents.

1.5.1 Offices are the predominant land use in the City but they need to be complemented by other commercial uses to provide supporting activities and services, resulting in a balanced mix of complementary uses within individual office buildings and in the City as a whole. Complementary uses, including retailing, hotels, leisure, education and health facilities, contribute to the City's economy, character and appearance, and provide support services for its businesses, residents and workforce.

1.5.2 A mix of commercial uses can be particularly beneficial at street level where it enhances vitality and interest. Such vitality is an essential element of the character of many areas in the City, especially retailing areas, the Smithfield area and some conservation areas such as Bow Lane and St Paul's. Street level uses usually provide easier access and therefore help maintain a range of employment opportunities and other facilities accessible for disabled people. The nature of the proposed development and the existing

characteristics and changing circumstances of the surrounding buildings and area will be taken into consideration when assessing the desirability of maintaining or enlivening street level activity. Some parts of the City have an established special land use or townscape character which would not benefit from the introduction of mixed uses at street level and this will be respected.

## 2. Utilities Infrastructure

### DM 2.1 Demand management, timing of infrastructure provision and connection

1) Developers will be required to demonstrate in conjunction with utility providers, that there will be adequate utility infrastructure capacity both on and off the site to serve the development and that the development will not lead to capacity problems for existing users, during its construction and operational phases.

2) Utility infrastructure and connections must be designed into and integrated with the development. As a minimum, developers should identify and plan for:

- electricity supply to serve the intended use for the site and identify, in conjunction with electricity providers, the estimated load capacity of the building and the substations and routes for supply;
- reasonable gas and water supply considering the need to conserve natural resources;
- heating and cooling demand and the viability of its provision via decentralised energy (DE) networks. Designs must incorporate access to existing DE networks where feasible and viable;
- telecommunications network demand, planning for dual entry provision where possible, through communal entry chambers;
- separate surface water and foul drainage requirements, within the proposed building or site, including provision of Sustainable Drainage Systems (SuDS), rainwater harvesting and grey-water recycling, minimising discharge to the combined sewer network;
- flood risk infrastructure, including resistance and resilience measures associated with all types of flooding;
- waste infrastructure, including on-site waste management where appropriate.

3) In planning for utility infrastructure developers and utility providers must provide entry and connection points within the development which relate to the City's established utility infrastructure networks, utilising pipe-subway routes wherever feasible. Sharing of routes with other nearby developments and the provision of new pipe-subway facilities adjacent to buildings will be encouraged.

4) Infrastructure provision must be completed prior to occupation of the development. Where potential capacity problems are identified and no improvements are programmed by the utility company, the City Corporation will require the developer to facilitate appropriate improvements, which may require the provision of space within new developments for on-site infrastructure or off-site infrastructure upgrades.

2.1.1 Utility infrastructure relates to the provision of electricity, gas, water, sewerage, sustainable drainage (SuDS), telecommunications, including datacentres, decentralised energy networks and the pipe-subway networks that house such infrastructure. Waste infrastructure, such as waste management sites and recycling banks and flood risk infrastructure such as flood defence barriers, are also covered by this policy.

2.1.2 Early engagement with infrastructure providers is essential to ensure that capacity is available in the wider infrastructure network, and that suitable connection layouts and future-proofing are considered at the design stage. In some circumstances it may be necessary for developers to carry out studies to ascertain whether the proposed development will lead to overloading of existing infrastructure. The cumulative impact of proposed developments in the vicinity must be taken into account through discussions with utility providers and at pre-



application meetings with the City Corporation. Co-ordination of infrastructure works is essential to minimise the level of disruption associated with provision.

2.1.3 The Sustainability Statement or the Energy Statement which accompanies the application may be used to demonstrate the demand management measures that are to be incorporated and the availability of infrastructure capacity. This may be through the inclusion of a joint statement of intent endorsed by the relevant utility providers. S106 agreements may be used to ensure continued engagement regarding route planning and confirmation of load demands.

2.1.4 The rate of development in the City and the congestion of cables and pipes under the City's streets create a challenge for new utility infrastructure to be installed without disruption to the City's public realm and street network. Pipe subways provide a means of reducing the level of disruption during installation and maintenance of infrastructure and existing subways must be used whenever possible for the installation of utility infrastructure. Expansion and integration of pipe subway and decentralised energy networks is a long term aspiration for the City Corporation in order to minimise disruption due to utility works. Extensions to existing pipe subway networks will be sought where there is clear evidence that services to developments would be better integrated within an established pipe subway in the vicinity.

2.1.5 Best practice in the field of infrastructure provision is constantly evolving. The City Corporation has published the 'City Developer Guidelines for Incoming Utility Services', which provides guidance on best practice and should be used in the first instance for guidance on utility connections.

### 3. Security & Safety

#### **DM 3.1 Self-containment in mixed use developments**

Proposals for mixed use developments must provide independent primary and secondary access points, where feasible, ensuring that the proposed uses are separate and self-contained.

3.1.1 Providing a mix of uses within individual buildings or developments may give rise to problems of security, management and amenity. This can cause difficulty in letting accommodation and lead to pressure for the loss of uses for which provision has been made. Where feasible, the City Corporation will require the provision of independent primary and secondary access points in new and refurbished buildings.

3.1.2 Attracting the right mix of uses can generate greater activity and surveillance – the right mix of uses in an area almost always ensures more surveillance, more of the time.

#### **DM 3.2 Security measures in new developments and around existing buildings**

To ensure that security measures are included in new developments, applied to existing buildings if needed, and the spaces around them, by requiring:

- Building-related security measures, including those related to the servicing of the building, to be located within the building or development site wherever possible. Measures should be integrated with those of adjacent buildings and the public realm.
- That security is considered at the design stage of all development proposals to avoid the need to retro-fit measures that impact on the public realm.
- Developers to seek advice from the City of London Police Architectural Liaison Officer at the design stage. New development should meet Secured by Design principles.
- The provision of service management plans for all large development, demonstrating that vehicles seeking access to the building can do so without waiting on the public highway.
- An assessment of the environmental impact of security measures, particularly addressing visual impact and impact on pedestrian flows.

3.2.1 Security and safety are important to the quality of life of those who work, live and travel in the City and to protect its considerable economic investment. Many potential difficulties can be avoided by considering community safety and security issues at the design stage. Advice on these matters is given by the “Secured by Design” (SBD) scheme and developers will be required to seek the advice of the City of London Police and the City Corporation early in the design stage.

3.2.2 All applications should be accompanied by a Design & Access Statement setting out how security matters have been considered at the design stage. New development should incorporate SBD principles. The design should fully incorporate protective security requirements within the site boundary, as far as practicable.

3.2.3 Incorporating security measures early in the design of new development or the refurbishment of existing buildings will avoid the need for later retro-fitting security measures, which can impact on the architectural quality and design of the development and incur additional cost.

3.2.4 Developers should contact the City Corporation and the City Police ALO at the earliest possible stage in the planning process to consider security issues and the integration of security measures with good architectural design and an attractive street, as well as the impact on the City's heritage assets.

3.2.5 All new developments need to maximise the level of security provision to reduce the risk of impact. It is not always possible to provide security measures wholly within the building or development site, particularly when there is a need to provide stand-off distances to protect against potential vehicle-borne attacks, or where the building line is immediately bounded by adopted City highway. In certain circumstances, the most appropriate solution may be to locate some or all security measures outside of the building and site. Street scene features on the public highway should be considered as a last resort when all other alternative proposals have been exhausted.

3.2.6 Building designs should provide for a high level of natural surveillance of all surrounding public areas and highway.

### **DM 3.3 Crowded Places**

On all large developments, applicants will be required to satisfy principles and standards that address the issues of crowded places and counter-terrorism, by:

- Conducting a full risk assessment.
- Keeping access points to a minimum.
- Ensuring that public realm and permeability associated with a building or site is not adversely impacted.
- Ensuring early consultation with the City Police on risk mitigation measures.
- Providing necessary measures that relate to the appropriate level of crowding in a site, place or wider area.
- Ensuring that the design of the public realm considers the application of Hostile Vehicle Mitigation measures at an early stage.

3.3.1 Incorporating security measures at an early stage of the development process includes liaison with and consideration of the companies involved in a development or site that may have their own servicing strategies associated with the site. Developments that impact on or involve provision of open spaces and landscaping should be incorporated into collective security measures and not retro-fitted. Early consultation with the City of London Police ALO is essential. Developers should engage them as advisers on counter terrorism measures for public projects, including open spaces. Where the development has an impact on heritage assets, early contact with English Heritage is recommended.

3.3.2 A risk assessment is required to address collective security issues and should include:

- Assessment of the risk of structural damage from an attack.
- Identification of measures to minimise any risk.
- Treatment of the perimeter, including glazing.

3.3.3 Any risk assessment should be submitted for approval by the City Corporation as part of a planning application for a scheme or transport proposal.

3.3.4 Designing the public realm while considering the application of Hostile Vehicle Mitigation measures carefully and holistically, will ensure that the correct level of protection is provided without compromising the ability to create aesthetic and functional public spaces. Proposals should not impose restrictions on other occupiers in the area.

#### **DM 3.4 Traffic management and servicing**

To require developers to implement traffic management and highways security measures, including addressing the management of service vehicles, by:

- Consulting the City Corporation on all matters relating to servicing.
- Restricting vehicular access where required.
- Implementing public realm enhancement and pedestrianisation schemes, where appropriate.
- Using traffic calming to limit the opportunity for hostile vehicle approach.

3.4.1 The management of traffic and control of servicing and delivery vehicles is a key element in the delivery of effective security measures and can include restricted vehicular access gates, timed management of service vehicles and local traffic management schemes.

3.4.2 The City Corporation will use conditions on planning applications, section 106 and 278 agreements and the Community Infrastructure Levy to ensure delivery of appropriate measures. Further information on City Corporation standards is set out in the Planning Advice Note, "Standard Highway and Servicing Requirements for Developments in the City of London".

#### **DM 3.5 Night-time economy**

1) Proposals for new night-time entertainment and related uses and the extension of existing premises will only be permitted where it can be demonstrated that:

- There is no unacceptable impact on the amenity of nearby residents or upon community safety. New night-time entertainment and related uses will not be permitted within residential areas identified in the Local Plan.
- There is no unacceptable impact on environmental amenity, taking account of the potential for noise, disturbance and smells arising from the operation of the premises, customers arriving and exiting the premises and the servicing of the premises.
- There is no cumulative impact arising from the proposed development and existing premises which would result in unacceptable disturbance or adversely impact on environmental and residential amenity or community safety.

2) Applicants will be required to submit Management Statements detailing how these issues can be addressed through the operation of the premises.

3.5.1 Night-time entertainment and related uses in the City include:

- A3 use (restaurants and cafes)
- A4 use (drinking establishments)
- A5 use (hot food takeaways)
- Other entertainment uses falling outside Class A where the primary activity is, for example, a nightclub or discotheque, or a mix of uses.

3.5.2 Proposals for night-time entertainment and related uses will only be permitted where the applicant can demonstrate no adverse impact on environmental and residential amenity and community safety arising from the development itself or the cumulative impact taking into account the impact of existing facilities nearby. The City Corporation will attach conditions, where necessary, to control such matters as:

- Opening hours
- The number of customers
- Mitigation measures / arrangements to be made to safeguard amenity and prevent smells, noise disturbance (including from ventilation / air conditioning plant) from premises
- Servicing arrangements
- Arrangements for storage, handling / disposal of waste / customer litter
- Activities within the same use class including ancillary uses
- Compliance with submitted management statements.

3.5.3 To safeguard quiet times and amenity, particularly for residents and other existing noise sensitive uses, the City Corporation will seek to control hours of operation. Further information on noise and noise related impacts is set out in the City of London Noise Strategy.

3.5.4 Proposals for new and extended night-time entertainment and related uses must be accompanied by a Management Statement, which includes:

- Details of how the premises will operate and be managed, particularly where there is a mix of uses at different times of the day
- Hours of operation
- Noise mitigation plans related to both internal and external noise and including measures to reduce sound transfer including sound proofing and noise controls
- A timed programme for deliveries and collections
- Door control for entry and exit from the premises
- A dispersal scheme for customers including transport arrangements in co-operation with taxi firms
- Security arrangements
- Maximum number of clientele
- Measures to deal with the emission of smells
- Location of ventilation ducts and plant

3.5.5 Assessment of the Management Statement will be undertaken in consultation with the City Corporation Department of Markets and Consumer Protection and will have regard to the provisions of the City of London Statement of Licensing Policy.

## **Alterations to the Core Strategy**

### **THAMES AND THE RIVERSIDE**

3.9.1 *The River Thames forms the southern boundary of the City and has historically played a major role in its prosperity and everyday life. The riverside provides a breathing space from the busy environment which characterises the rest of the City, as well as a traffic-free walkway on the north bank of the Thames. In developing the riverside's potential it is important to maintain an office presence on the riverside whilst balancing the river's functional uses for the movement of people and materials with its role in providing for the accommodation and recreational needs of workers, residents and visitors. Minimisation of flood risk and respect for the riverside's rich archaeological heritage, which includes the Queenhithe Dock scheduled ancient monument, are also important considerations.*

3.9.2 *The City's topography with the land rising from the riverside means that most of the City is at low risk from flooding. Nevertheless this risk needs to be managed, particularly in the face of climate change.*

3.9.3 *A series of strategies help to shape the riverside. These include the London Plan which requires the designation of a Thames Policy Area, whose identification includes consideration of areas and buildings that have historic, archaeological and cultural association with the Thames; and the Mayor's Riverside Strategy which emphasises links between central London and the Thames riverside to the east. The Environment Agency's Thames Estuary 2100 Plan and Thames River Basin Management Plan address flood risk and water quality issues for the Thames. Thames Water's proposal to build the Thames Tunnel is intended to capture and divert storm overflows, including the Fleet Combined Sewer Outflow (CSO) at Blackfriars, to Beckton Sewage Treatment Works, to avoid discharging them into the River. The City's Riverside Walk Enhancement Strategy sets out the City's plans for street scene enhancement along the riverside and the riverside walk forms part of Natural England's Thames Path National Trail. The River Thames is designated as a Site of Metropolitan Importance for Nature Conservation.*

<p><i>Fig A. Thames and the Riverside (alteration to Core Strategy Fig 28) (See Appendix 4)</i></p>
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## **Policy CS9: Thames and the Riverside**

To ensure that the City capitalises on its unique riverside location, sustaining the river's functional uses in transport, navigation and recreation, whilst minimising risks to the City's communities from flooding, by:

1. Designating the Thames Policy Area and preparing and keeping under review an area appraisal which identifies the attributes of the area and gives guidance on development within this area.

2. Ensuring that buildings and spaces on or near the riverside contribute to sustainable economic growth and further the aims of the Riverside Walk Enhancement Strategy, particularly through:

(i) maintaining the office cluster on the river frontage, between Water Lane and Queenhithe, which forms a gateway from the Thames bridges to the City's commercial heart;

(ii) protecting public access and river views along the riverside walk and securing completion of the riverside walk at Queenhithe;

(iii) improving access to the river and riverside walk from the rest of the City and the Thames bridges;

(iv) improving the vibrancy of the riverside by encouraging a mix of appropriate commercial uses particularly at Three Quays, the Millennium Bridge, and Blackfriars, whilst preserving privacy, security and noise abatement for residents, businesses and other stakeholders;

(v) improving opportunities for biodiversity, in line with the City of London Habitat Action Plan for the Thames foreshore.

3. Supporting the construction of the Thames Tunnel, including connection of the Fleet combined sewer outflow, resulting in reduced storm water discharges into the River Thames and improved water quality.

4. Promoting the functional uses of the River Thames and its environs for transport, navigation and recreation particularly through:

(i) retaining Walbrook Wharf for waterborne freight traffic and encouraging the use of the River Thames for the transport of construction and demolition materials and waste;

(ii) retaining Blackfriars Pier, Swan Lane Pier and access to Tower Pier, and encouraging 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;

(iii) maintaining London Bridge, Tower Bridge, Blackfriars Bridge, Southwark Bridge and the Millennium Bridge;

(iv) ~~resisting~~ refusing ~~development on or over the River, including permanently moored vessels,~~ except for structures which specifically require a waterside location for river-related uses;

(v) resisting the permanent mooring of vessels; if moored vessels are exceptionally permitted they must be of national importance and have a special connection with the City and the River Thames

(vi) maintaining access points to the River Thames foreshore, from both land and water, for public or private use as appropriate

~~(vii) encouraging the use of the River Thames for the transport of construction and demolition materials and waste.~~

5. ~~Permitting residential and hotel development within the Thames Policy Area as long as flood risk issues can be adequately addressed, with particular emphasis on:~~

~~(i) allowing clustering of housing along the riverside, particularly close to the existing residential development at Queenhithe~~

~~(ii) maintaining residential uses in the Inner and Middle Temples;~~

~~(iii) encouraging clustering of hotels close to visitor attractions and in areas of vibrancy.~~

## **Alterations to the Core Strategy**

### **DESIGN**

*3.10.1 The City has a unique and distinctive built environment characterised by a great variety and high quality of buildings which, individually and together, comprise a townscape that is renowned nationally and internationally, as well as containing lesser known buildings and spaces. This townscape is characterised by a diversity of building type, age, materials and architectural design, both historic and modern. The rich and diverse patterns of buildings and spaces which have become established have, to varying degrees, the following common characteristics:*

- *Human scale reflected in the relationship between buildings and their surroundings;*
- *Interlinking pedestrian routes and intimate open spaces;*
- *Close knit mixtures and concentrations of building styles, materials and periods;*
- *A scale and form of development related to, and respectful of, the City's buildings and areas of historic and architectural importance.*

*There are many open spaces and a complex pattern of streets of medieval and Roman origin. The rich variety of buildings means that the character of areas can contrast greatly within very local areas. The townscape of the Square Mile reflects both its long economic and trading history and its modern role as a world-leading financial and business centre. Good design is key to maintaining and enhancing the quality and interest of the City's townscape.*

*3.10.2 The City is predominantly commercial in nature and this is reflected in its buildings, their design, the activities they contain and the density of development. The rate of change and rebuilding in the City presents challenges and opportunities to ensure that new development contributes positively to the townscape. The City's position at the heart of London and its world status demand the highest standards of design and sustainability for buildings, spaces and the street scene. The diversity of the townscape means that different design considerations apply to each site and these need to be carefully assessed to take account of each building's context. This should not constrain design approaches, and a range of solutions may be appropriate. To ensure that sound design principles are followed, the City Corporation will issue further advice in the Development Management DPD, SPDs and other documents.*

*3.10.3 Outdoor advertising has a strong impact on the appearance of buildings, the street scene and in particular the historic environment. The City's approach to the control of advertisements in terms of size, location and illumination is restrained to safeguard the high quality of the City's environment.*

*3.10.4 The City has a large workforce whose numbers are expected to grow substantially. Most journeys within the Square Mile are on foot and this movement is particularly high during morning and evening peak times. Despite redevelopment throughout its history, the City has retained much of its dense street pattern, which provides convenient walking routes and allows for a high degree of pedestrian permeability. At the same time, the pattern of narrow streets and alleyways poses challenges in terms of accessibility, way-finding, safety and increased pressure on the pedestrian environment. The City has numerous small open spaces, which provide valuable amenities, and many are of historic importance. The location and design of these small spaces requires innovative and sensitive solutions which respect their settings and create high quality, accessible areas for all the City's communities. The City's streets also provide space for public enjoyment, and the City Corporation has an extensive programme of street scene projects to improve the quality, sustainability, inclusivity and amenity of the public realm.*



*3.10.5 The City provides a great range of employment and leisure opportunities that should be widely accessible, including to disabled people. Accessibility to new and existing buildings and spaces must be maximised to create an inclusive environment. Adaptation of historic buildings presents particular challenges and requires careful design solutions. ~~The City Corporation has an active programme of implementing access adaptations and will prepare a SPD to give guidance to developers.~~*

*3.10.6 In the assessment of bulk and massing and the more detailed consideration of a locality's special characteristics, the City Corporation will ensure that these general townscape characteristics and their associated amenities are respected. All development proposals are expected to have a high standard of design and detailing.*

#### **Policy CS10: Design**

*To promote a high standard and sustainable design of buildings, streets and spaces, having regard to their surroundings and the character of the City and creating an inclusive and attractive environment, by:*

- 1. Ensuring that the bulk, scale, massing, quality of materials and height of buildings are appropriate to the character of the City and the setting and amenities of surrounding buildings and spaces.*
- 2. Encouraging design solutions that make effective use of limited land resources.*
- 3. Ensuring that development has an appropriate street level presence and roofscape and a positive relationship to neighbouring buildings and spaces.*
- 4. Requiring the design and management of buildings, streets and spaces to provide for the access needs of all the City's communities, including the particular needs of disabled people.*
- 5. Ensuring that new development respects and maintains the City's characteristic dense network of streets and alleyways.*
- 6. Delivering continuous improvement in the environment, amenities and enjoyment of open spaces, play areas, streets, lanes and alleys through public realm enhancement strategies incorporating innovative design solutions.*
- 7. Ensuring that signs and advertisements respect the restrained character of the City.*

## 10. Design

### DM 10.1 Detailed Design

To ensure the delivery of a high standard of design, particular attention should be given to the streetscape and roofscape:

- Development should be legible and visually attractive at street level, providing active frontages in appropriate locations to maintain or enhance vitality.
- The design of roofs should be carefully considered, ensuring that they are well integrated into the overall design of the building and are attractive when seen from street level and surrounding buildings.

10.1.1 In most buildings, the ground floor elevation has the most effect on people's amenity, so the design of the lower part of developments should be given particular attention to ensure that it is legible, visually attractive and provides active frontages where appropriate.

10.1.2 The City's significant numbers of public and private viewing galleries and the increasing number of tall buildings mean that many workers, residents and visitors see the townscape from above. Special consideration needs to be given to the roofscape as a "fifth" elevation that is integrated into the architectural design of the building. Attention should be given to the form, profile and general appearance of the roofscape to ensure that it complements the building as viewed from surrounding buildings as well as from the ground.

### DM 10.2 Alterations, extensions and roofscape

To ensure that all alterations and/or extensions to an existing building take account of its scale, proportions, architectural character, materials and immediate setting.

10.2.1 The design and execution of extensions and alterations to buildings, such as entrances and windows, are of considerable importance since they have a cumulative effect on the overall character and appearance of the City. In most cases, extensions or alterations should be considered in relation to the existing building's architectural character and should be designed in order to minimise their impact and to integrate them successfully with the building concerned. Alterations and extensions should achieve a successful design relationship with their surroundings taking full account of the local context and the setting of the building.

10.2.2 It is usually preferable for extensions to be carried out in unobtrusive positions, such as the rear of buildings or in light-wells, where this does not conflict with other policies. Where this is impractical, roof extensions may be acceptable provided their bulk, height, location and design are appropriate.

### **DM 10.3 Servicing entrances and building services**

- 1) To require the design of servicing entrances to minimise adverse effects on the appearance of the building and street scene.
- 2) To ensure that building services are satisfactorily integrated into the architectural design of the building (with particular reference to its roof profile) and to resist installations that would adversely affect the character, appearance or amenities of the buildings or area.

10.3.1 Servicing entrances are often located on side streets but can have a detrimental impact on the appearance of the building, its immediate setting and can spoil otherwise attractive pedestrian routes.

10.3.2 The City Corporation expects innovative and creative design solutions for servicing entrances and adjacent areas to minimise their visual impact and enable them to be integrated into the design context of the building. Design solutions must respect the sensitive nature of listed buildings and conservation areas. Gates should be well designed and should be kept closed when the service bay is not in active use.

10.3.3 Building services should be successfully integrated into the architectural design of buildings by enclosing and covering plant installations with appropriate, high quality materials to prevent harm to the appearance of a building, the general scene, or views from other buildings and viewpoints. Where feasible, plant should be located at basement level.

10.3.4 New developments should be connected to decentralised energy networks where feasible or viable.

10.3.5 Ventilation or extraction systems should be routed internally. Alternative routing will only be accepted where this avoids extensive or unsightly external ducting. In new development, provision must be made within the building for services and ducting to and from potential uses on the lower floors. Ventilation louvres should not be sited adjoining footways.

10.3.6 Developers should liaise with the City Corporation regarding the provision of suitable rooftop ventilation for the City's sewer network.

### **DM 10.4 Design of Green Roofs and Walls**

- 1) The design of green roofs and green walls should respect the character of their setting, paying particular regard to the special character of conservation areas and listed buildings and their immediate settings.
- 2) Planting should not obstruct protected views and should be appropriate to the location and height of the roof. Where feasible, developers should maximise the roof space available for vegetation, paying attention to the visual amenity of the roof particularly where it is overlooked by surrounding buildings or monuments.

10.4.1 Green walls will be encouraged, particularly in areas of poor air quality and those lacking soft landscaping. In areas of special character such as conservation areas or listed buildings and their immediate setting, any urban greening will need to be sensitively handled

so as not to visually impact and compromise the special architectural character of the building or the surrounding area.

10.4.2 The City Corporation especially encourages the installation and maintenance of extensive green roofs. Because their substrates are only between 80mm and 150mm thick they are easy to install, while providing all the benefits of green roofs. Varying the substrate levels within this range will be encouraged to enhance biodiversity and a high proportion of native plants are expected to be used.

10.4.3 Where developers prefer to install intensive green roofs with deeper substrates, these are expected to be of high quality design. The developer should consider biodiversity as well as amenity.

### **DM 10.5 Roof Gardens and Terraces**

- 1) To encourage the high quality design of roof gardens and terraces, where they do not:
  - immediately overlook residential premises or areas;
  - adversely affect rooflines or roof profiles which are of consistent composition and make a valuable contribution to the local skyline
  - result in the loss of historic or locally distinctive roof forms, features or coverings.
- 2) Public access will be required where feasible.

10.5.1 Roof gardens and terraces are becoming increasingly common in the City. Public and private viewing gardens and terraces present an opportunity to create iconic images and viewpoints of the City and the surrounding areas and reinforce London's cultural and historic attractions.

10.5.2 The City Corporation encourages the provision of high quality roof terraces and gardens within suitable developments. These should be in appropriate locations and should not be adjacent to or immediately overlook residential premises or areas.

10.5.3 Roof terraces and gardens should be publicly accessible where possible and entrances should not or result in safety or security concerns or adversely impact on the environmental quality at street level. Opening hours will be controlled by condition.

### **DM 10.6 Environmental Enhancement**

The City Corporation will work in partnership with developers, Transport for London and other organisations to design and implement schemes for the enhancement of highways, the public realm and private spaces. Enhancement schemes should adopt the highest standards of design, sustainability, surface treatment and landscaping, taking account of:

- The predominant use of the space, surrounding buildings and adjacent spaces, providing connections to these spaces and providing pleasant walking routes.
- The use of natural materials, avoiding an excessive range and harmonising with the surroundings of the scheme and materials used throughout the City.
- The inclusion of trees and soft landscaping and the promotion of biodiversity, where feasible linking up existing green spaces and routes to provide green corridors.
- The City's heritage, retaining features that contribute positively to the character and appearance of the City.

- Incorporating sustainable drainage and co-ordinating the design with adjacent buildings in order to implement rainwater recycling.
- The need to provide accessible and inclusive design, ensuring that streets and walkways remain uncluttered and pedestrians are given priority.
- Resisting the loss of routes and spaces that enhance the City's function, character and historic interest.
- Encouraging enhanced pedestrian permeability in new developments and requiring adjoining developments to respect their character.
- The use of high quality street furniture to create and delineate the public realm.
- All lighting should be sensitively co-ordinated with the design of the scheme.

10.6.1 The City Corporation will actively promote schemes for the enhancement of the street scene and public realm. All works should conform to the City Streets Manual Supplementary Planning Document which outlines principles and specific elements of planning the City's Streets. Developers should also have regard to the London Mayor's Streetscape guidance, which sets out the requirements for street upgrades and maintenance.

10.6.2 High quality natural materials are characteristic of the City of London and add greatly to the character and identity of streets, courts and spaces. Wherever possible, the City Corporation will retain these surface materials and will carry out repairs to match and extend their use. Elsewhere the City Corporation will encourage a limited palette of materials, proving continuity in the street scape. Detailed guidance on appropriate materials is set out in the City Streets Manual SPD.

10.6.3 The City Corporation will continue to undertake street enhancement works through specifically targeted projects or in association with general street maintenance duties and vehicle, cycle and pedestrian traffic management schemes. The City Corporation will continue to use s106 planning obligations and the Community Infrastructure Levy, where appropriate, to deliver enhancement works.

10.6.4 All projects should be inclusive in design so that they provide access for all. The incorporation of artworks or integral decorative features, such as sculptures, fountains and schemes included in the City Arts Initiative to create animated spaces, will be encouraged where appropriate and should be considered at an early stage of the design.

## **DM 10.7 Shopfronts**

To ensure that shopfronts are of a high standard of design and appearance and to resist inappropriate designs and alterations. Proposals for shopfronts should:

- respect the quality and architectural contribution of any existing shopfront;
  - respect the relationship between the shopfront, the building and its context;
  - use high quality and sympathetic materials;
  - include signage only in appropriate locations and in proportion to the shopfront;
  - consider the impact of the installation of louvres, plant and access to refuse storage;
  - incorporate awnings and canopies only in locations where they would not harm the appearance of the shopfront or obstruct architectural features;
  - not include openable shopfronts or large serving openings where they would have a harmful impact on the appearance of the building and amenity;
  - consider the impact of external and internal security measures such as shutters and reinforced shopfront materials;
- consider the internal treatment of shop windows (displays and opaque windows ) and the contribution to passive surveillance.

10.7.1 Shopfronts are important visual elements in the townscape, and can contribute significantly to the attractive quality of any street scene. . The design of a shopfront should recognise this and be appropriate to, or enhance the building and its location. It should respect the framework provided by the building and not obscure, or result in damage to, existing architectural features.

10.7.2 Existing shopfronts that contribute to the appearance or special interest of a building or the street scene, or that are of outstanding design or historic significance in their own right or as part of a group, should be retained wherever possible. Modifications should be sympathetic to the original design, especially in listed buildings and conservation areas.

10.7.3 New shopfront proposals should consider the relationship with the upper floors of the building and surrounding buildings and include high quality materials and finishes. The City Corporation will seek a reduction in the size of fascia's of excessive dimensions (height, width and depth), which are out of proportion or scale with the shopfront or considered to have a detrimental effect on the appearance of the building or the street scene. The design of new shopfronts should include a signage zone that is continuous across a parade of shops of matching or similar design.

10.7.4 Modification to shopfronts and shopfront development incorporating louvres, plant or refuse accommodation should be undertaken in a manner sympathetic to the design and character of the shopfront and the building if they cannot be accommodated in less sensitive elevations. Awnings and canopies should be integrated into the design of the shopfront in size, location and materials.

10.7.5 Openable shopfronts and large serving openings are not normally acceptable as they create a void at ground floor level that could harm the appearance of buildings and continuous ground floor frontages in context. Care should be taken when designing outdoor seating and associated items that would impact on the appearance of the shopfront.

10.7.6 Security measures should be internal to limit their visual impact on the shopfronts. External shutters are normally not acceptable while internal shutters should be perforated to enable visibility into the shop and passive surveillance. To enliven frontages and enable passive surveillance shop layouts should allow good visibility into shops and glazing should not be blanked out. The installation of security glass and steel reinforced frontages will be considered in the context of the impact on the appearance and historic significance of the shopfronts.

10.7.7 Retail entrances should be designed to enable inclusive access by all. Access controls and movable ramps should only be used where this is not possible.

## **DM 10.8 Advertisements**

- 1) To encourage a high standard of design and a restrained character of advertising in keeping with the character of the City.
- 2) To resist excessive or obtrusive advertising materials, inappropriate illuminated signs and the display of any advertisements above ground floor level.

10.8.1 In order to protect and enhance the dignified character of the City's streets, the City Corporation considers that advertising material should be generally restrained in quantity and form. It has therefore, for many years, sought to exercise careful control over the display

of advertisements and will seek improvement in their design and siting where appropriate. The City Corporation will exercise advertisement control having regard to the need to protect visual amenity and to ensure public safety.

10.8.2 Advertising hoardings and street furniture will not normally be permitted. The display of poster and other advertisements on construction site hoardings will be resisted. Further guidance is contained in the City Corporation's 'Hoardings Advice Note.' Appropriate action will be taken to have unauthorised advertisements removed. The design of advertising material should respect and enhance its locality and use appropriate materials of high quality. Advertisements should be appropriate to the frontage served and should avoid static or moving projection of images beyond the frontage, on to the pavement, such as laser projections and projections on building façades. Any illumination of advertisements should be discreet and incorporate LEDs where possible to reduce the overall bulk and energy use of signage. Advertisement flags and banners will not normally be permitted except, where appropriate, for cultural institutions. Rotating advertisements will also be resisted.

10.8.3 Particular care will be necessary on listed buildings, within conservation areas and where the setting of listed buildings is affected. Internal illumination will not normally be permitted.

10.8.4 Advertisements above ground level are obtrusive to the detriment of the appearance and visual amenity of the street scene and can detract from the character and qualities of individual buildings by obscuring architectural features. While there may be a few exceptions, such as traditional or historic signs, those in an elevated position will not usually be permitted.

## **DM 10.9 Daylight and Sunlight**

To resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to levels which would be contrary to the British Research Establishment's guidelines.

10.9.1 The design of new developments should allow for the lighting needs of intended occupiers and ensure that surrounding dwellings and open spaces continue to receive daylight and sunlight appropriate to their use and city centre context. The amount of daylight and sunlight received has an important effect on the general amenity of dwellings, the appearance and enjoyment of open spaces and streets, and the energy efficiency of all buildings.

10.9.2 The Building Research Establishment's (BRE) guidelines set out several methods of assessing changes in daylight and sunlight arising from new developments. The City Corporation will apply these methods as appropriate, interpreting the findings in a flexible manner, consistent with BRE advice that ideal daylight and sunlight conditions may not be practicable in densely developed city-centre locations. When considering proposed changes to existing lighting levels the City Corporation will take into account the cumulative effect of nearby development proposals. The City Corporation will also take into account unusual existing circumstances such as development on an open or low rise site and the presence of balconies or other external features which limit the daylight and sunlight which a building can receive.

10.9.3 Planning considerations concerning daylight and sunlight operate independently of any common law rights and any light and air agreements which may exist. If a development

is considered desirable to meet the strategic objectives of this Plan but is being hindered by rights to light issues, the City Corporation will consider acquiring interests in land or appropriating land for planning purposes to allow developments to proceed.

#### **DM 10.10 Illumination of buildings and spaces**

- 1) To encourage the enhancement of the character and grandeur of the City townscape by night, particularly the role and setting of St Paul's Cathedral and especially as perceived from the Thames and riverside, through the careful co-ordination of illumination of selected buildings and landmarks.
- 2) Street lighting should be integrated into buildings wherever possible.
- 3) By encouraging good design and lighting controls, planning decisions will limit the effect of internal and external lighting on local amenity.

10.10.1 The unique townscape and skyline of the City of London is central to its identity and character. This is particularly the case when viewed from the River, where the skyline traces almost the complete area and extent of the City. The City Corporation considers that this asset to London should be identified and appreciated by night, as well as by day.

10.10.2 Presentation of this townscape at night relies upon a co-ordinated and sensitive approach to the careful lighting of selected individual buildings, as riverside foreground and as skyline. The relationship of St Paul's to the skyline and other buildings is particularly important. Care must be exercised in the choice of building and the form and intensity of lighting employed to create and enhance this relationship. This relies upon co-operation to ensure that the townscape drama is not compromised by the less discriminate illumination of other buildings.

10.10.3 Buildings should be architecturally exceptional or of other special importance to merit external illumination. The presentation and the setting of listed buildings are of special importance. Light fittings on buildings should be concealed from view and should be installed in discreet locations.

10.10.4 Lighting intensity and tone need to respect architectural form and detail and the relative importance of the buildings and avoid light pollution of the sky and the adverse effects upon adjacent residential areas. The use of colour and variable colour changes will conflict with these aims and will not be appropriate. Low energy LED lighting is required for all units.

10.10.5 The illumination of buildings and spaces should also have regard to the potential impact on highway safety, ambient light levels within the street scene and the impact of illumination on the natural environment.

10.10.6 Internal and external lighting can have an adverse impact on local amenity, particularly where glare or light spillage impacts on nearby residential buildings. The City Corporation will require developers to use building design and appropriate lighting controls to ensure that the normal use of different types of building does not result in light pollution conflicts.



## **10.11 Access and inclusive design**

To achieve an environment that meets the highest standards of accessibility and inclusive design in all developments (both new and refurbished), open spaces and streets, ensuring that the City of London is:

- inclusive and safe for of all who wish to use it, regardless of disability, age, gender, ethnicity or economic circumstance.
- convenient and welcoming with no disabling barriers, ensuring that everyone can experience independence without undue effort, separation or special treatment.
- responsive to the needs of all users who live, work or visit the City, whilst recognising that one solution might not work for all.

10.11.1 It is imperative that the built environment is safe, accessible and convenient as this is fundamental to improving the quality of life for all City users and particularly for disabled and older people. Despite progress in building a more accessible City in the last decade, some people still experience considerable barriers to living independent and dignified lives as a result of the way the built environment is designed, built and managed. The outcome of embracing inclusive design should be a City where people want to live, work and visit.

10.11.2 Developers will be required to submit Design and Access Statements which demonstrate a commitment to inclusive design and engagement with relevant user groups. Design and Access Statements should include details both on how best practice standards have been complied with and how inclusion will be maintained and managed throughout the lifetime of the building.

10.11.3 The City Corporation manages the Considerate Contractors Scheme and encourages all those undertaking building and civil engineering work within the City to sign up to this scheme. This encourages them to carry out their operations safely and considerately and with due regard to all passing pedestrians and road users regardless of age or disability.

## 11. Visitors, Arts and Culture

### DM 11.1 Protection of visitors, arts and cultural facilities

- 1) To resist the loss of existing visitor, arts and cultural facilities unless:
- replacement facilities are provided on site or within the vicinity which meet the needs of the City's communities; or
  - necessary services can be delivered from other facilities without leading to, or increasing, any shortfall in provision, and it has been demonstrated that there is no demand for another similar use on the site; or
  - it has been demonstrated that there is no realistic prospect of the unit being used for a similar purpose in the foreseeable future.
- 2) Proposals for the redevelopment or change of use of visitor, arts and cultural facilities must be accompanied by evidence of need for those facilities. Loss of facilities will only be permitted where it has been demonstrated that the existing floorspace has been actively marketed as a visitor, arts or cultural facility for a period of not less than 12 months at a reasonable rent, price and other terms for public visitor, arts or cultural floorspace.

11.1.1 The City's cultural infrastructure is vital to the distinctive character of the Square Mile. The international reputation and high quality of this cultural activity is acknowledged as having a critical part to play in the vibrancy of the working environment of the City. Cultural facilities include a wide range of uses such as arts venues, theatres, cinemas, public galleries and community centres.

### DM 11.2 Public Art

To enhance the City's public realm and distinctive identity by:

- protecting existing works of art and other objects of cultural significance and encouraging the provision of additional works in appropriate locations;
- ensuring that the maintenance of works of art and other objects is adequately addressed by requiring the preparation of maintenance plans which identify responsibilities and funding for on-going maintenance and cleaning;
- requiring the appropriate reinstatement or re-siting of art works and other objects when buildings are redeveloped.

11.2.1 Art can contribute significantly to the quality of the environment, particularly where it enhances the sense of place.

11.2.2 Public art can mitigate the impacts of development by the creation of works giving visual pleasure and through works that help re-establish local identity and sense of place. In this way public art is a form of community infrastructure.

11.2.3 Objects of cultural significance can include blue plaques, statues, monuments, fountains, memorials, parish boundary marks and other similar heritage assets.

11.2.4 Opportunities for public art in open spaces should be considered at an early stage of design to ensure that they are satisfactorily integrated.

### **DM 11.3 Hotels**

Proposals for new hotel and apart-hotel accommodation will only be permitted where they:

- contribute to the balance and mix of uses in the immediate locality;
- do not result in adverse impacts on the amenity of neighbouring occupiers, including cumulative impacts;
- provide satisfactory arrangements for pick up/drop off, service delivery vehicles and coaches, appropriate to the size and nature of the hotel or apart-hotel;
- are inclusive, providing at least 10% of hotel rooms to wheelchair-accessible standards;
- ensure continuing beneficial use for historic buildings, where appropriate.

11.3.1 The City's central location makes it attractive for hotel development. While hotels may create jobs and support the visitor and business economy, it is important to ensure that other planning objectives are met: in particular, ensuring that hotels do not prejudice the achievement of other priorities such as office growth, securing a balance of uses, protecting residential amenity and addressing local traffic and servicing impacts. Large hotels with substantial facilities may be inappropriate in some locations due to the adverse impact on amenity and traffic.

11.3.2 Hotel development will be assessed in the context of the cumulative impact of existing and proposed development, to ensure that the amenity of surrounding residents and businesses are not adversely affected (by noise nuisance and traffic congestion). Night clubs and other facilities in hotels can cause nuisance to neighbours and restrictions may be imposed on these.

11.3.3 This policy applies to apart-hotels as well as standard hotel accommodation, both of which fall within the same use class (C1). It should be noted that apart-hotels differ from temporary sleeping accommodation (see policy DM21.6) and serviced apartments in the level of facility they provide. To assist in distinguishing these uses, it should be noted that apart-hotels provide accommodation for short or medium-term stays and generally provide more amenities for daily use (such as a small kitchenette) than standard hotel accommodation. They operate in a similar way to standard hotel accommodation in that 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.

## 12. Historic Environment

### **DM 12.1 Managing change affecting all heritage assets and spaces**

- 1) To protect heritage assets, their settings and significance and to encourage their enhancement.
- 2) Development proposals should be accompanied by supporting information to assess and evaluate heritage assets and the impact of development.
- 3) The loss of routes and spaces that enhance the function, character and historic interest of the City will be resisted.
- 4) Adjoining development will be required to respect their character, scale and amenities. Proposals for sustainable development, including the incorporation of climate change adaptation measures, must be sensitive to heritage assets.

12.1.1 Development proposals will be required to include a statement of significance, describing any heritage assets that will be affected and the contribution made by their setting.

12.1.2 The pattern of streets, lanes, alleyways and other urban spaces such as squares and courts is a distinctive element of the City's townscape and is of historic significance. The City Corporation will seek to maintain the widths and alignments of streets, lanes, and other urban spaces where these are recognised as having historic value or underpin the character of a location or its surroundings.

12.1.3 Developers should provide supporting information on how existing heritage trees (as defined in the Tree Strategy SPD), gardens, surface treatment and landscaping will be affected by a proposed development. They should identify relevant landscaping, surface and street materials that relate positively to the City's urban environment and the character of a heritage asset and its setting. Ensuring tranquillity and positive soundscapes should also be included in any supporting information. Developers should identify the types and suitability of historic materials in the public realm to complement the built fabric. Developers should take account of the City Corporation's Conservation Area Character Summary & Management Strategy SPDs, Barbican and Golden Lane Listed Building Management Guidelines, Planning Advice Notes and Tree Strategy SPD, where relevant.

### **DM 12.2 Development in conservation areas**

- 1) Development in conservation areas will only be permitted if it preserves and enhances the distinctive architectural or historic character or appearance of the conservation area.
- 2) The loss of heritage assets which make a positive contribution to the character or appearance of a conservation area will be resisted.
- 3) Applications for demolition in conservation areas will be subject to a condition preventing demolition prior to the approval of detailed plans of any replacement building, and may be subject to a condition that the developer has secured the implementation of the construction of the replacement building.

12.2.1 The designation of a conservation area carries with it the statutory duty to consider how an area or areas can be 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 as part of this duty of enhancement.

12.2.2 In the design of new buildings or alteration of existing buildings, developers should pay regard to the size and shape of historic building plots, existing street pattern and alignment and the width of frontages, materials, vertical and horizontal emphasis, layout and detailed design, including hard and soft landscaping, bulk and scale, including the effects of site amalgamation on scale, all of which are often critical to the character of conservation areas and their settings. Regard should be paid to the richness, variety and complexity of the architectural form and detailing of buildings within conservation areas and to the broader character of area.

12.2.3 Proposals will be assessed in accordance with relevant Conservation Area Character Summary and Management Plan SPDs.

12.2.4 Conservation Area Consent is required to demolish unlisted buildings in a conservation area. A significant number of buildings in conservation areas, whilst not being listed, contribute positively to the townscape interest and character of these areas. Any application to demolish a building in a conservation area will be considered in terms of the contribution the building makes to the character or appearance of the area concerned.

### **DM 12.3 Listed buildings**

1) To resist the demolition of listed buildings.

2) To grant consent for the alteration or change of use of a listed building only where this would not detract from its special architectural or historic interest, character and significance.

3) Alterations to listed buildings will only be acceptable where they are compatible with the building's special interest and significance.

12.3.1 Particular care and attention are necessary in works to listed buildings; even quite minor changes can have a significant effect on their overall character and appearance. The interiors and plan forms of listed buildings may be of importance. The list description may not refer to all features of significance. An inspection including the interior will be necessary to identify the special interest and significance of the building and plan forms. Listing also applies to structures within the curtilage of the building.

12.3.2 Any extensions should be located where they minimise the effect on the listed building concerned, such as the rear of the building or light-wells, and should always be appropriate in scale and character. The bulk, height, location and materials of roof extensions will be particularly critical and should be appropriate to the period and style of the building.

12.3.3 Where listed buildings are no longer required for their original or current function, it is important to find alternative uses for them to safeguard their future. Alternative uses must be compatible with the character of the building and should not entail alterations or the introduction of servicing arrangements which are detrimental to the building's special interest. In the Barbican and Golden Lane estates, developers should take account of the

Listed Building Management Guidelines SPDs, and the provision of management agreements, where appropriate.

12.3.4 Where alterations are acceptable, the City Corporation may require recording of features that may be affected or revealed during the course of work, and a programme for its implementation, by a condition on the consent. Developers are required to notify the City Corporation of works to allow access to record buildings before alterations take place. This ensures that the Historic Environment Record is updated correctly. These circumstances would include occasions where the exterior of a building is likely to be radically changed as a consequence of major repairs, alteration or extension, or where interior work of significance would be lost, affected by sub-division, or substantially rebuilt.

#### **DM 12.4 Ancient Monuments and Archaeology**

1) To require planning applications which involve excavation or ground works on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site including the impact of the proposed development.

2) To preserve, protect, safeguard and enhance archaeological monuments, remains and their settings in development, and to provide a public display and interpretation where appropriate.

3) To require proper investigation and recording of archaeological remains as an integral part of a development programme, and publication and archiving of results to advance understanding of a site.

12.4.1 All of the City is considered to have archaeological potential, except where there is evidence that archaeological remains have been lost, due to basement construction or other groundworks. The City Corporation will indicate the potential of a site, its relative importance, and the likely impact to a developer at an early stage so that the appropriate assessment and design development can be undertaken.

12.4.2 Planning applications that involve excavation or ground works are required to 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 inform consideration of the development proposal by the City Corporation.

12.4.3 On sites where important monuments or archaeological remains 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, accepting that they will remain inaccessible for the time being.

12.4.4 The interpretation and presentation of a visible or buried monument to the public and enhancement of its setting should form part of the development proposals. Agreement will be sought to achieve reasonable public access. The City Corporation will refuse schemes which do not provide an adequate assessment of a site, make any provision for the incorporation, safeguarding or preservation in situ of nationally or locally important monuments or remains, or which would adversely affect those monuments or remains.

12.4.5 In some cases, a development may reveal a monument or archaeological remains which will be displayed on the site, or reburied. A programme of archaeological work for investigation, excavation and recording, and publication of the results, to a predetermined research framework, by an approved organisation, should be submitted to and approved by the City Corporation, prior to development. This will be controlled through the use of conditions and will ensure the preservation of those remains by record.

### **DM 12.5 Historic parks and gardens**

1) To resist development which would adversely affect gardens of special historic interest included on the English Heritage register.

To protect gardens and open spaces which make a positive contribution to the historic character of the City.

12.5.1 The City contains numerous open spaces, gardens and churchyards which are of historic value. Four parks and gardens are included on English Heritage's Register of Parks and Gardens of special interest: Barbican; Finsbury Circus; Inner Temple; Middle Temple.

12.5.2 Development proposals that may affect the City's gardens of special historic interest will be assessed to ensure that overshadowing does not occur, their historic character is maintained, and that the setting, enjoyment, and views into or from these gardens are respected.

12.5.3 Development proposals should include the interpretation and presentation of a City garden of special historic interest to the public. They should also take account of the sensitivity of the gardens to climate change.

## 15. Sustainable Development & Climate Change

### DM 15.1 Sustainability Requirements

- 1) Sustainability Statements must be submitted with all planning applications in order to ensure that sustainability is integrated into designs for all development
- 2) For major development (including new development and refurbishment) the Sustainability Statement should include as a minimum:
  - BREEAM or Code for Sustainable Homes pre-assessment;
  - An energy statement in line with London Plan requirements;
  - Demonstration of climate change resilience measures.
- 3) BREEAM or Code for Sustainable Homes assessments should demonstrate sustainability in aspects which are of particular significance in the City's high density urban environment. Developers should aim to achieve the maximum possible points to address the City's priorities.
- 4) Innovative sustainability solutions will be encouraged to ensure that the City's buildings remain at the forefront of sustainable building design. Details should be included in the Sustainability Statement.
- 5) Planning conditions will be used to ensure that Core Strategy assessment targets are met and the development accords with them.

15.1.1 Sustainability Statements should be used to provide comprehensive evidence of the sustainability of each development, demonstrating that the design meets the highest feasible and viable standards. For major development standard methods of assessment, such as the Building Research Establishment Environmental Assessment Method (BREEAM) and Code for Sustainable Homes (CfSH) should be used wherever possible. The City Corporation will identify priority credits, through a supplementary planning document, which developers should aim to achieve wherever feasible. A comprehensive summary sheet showing the achievement of BREEAM or Code for Sustainable Homes credits should be included in the sustainability statement.

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

### DM 15.2 Energy and CO<sub>2</sub> Emissions Assessments

- 1) Development design must take account of location, building orientation, internal layouts and landscaping to reduce likely energy consumption.
- 2) For all major development energy assessments must be submitted with the application, demonstrating:
  - Energy Efficiency – showing the maximum improvement over current Building Regulations part L to achieve the required Fabric Energy Efficiency Standards.



- Carbon compliance levels required to meet national targets for zero carbon development using low and zero-carbon technologies, wherever feasible and viable, according to the following hierarchy:
  - ◇ Connection to existing CHP networks for buildings with heat or cooling loads greater than 100 kilowatts
  - ◇ Development of new CHP networks elsewhere in the City
  - ◇ Installation of on-site CHP and export of heat to nearby premises
  - ◇ Installation of renewable energy generation capacity – non combustion-based renewable energy technologies must be prioritised wherever possible.
- Offsetting of residual CO<sub>2</sub> emissions through “allowable solutions” for the lifetime of the building to achieve national targets for zero-carbon homes and non-domestic buildings, or ahead of nation targets where feasible and viable.
- Anticipated residual power loads and routes for supply.

15.2.1 In order to reduce the contribution that the City’s buildings make to climate change, emissions of carbon dioxide and other greenhouse gases must be minimised. National targets require all new homes built from 2016 and all new non domestic buildings from 2019 to be Zero Carbon. The definition of Zero Carbon consists of three elements:

- Energy efficiency
- Carbon compliance
- “Allowable solutions” or carbon offsetting

15.2.2 In developing energy strategies to achieve carbon compliance developers must take account of the particular opportunities and constraints that exist in the City. Building design, orientation and layouts can assist in minimising energy requirements through the positioning of rooms that require heating where they will benefit from passive solar gain, and by locating temperature-sensitive rooms, such as server rooms, where they will avoid overheating. Decentralised energy networks represent the most effective option for limiting carbon emissions in high density urban environments such as the City.

15.2.3 The City is an air quality management area for NO<sub>x</sub> and fine particulates and it is important that renewable energy technologies such as biomass and biofuel use do not exacerbate this problem. Where combustion-based renewable technologies are proposed developers will need to provide evidence that their use will not result in the deterioration of air quality.

15.2.4 Ground Source Heat Pumps (GSHP) may provide a suitable source of low carbon heat and cooling in some parts of the City. Developers must liaise with the Environment Agency to ascertain the suitability of this option for their site and obtain the necessary licences ensuring long term protection of underground resources.

15.2.5 Other low and zero carbon technologies should be considered as appropriate. The technologies most likely to be suitable in the City include photovoltaic and solar thermal and air source heat pumps, however in this fast evolving field, the use of innovative new technologies should be investigated.

15.2.6 In preparing energy statements developers should make use of guidance provided by the GLA. Energy statements should identify the anticipated power loads that the building is being designed to provide for, and anticipated routes for supply.

### **DM 15.3 Connection to combined cooling heating and power networks (CCHP)**

1) For development with a peak heat demand of 100 kilowatts or more developers should investigate the feasibility and viability of connecting to existing decentralised energy networks. This should include investigation of the potential for extensions of existing heating and cooling networks to serve the development and development of new networks where existing networks are not available. Connection routes should be designed into the development where feasible and connection infrastructure should be incorporated wherever it is viable.

2) Where connection to offsite decentralised energy networks is not feasible, installation of on-site CCHP and the potential to create new localised decentralised energy infrastructure through the export of excess heat must be considered.

3) Where connection is not feasible or viable, all development with a peak heat demand of 100 kilowatts or more should be designed to enable connection to future heating and cooling networks.

15.3.1 The most effective means of reducing carbon emissions for high density urban environments such as the City is through combined heat and power networks, where excess heat from power generation is used to provide heat (and cooling, through tri generation). The City of London heat mapping study shows that there is sufficient heat and cooling load to support a comprehensive decentralised energy network throughout the City (fig B)

*Fig B Heat loads (See Appendix 4)*

15.3.2 The existing Citigen CCHP network in the north of the City could be expanded to cover a wider area, but there is also a strong case for the development of additional CCHP networks in other parts of the City. This can be achieved through the installation of localised CCHP infrastructure serving groups of buildings with complementary heat demands; for example, office development which requires daytime heat can be paired with hotels and residential premises which require more heat at night. Developers should use the London Heat Map to investigate possible opportunities for connection to existing networks or for the development of new networks in the vicinity of their development sites. (See Fig C) The installation of decentralised energy network infrastructure at building development stage will enable cost and carbon savings and contribute to security of supply for the lifetime of the building. As more developments connect, the viability of the City's CCHP networks will improve leading to greater incentives for existing properties to connect.

15.3.3 The London Plan (Policy 5.2) requires developers to prepare an energy assessment. This should provide details of the feasibility and viability of connection to existing heating and cooling networks as required by London Plan policy 5.6 and Core Strategy Policy CS5 (6)

*Fig C. Complementary heat profiles (hotels and offices) provide opportunities for CCHP infrastructure (see Appendix 4)*

#### **DM15.4 Offsetting of Carbon Emissions**

- 1) All feasible and viable on site or near site options for carbon emission reduction must be applied before consideration of offsetting. Any remaining carbon emissions calculated for the lifetime of the building which cannot be mitigated on site will need to be offset using “allowable solutions”.
- 2) The City Corporation will require a financial contribution to be made to the City’s Carbon Offsetting Fund.
- 3) Offsetting may also be applied to other resources including water resources and rainwater run off to meet sustainability targets off site where on site compliance is not feasible.

*Fig D Possible allowable solutions for offsetting carbon emissions (see Appendix 4)*

Source: Allowable solutions for tomorrow’s new homes July 2011 Zero Carbon Hub

15.4.1 There are many factors which influence the level of carbon emissions from the commercial and residential buildings including heating, cooling and ventilation, use of information technology, lighting and catering. However, building design is a major contributing factor in creating environments where carbon emissions can be minimised through energy efficiency, low and zero carbon energy supply and demand management.

15.4.2 The City of London has been at the forefront of building design which enables occupants to reduce their carbon emissions. However, there are limits to the feasibility and viability of creating zero carbon buildings in the City’s high density environment. Where it is not possible to achieve zero carbon on site, offsetting provides a mechanism which results in no net emissions from the building over its lifetime, through investment in carbon reduction elsewhere. The City Corporation will require a financial contribution to its Carbon Offsetting Fund, which will be used to deliver local carbon offsetting projects which reduce the overall emissions from the City.

15.4.3 Detailed guidance on the application of this policy will be provided through a supplementary planning document

#### **DM 15.5 Climate change resilience and adaptation**

- 1) For major development developers will be expected to demonstrate through Sustainability Statements that their developments are resilient to the predicted climate conditions likely during the building’s lifetime.
- 2) Building designs should minimise any contribution to the urban heat island effect caused by heat retention and waste heat expulsion in the built environment. Measures should include passive ventilation and heat recovery.

15.5.1 The City of London Climate Change Adaptation Strategy identifies that the City is likely to be at risk of effects including hotter, drier summers, milder, wetter winters and more frequent extreme high temperatures and heavy downpours of rain,

15.5.2 Buildings that are being planned now will experience these changed climate conditions during their lifetime and must be designed to be resilient to a wider range of

weather conditions than existing buildings. BREEAM and Code for Sustainable Homes assessments do not currently include climate change adaptation and resilience therefore the City Corporation will expect this aspect to be addressed through the Sustainability Statement. As a minimum, developers will be expected to consider the potential for:

- Solar shading to prevent solar gain through glazing
- high thermal mass of the building fabric to moderate temperature fluctuations
- Design of “cool roofs”, installation of green roofs and green walls to prevent overheating
- Urban greening to improve the micro climate and benefit biodiversity
- Rainwater attenuation / SuDs to prevent surface water flooding
- Flood risk assessment and mitigation to prevent flooding from other sources
- Biodiversity protection and enhancement to enable wildlife to survive changed climate conditions
- Air quality impact assessment to ensure that buildings and services will not contribute to worsening vulnerability to photochemical smog.

### **DM 15.6 Air Quality**

- 1) Developers will be required to consider the impact of their proposals on air quality and where appropriate provide an Air Quality Impact Assessment.
- 2) Development that would result in deterioration of the City's nitrogen dioxide or PM<sub>10</sub> pollution levels will be resisted.
- 3) Major developments will be required to achieve maximum points for the pollution section of the BREEAM or Code for Sustainable Homes assessment relating to NO<sub>x</sub> emissions.
- 4) Developers will be encouraged to install non-combustion low and zero carbon energy technology. A detailed air quality impact assessment will be required for combustion based low and zero carbon technologies such as CHP plant and biomass or biofuel boilers and necessary mitigation must be approved by the City Corporation.
- 5) Demolition, construction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts.
- 6) Air intake points should be located away from existing and potential pollution sources (eg busy roads and chimneys). All chimneys should terminate above the roof height of the tallest building in the development in order to ensure maximum dispersion of pollutants.

15.6.1 Air quality can be affected by a range of factors including smoke, fumes, gases, dust, steam and odours. The City Corporation will consider the individual and cumulative impact of development on local air quality and the wider impacts, particularly of transport-related emissions, on regional air quality. Buildings are responsible for 31% of total NO<sub>x</sub> emissions and 14% of PM<sub>10</sub> emissions in the City. The development process provides an opportunity to reduce this level of emissions by reducing direct emissions from buildings and by reducing the emissions associated with traffic which serves the building. The Environmental Impact Assessment or Sustainability Statement should be used to provide evidence of the air quality impact of development. The City of London Air Quality Strategy provides detailed information on the air quality issues facing the City of London and is a useful reference document when preparing air quality evidence to accompany planning proposals. The City of London code of practice for demolition and construction provides guidance on procedure to be adopted to minimise air quality impacts of these activities.

## **DM 15.7 Noise Pollution**

- 1) The layout, orientation and use of buildings should be designed such that operational noise does not adversely impact on neighbours, particularly noise sensitive neighbours such as residents, hospitals, schools and quiet open spaces.
- 2) Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise screening and restrictions on operating hours will be implemented through appropriate planning conditions.
- 3) Noise and vibration from demolition and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.
- 4) Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.

15.7.1 Although the City is a busy high density urban environment, the general business environment, quiet areas such as open spaces, and noise-sensitive uses, such as hospitals and housing, should be protected from excessive noise and the City's ambient noise levels should not increase. For example, heating and ventilation plant should be designed so that it does not adversely affect nearby open spaces which are valued for their quiet environment.

15.7.2 The level of noise emitted from any new plant should be below the background level by at least 10dBA.

15.7.3 Policy DM 3.5 provides guidance on the location and control of night time entertainment and related uses. The City of London Noise Strategy identifies the strategic approach to noise in the City and the City's Code of Practice for Demolition and Construction provides guidance on procedures to be adopted to minimise the noise impacts of development. The use of planning conditions or obligations will be considered where this could successfully moderate adverse effects, for example, to limit hours of operation.

## **DM 15.8 Contaminated land and water quality**

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

15.8.1 When a site is developed and ground conditions change there is potential for contaminants to be mobilised increasing the risk of harm. Site investigation should establish whether the proposed use is compatible with the land condition.

15.8.2 Pre-application discussions should be used to identify the particular issues related to environmental protection that are relevant to each development site. The City of London Air Quality, Noise and Contaminated Land Strategies provide details of the issues likely to be encountered in different parts of the City and should be used for reference by developers.

## 16. Public Transport Streets & Walkways:

### DM 16.1 Transport Impacts of Development

1) Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications during both construction and operation, in particular addressing impacts on:

- Pedestrian environment and movement;
- Cycling infrastructure provision;
- Public transport;
- The street network.

2) Transport assessments and plans should be used to demonstrate adherence to the City Corporation's transportation standards.

16.1.1 Development has the potential to create significant changes in transport demands and patterns which must be assessed at an early stage. Any adverse impacts must be minimised or mitigated through building design and management of operational activities. The thorough assessment of transport impacts will provide developers with the opportunity to demonstrate compliance with the City Corporation's required standards. Guidance on transport assessments is available in Transport for London's Transport Assessment Best Practice Guidance 2010.

16.1.2 Transport Assessments and Travel Plans will be required for all major development (over 1000sq m or 10 or more residential units) and any other development that will cause significant transport impacts over the local or wider area (table 16.1). Transport assessments and Travel Plans should take account of transport infrastructure, transport services, transport capacity constraints and how the impact of the development on the transport system can be mitigated.

16.1.3 Travel Plans will also be required for any development that will increase the level of trip generation to and from the premises by 500 or more one-way person trips. Travel Plans must maximise the use of active transport modes (principally walking and cycling) and public transport. For developments that will have a lesser transport impact a Transport Statement will be required.

16.1.4 Delivery and Servicing Plans will be required for all major development and any other development that will cause significant transport impacts, through operational deliveries and servicing, on the local or wider area.

16.1.5 Construction Logistics Plans will be required for all major development and for any development that will cause significant transport impacts during its construction phase.

Land use	Threshold	Plans required for all development above thresholds
Offices	1000 sq m	Transport assessment
Residential	10 units	
Retail	1000 sq m	
Hotel	10 bed spaces	Travel plan
Health	1000sq m	Construction logistics plan
Transport infrastructure	>500 additional trips per peak hour	
Mixed use	1000 sq m	Delivery & servicing plan

Table 16.1 Thresholds for Transport Plans

16.1.6 Where practicable, transport assessments, plans and other statements should be combined into a single document. Applicants should discuss the scope of the transport documentation required early in the pre-application phase to ensure that it provides an assessment relevant to the City's specific circumstances. In particular, assessments and plans should give consideration to pedestrian movement associated with the development and impacts on the bus, underground and railway networks. The needs of cyclists and parking for the disabled should form an important part of the transport assessment.

16.1.7 Mitigation for adverse impacts should be detailed in assessments and plans. Where flexible permissions are granted which allow a range of uses, interim assessments and plans should be prepared at application stage and updated when occupants and uses are finalised.

## **DM 16.2 Pedestrian movement**

1) Pedestrian movement should be facilitated by provision of suitable pedestrian routes through and around new developments, principally by maintaining pedestrian movement at ground level, whilst maintaining the integrity of existing upper level walkway networks around the Barbican and London Wall.

2) The loss of a pedestrian route will normally only be permitted where an alternative public pedestrian route of at least an equivalent standard is provided having regard to:

- the extent to which the route provides for current and all reasonably foreseeable future demands placed upon it by pedestrian and road users, including at peak periods.
- the shortest practicable routes between relevant points;
- the historic importance of the route as part of the City's characteristic pattern of lanes, alleys and courts and including the route's historic alignment and width.

3) The replacement of a pedestrian route with one to which the public have access only with permission will not normally be acceptable.

4) Public access across privately owned sites will be encouraged where it assists in improving the legibility and capacity of the City's streets. Spaces should be designed so that signage is not necessary and it is clear to the public that access is acceptable.

5) The creation of new pedestrian rights of way will be encouraged where this would improve movement and contribute to the character of an area, taking into consideration pedestrian routes and movement in neighbouring boroughs where relevant.

16.2.1 The capacity of the City's streets and lanes to accommodate movement and to provide social space is under pressure in many parts of the City and at certain times of the day due to increasing numbers of pedestrians. Employment projections and new public transport infrastructure such as Crossrail will increase pressure on the City's streets. New pedestrian routes should be provided wherever feasible, including through the provision of enhanced public access to privately owned spaces and routes.

16.2.2 In considering proposals for new pedestrian routes, the City Corporation will have regard to the width of proposed routes, including footways and carriageways and any dedicated lanes. The City Walkway network provides an important means of pedestrian access to some parts of the City. It is important that the integrity of the City Walkway network is maintained, especially in and around the Barbican complex, where it is an integral element

of pedestrian movement and its connectivity with lift access essential for people with restricted mobility. However some pedestrian routes which are redundant and which serve no purpose as routes or social spaces will be allowed to be lost when redevelopment happens.

### **DM 16.3 Cycle Parking**

1) On-site cycle parking must be provided in developments in accordance with the Cycle Parking standards of the London Plan, except for the uses set out in Table 16.2 below, where cycle parking must be provided in accordance with the relevant City Corporation standard.

2) On-street cycle parking is encouraged and adequate provision to meet the needs of cyclists must be maintained.

Land Use	Minimum Number of Cycle Parking Spaces
B1 business	1 space per 125 m <sup>2</sup> of gross floorspace (gross external area)
Mainline railway termini	1 space per 600 morning peak hour exits
Mainline railway non-termini	1 space per 1,000 morning peak hour exits
Bus stations	1 space per 50 morning peak hour alighting passengers

Table 16.2: Local Minimum Cycle Parking Standards

16.3.1 The encouragement of cycling in the City of London should take account of the potential conflict between cyclists and pedestrians and other road users in the design of facilities.

16.3.2 On-street cycle parking and the Mayor of London's cycle hire scheme are public facilities and are not substitutes for private on-site cycle parking and will not be included within the cycle parking requirement for any development.

### **DM 16.4 Facilities to encourage active travel**

1) Ancillary facilities must be provided within new and refurbished buildings to support active transport modes such as walking, cycling and running. New B1 office development should meet the minimum requirements shown in table 6.3; all other development should include this level of provision wherever feasible and viable.

2) Where facilities are to be shared with a number of activities they should be conveniently located to serve all proposed activities.

3) Showers, changing areas, lockers/storage and drying facilities should be designed to a high standard and for ease of maintenance.



Facility	Threshold – Gross External Area (GEA)	Level of provision
Changing area	1000m <sup>2</sup>	10m <sup>2</sup> per 1000m <sup>2</sup> GEA
Showers	1000m <sup>2</sup>	1 per 750 m <sup>2</sup> GEA
Lockers or other clothing storage	1000m <sup>2</sup>	10 per 1000m <sup>2</sup> GEA
Drying facilities	1000m <sup>2</sup>	10m <sup>2</sup> per 1000m <sup>2</sup> GEA

Table 16.3 Provision of ancillary facilities

### DM 16.5 Parking and Servicing Standards

1) Developments in the City should be car free except for Designated Blue Badge spaces. Where car parking is exceptionally provided it should not exceed London Plan's standards.

2) Designated Blue Badge parking should be provided within developments in conformity with London Plan requirements and must be marked out and reserved at all times for disabled parking badge holders. Disabled parking spaces must be at least 2.4 m wide and at least 4.8 m long and with reserved areas at least 1.2 m wide marked out between the parking spaces and at the rear of the parking spaces.

3) Except for dwelling houses (use class C3), whenever any car parking spaces (other than Designated Blue Badge parking) are provided, motor cycle parking must also be provided at a ratio of 10 motor cycle parking spaces per 1 car parking space. At least 50% of motor cycle parking spaces must be at least 2.3 m long and at least 0.9 m wide and all motor cycle parking spaces must be at least 2.0 m long and at least 0.8 m wide.

4) On site servicing areas should be provided to allow all goods and refuse collection vehicles likely to service the development at the same time to be conveniently loaded and unloaded. Such servicing areas should provide sufficient space or facilities for all vehicles to enter and exit the site in a forward gear. Headroom of at least 5 m where skips are to be lifted and 4.75 m for all other vehicle circulation areas should be provided.

5) All off-street car parking spaces and servicing areas must be equipped with the facility to conveniently recharge electric vehicles.

6) Taxi ranks are encouraged at key locations, such as stations and hotels. The provision of taxi ranks should be designed to occupy the minimum practicable space, using a combined entry and exit point to avoid obstruction to other transport modes.

16.5.1 The comprehensive provision of public transport in the City negates the requirement for private car use in most circumstances making lower car parking levels appropriate for some use classes than the London Plan standards. In exceptional circumstances the provision of car parking may be appropriate due to locational decisions of major businesses that wish to locate in the City.

16.5.2 Coach parking facilities for hotels (use class C1) will not be permitted. The London Plan coach parking standards for hotels will not be applied in the City.

16.5.3 The low numbers of private motor vehicles mean that delivery and service vehicles have a relatively greater impact on traffic congestion and air quality. Efficient off-street servicing and delivery arrangements are vital to keep the City's traffic moving. In order to reduce vehicle impact on air quality, electric vehicle fast charging infrastructure needs to be available in convenient locations. Guidance is contained in the City Corporation's "Standard Highway and Servicing Requirements for Developments in the City of London".

#### **DM 16.6 Public Car Parks**

No new public car parks will be permitted in the City, including as a temporary use of vacant sites. The redevelopment of existing public car parks for alternative land uses will be encouraged where there is evidence they are no longer required.

16.6.1 The City's public car parks were mostly constructed during the 1960's when car use was encouraged. They are underused and provide an opportunity for conversion and redevelopment for other uses.

#### **DM 16.7 Aviation Landing Facilities**

No heliports will be permitted in the City. Helipads will only be permitted where they are essential for emergency or security purposes.

16.7.1 The noise and disturbance associated with helicopters would result in disproportionate disruption to the City's businesses and residents. The need for helipads would only be permitted for emergency or security purposes the need for the facility is certified by the emergency services and cannot be met elsewhere.

#### **DM 16.8 River Transport**

1) River piers, steps and stairs to the foreshore, the Walbrook Wharf safeguarded site, and other river-based transport infrastructure will be protected. In exceptional circumstances relocation of these facilities may be permitted provided that the replacement facility provides equivalent or improved access both from the river for vessels and from the riverside for passengers and freight.

2) Development adjacent to or over the River Thames must be supported by a Transport Assessment and a Construction Logistics Plan addressing the potential for the use of the river for the movement of construction materials and waste.

16.8.1 New river piers which are developed for residential or commercial must be publicly accessible.

16.8.2 The City Corporation will expect construction and waste materials from developments on or near the river to be transported by river barge.

## 17. Waste

### DM 17.1 Provision for waste in development schemes

- 1) Waste facilities must be integrated into the design of buildings wherever feasible and allow for the separate storage and collection of recyclable materials, including compostable material.
- 2) On-site waste management which eliminates the need for waste transfer should be incorporated wherever possible.

17.1.1 Waste storage and collection facilities must be considered at an early stage in the design of developments in order to avoid the problems created by the placing of waste on the highway. Adequate provision must be made for the volume and types of waste and recyclables expected to be generated, especially the amount of paper and packaging generated by offices. Opportunities for waste minimisation and on-site waste management on large sites should be explored in order to minimise the transport of waste within and beyond the City. Where necessary, developers should also consider 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.

17.1.2 Waste and recyclables should be presented for collection from off-street service areas which are integrated into the design of buildings wherever feasible. 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 to the presentation of waste and recyclables on the pavement which is unsightly and a hazard to pedestrians. Residential developments must be provided with ground floor waste and recyclables storage and collection facilities, with direct access to the highway for collection purposes.

17.1.3 The City Corporation will attach appropriate planning conditions relating to waste storage and collection, but may also make use of its other regulatory powers to control waste in the City. Pre-application consultation on suitable waste storage and collection facilities is encouraged. Compliance with the City of London's operational waste requirements should enable achievement of the BREEAM or Code for Sustainable Homes waste credits.

### DM 17.2 Designing out waste

New development should be designed to minimise the impact of demolition and construction waste on the environment through:

- Reuse of existing structures;
- Building design which minimises wastage and makes use of recycled materials;
- Recycling of demolition waste for reuse on site where feasible;
- Transport of waste and construction materials by rail or river wherever practicable;
- Application of current best practice with regard to air quality, dust, hazardous waste, waste handling and waste management, on and off site.

17.2.1 Construction and demolition waste forms a significant proportion of the waste generated in the City due to high levels of redevelopment. The process of designing out waste must begin early in the site development and must involve developers, architects, engineers and construction professionals throughout the planning and construction of the development. Particular attention should be given to the sensitivity of the area surrounding the site to noise, air quality, light pollution and transport disruption.

17.2.2 For development on large sites the feasibility of recycling demolition waste for reuse on site should be investigated taking account of the requirements of the City of London's 'Code of Practice for Deconstruction and Construction Sites'. Sustainable transport of waste off site should be demonstrated through Construction Logistics Plans.

### **DM 17.3 Criteria for the assessment of new waste management sites**

When new facilities for waste management, handling and transfer are proposed developers will be required to demonstrate through design and sustainability statements that the benefits of the proposed development outweigh any adverse impacts and particularly that:

- the development will handle waste which has been generated locally;
- 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;
- the carbon impact of the development will be minimised. New waste facilities should comply with the Mayor's Carbon Intensity Floor (CIF)
- the development is designed with resilience to natural and man-made safety and security challenges;

17.3.1 The profile of waste management in the City differs from other local authority areas in that the majority of the waste is generated from commercial rather than residential premises. Most of this waste is collected by private contractors, with commercial decisions determining where it is finally managed. In order to reduce the distance that waste travels for management the Mayor has set a target for London to be self-sufficient in the management of its waste by 2031, which will require the provision of additional waste management facilities within London.

17.3.2 Although the City is unlikely to be able to accommodate additional waste management facilities within its boundary, changes in technology and waste transport costs may make small scale facilities viable in the future. The criteria set out in this policy will be used, alongside other policy considerations, to evaluate the suitability of proposed waste facilities and appropriate conditions will be applied to ensure that any new facility is suitable for the City's high density urban environment.

### **DM 17.4 Development Affecting Waste Management Sites**

1) Development in the vicinity of waste management sites should not compromise the waste management operations on the site or create an unacceptable land use conflict.

2) Noise-sensitive development adjacent to the existing waste site at Walbrook Wharf and development which would compromise the river based waste operations will be resisted.

17.4.1 Any proposed development which might prejudice the operation of the existing safeguarded waste site at Walbrook Wharf (Fig E) will be resisted. Assessment of potential conflicts such as noise, vibration, odour, visual impact, pedestrian access and road or river transport will be taken into account in consideration of proposals.. Mitigation may be necessary to allow development to proceed where a potential conflict is identified.

*Fig E Safeguarded Walbrook Wharf (See Appendix 4)*

## **Alterations to the Core Strategy**

### **FLOOD RISK**

3.18.1 Although the City stands beside the Thames, it is built on relatively high ground and so is at low risk of flooding. Two natural watercourses, the River Fleet and the Walbrook, flow through the City, but both these rivers have been fully canalised and now form part of London's extensive sewer network.

3.18.2 The City is protected by local flood defences along the Thames riverside and by the Thames Barrier at Woolwich as part of the wider protection of London. The zone at risk of flooding, in the unlikely event of flood defence breach or over-topping, is confined to an area close to the Thames. ~~Critical drainage areas~~ Surface water flood risk hotspots which are at risk of sewer flooding in extreme circumstances extend along the Thames riverside and up the former Fleet Valley towards Smithfield. Some neighbouring boroughs contain extensive low-lying areas close to the City and flooding in these could adversely affect the City's transport, communications and essential services. It is therefore important that flood risk is considered strategically.

3.18.3 Uncertainties exist in predicting the future flood risk due to the effects of climate change, such as sea level rise and an increase in extreme weather events. The Environment Agency is carrying out extensive research to inform future plans for flood protection of Thames Estuary and tidal Thames areas, including modelling for climate uncertainties. Future UK Climate Projections (UKCP) will inform reviews of all assessments and strategies related to flood risk.

Fig F Flood risk areas (Alteration to Core Strategy Fig 19)  
(See Appendix 4)

3.18.4 Government guidance (~~currently set out in PPS25~~) sets out requirements for planning and development in relation to flood risk. In accordance with this guidance, the City of London has published its Strategic Flood Risk Assessment (SFRA), which identifies areas of the City that are at risk of flooding from a range of sources. It has also prepared a Climate Change Adaptation Strategy, which highlights the actions required to adapt to the increased flood risk due to climate change.

## **Policy CS18 Flood Risk**

To ensure that the City remains at low risk from all types of flooding, by:

1. Minimising river flooding risk, requiring development in Flood Risk Areas to seek opportunities to deliver a reduction in flood risk compared with the existing situation:
  - (i) applying the sequential test and exception test as set out in PPS25 the NPPF and associated technical guidance on flood risk and requiring Flood Risk Assessments to be submitted, in support of all planning applications in Flood Risk Areas (Environment Agency Flood Zones 2 and 3 and ~~critical drainage areas~~ surface water flood risk hotspots) and for major development proposals elsewhere;
  - (ii) protecting and enhancing existing flood defences along the riverside, particularly those identified as fair or poor in the current City of London SFRA. Development adjacent to the River Thames must be designed to allow for maintenance of flood defences.
2. Reducing the risks of flooding from surface water throughout the City, ensuring that development proposals minimise water use and reduce demands on the combined surface water and sewerage network by applying the London Plan drainage hierarchy.
3. Reducing rainwater run-off, through the use of suitable Sustainable ~~Urban~~ Drainage Systems (SUDS), such as green roofs and rainwater attenuation measures ~~particularly in critical drainage areas.~~ throughout the City.
4. Ensuring that wider flood defences afford the highest category of protection for the City, participating in the development and implementation of the Environment Agency's Thames Estuary 2100 project.
5. Reviewing and updating the City of London's Strategic Flood Risk Assessment at least every 5 years or more frequently if circumstances require, to ensure that changes in flood risk are identified and suitable responses implemented.

## 18. Flood Risk

### DM 18.1 Development in Flood Risk Areas.

1) Where development is proposed within the Flood Risk Area evidence must be presented to demonstrate that:

- The site is suitable for the intended use, in accordance with Environment Agency and Lead Local Flood Authority advice;
- The benefits of the development outweigh the flood risk to future occupants;
- 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.

2) Development proposals, including change of use, must be accompanied by a site specific flood risk assessment for:

- All sites within the Flood Risk Area as shown on the Policies Map; and
- All major development elsewhere in the City.

3) 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 and include proposals for any necessary mitigation measures to provide protection from flooding for properties beyond the site boundaries where feasible and viable.

4) Where development is within the Flood Risk Area, the most vulnerable uses must be located in those parts of the development which are at least risk. Safe access and egress routes must be identified.

5) For minor development outside the Flood Risk Area, an appropriate flood risk statement may be included in the Design and Access Statement.

6) Flood resistant and resilient designs which reduce the impact of flooding and enable efficient recovery and business continuity will be encouraged.

18.1.1 Where development is proposed within the Flood Risk Area (which includes areas at risk both from river flooding Fig G and surface water and sewer flooding Fig H) pre-application discussions with the City Corporation, the Environment Agency and other interested parties should explore the suitability of the site for the intended use. Where incompatibility between the intended use and the flood risk vulnerability classification is identified (Tables 18.1 and 18.2), the developer should investigate whether there is a reasonably available site outside the Flood Risk Area which would be more suitable for the intended use. Where no alternative site is available, the developer must demonstrate, through the Exceptions Test, that the benefits of the development outweigh any risk from flooding and that the development will be safe without increasing flood risk elsewhere. The designation of parts of the development for particular uses may be necessary. Basement and ground floor areas that are liable to flooding should be allocated for less vulnerable uses, and access and egress routes must be provided through areas which are not susceptible to flooding.

18.1.2 Site-specific flood risk assessments must address flood risk from the River Thames and the former River Fleet and River Walbrook, sewer flooding and its interaction with fluvial flooding, groundwater flooding and surface water flooding. The City of London Strategic Flood Risk Assessment identifies actions which will result in reduced flood risk or increased



resilience. Further guidance on potential mitigation measures will be included in the City of London Flood Risk Strategy (due for completion by 2015).

*Fig G Environment Agency flood risk zones (see Appendix 4)*

*Fig H Surface water flooding hotspots (see Appendix 4)*

<b>Flood Risk Vulnerability classification</b>	<b>Essential Infrastructure</b>	<b>Water Compatible</b>	<b>Highly Vulnerable</b>	<b>More Vulnerable</b>	<b>Less Vulnerable</b>
EA Zone 1	✓	✓	✓	✓	✓
EA Zone 2	✓	✓	Exceptions Test required	✓	✓
EA Zone 3a	Exceptions Test required	✓	✗	Exceptions Test required	✓
EA Zone 3b	Exceptions Test required	✓	✗	✗	✗
SFRA Surface water/sewer flood risk hotspots	Exceptions Test required	✓	✗	Exceptions Test required	✓

Table 18.1 Suitability of development in different parts of the Flood Risk Area

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

Table 18.2 Flood risk vulnerability classifications relevant to the City

## **DM 18.2 Sustainable Drainage Systems (SuDS)**

- 1) The design of the surface water drainage system should be integrated into the design of proposed buildings or landscaping and should follow the SuDS management train (Fig I) and London Plan drainage hierarchy.
- 2) SuDS designs must take account of the City's archaeological heritage, complex underground utilities and transport infrastructure and other underground structures, incorporating suitable SuDS elements for the City's high density urban situation.
- 3) SuDS should be designed to maximise contributions to water resource efficiency, biodiversity enhancement and the provision of multifunctional open spaces.

18.2.1 From 2013 all proposals which affect surface water discharges must be approved by the SuDS approval body (SAB). The application for SAB approval can be made as a joint Planning / SAB application. SuDS designs must comply with the SuDS National Standards. Pre-application discussion with the SAB and consultation with the Environment Agency, Thames Water and other interested parties will ensure that SuDS designs are suitable for the proposed site. Designs should follow the SuDS management train (Fig I) and drainage hierarchy.

*Fig I SuDS Management Train (See Appendix 4)*

## **DM 18.3 Flood protection and climate change resilience**

- 1) Development must protect the integrity and effectiveness of structures which have an impact on flood risk and, where appropriate, contribute to their enhancement.
- 2) Wherever practicable, development should contribute to an overall reduction in flood risk within and beyond the site boundaries, incorporating flood alleviation measures into the public realm where feasible.

18.3.1 The City of London is locally protected from flooding by flood defence walls along the River Thames. Development adjacent to these flood defences must maintain their integrity and effectiveness for the benefit of the whole City. The Thames Estuary 2100 project recognises the need for the raising of flood defences by up to 0.5 metres by 2065 and 1 m by 2100. Development on the riverside should be designed to enable this future defence raising without adverse impacts on river views and pedestrian movement along the riverside walk. Discussions with the Environment Agency will be required to establish the most effective designs for improved flood defences.

18.3.2 In some parts of the City there is a risk of flooding due to surcharging of sewers during periods of heavy rainfall. Adherence to the SuDS National Standards for all development will assist in alleviating this flood risk. Developers, in conjunction with the Environment Agency and the City Corporation, should explore the contribution that their developments can make to improving the wider flood risk beyond their site boundaries.

## 19. Open Space and Recreation

### DM19.1 Additional Open Space

1) Major commercial and residential developments should provide new and enhanced open space. Where on-site provision is not feasible, open space should be provided near the site, or a financial contribution made to facilitate the provision of new open space or the enhancement of an existing open space elsewhere in the City.

2) New open space should:

- be publicly accessible; this may be achieved through a legal agreement;
- provide a high quality environment;
- incorporate soft landscaping and Sustainable Drainage Systems where practicable;
- have regard to biodiversity and the creation of green corridors.

3) The use of vacant development sites to provide open space for a temporary period will be encouraged where feasible and appropriate and where this does not preclude its return to its original use or redevelopment.

19.1.1 New open space should incorporate as much soft landscaping as practicable, provide for biodiversity, incorporate planting which will be resilient to a range of climate conditions and incorporate sustainable drainage. Spaces should be designed to be sustainable, exclude crime, be accessible to all, appropriate to their context and to the character of the surrounding area, enhance tranquillity and minimise noise levels.

19.1.2 Where it is not feasible to provide new open spaces within a development site, or a site in the vicinity, the City Corporation will seek a financial contribution, principally through the Community Infrastructure Levy to fund new provision or enhancement works elsewhere.

19.1.3 Developers will be required to maintain newly created public open spaces, as set out in the relevant legal agreements.

19.1.4 New public space will be particularly encouraged where it connects with other green spaces to form green corridors. These corridors create a wider network with other green spaces, and so strengthen, enhance and build a wider green grid network of public open space.

19.1.5 Whilst the emphasis is on the provision of publicly accessible open space, private open space and amenity space is also valuable in developments where occupiers of the building can access the space or view it. This type of space can be incorporated as internal courtyards, large balcony space or roof gardens.

19.1.6 During times of temporary over-supply in the office market a flexible approach to alternative temporary open space and recreational uses for vacant land will be encouraged, where it would not prejudice the eventual return to office (or other) use. Where temporary uses include the creation of green space it may be appropriate for trees and plants to be within moveable containers, so as not to prevent or deter future development on site, and so that any green infrastructure can be utilised elsewhere in the City.

## **DM19.2 Biodiversity and Urban Greening**

Developments should promote biodiversity and contribute to urban greening through:

- green roofs and walls, soft landscaping and trees;
- features for wildlife, such as nesting boxes;
- a planting mix which encourages biodiversity;
- planting which will be resilient to a range of climate conditions;
- maintenance of habitats within Sites of Importance for Nature Conservation.

*Fig J Sites of Importance for Nature Conservation (SINCs) (See Appendix 4)*

19.2.1 The City has several Sites of Importance for Nature Conservation (SINCs), however, the City is considered an area of deficiency in nature conservation by the GLA. Therefore, it is important that opportunities are taken to improve greening and biodiversity throughout the City, but particularly in areas where this could improve green corridors or biodiversity links.

19.2.2 Climate change is recognised as an increasingly significant environmental challenge. Central London is likely to suffer more regularly from the adverse effects of the urban heat island effects and be more susceptible to stormwater flooding. The introduction of additional green infrastructure, such as soft surfaces, green roofs and street tree planting, has the potential to cool and improve air quality in the City and reduce the risk of surface water flooding, in addition to enhancing the biodiversity and attractiveness of the urban environment.

19.2.3 When considering proposals for urban greening within and around conservation areas and other areas and buildings of heritage or other special character, the City Corporation will have regard to the potential visual impact on the architectural or special character of an area, and the buildings within that area.

19.2.4 Consideration should be given when planting green walls to plants which will be suitable for local conditions such as pollution and wind effects as well as climate change considerations. The City Corporation will require management arrangements for the proposed green infrastructure to ensure the long term sustainability of the infrastructure and that it makes a lasting contribution to the urban environment.

19.2.5 Where existing green infrastructure is disturbed, removed or damaged as a result of development, it must be replaced with good quality urban greening. There should be no net loss of green infrastructure.

## **DM19.3 Sport and Recreation**

1) To resist the loss of public sport and recreational facilities for which there is a continuing demand, unless:

- replacement facilities are provided on site or within the vicinity which meets the needs of the users of that facility; or
- necessary services can be delivered from other facilities without leading to, or increasing, any shortfall in provision; or
- it has been demonstrated that there is no demand for other sport and recreation facilities which could be met on the site.

2) Proposals for the redevelopment or change of use of public sport and recreational facilities must be accompanied by evidence of need for those facilities. Loss of facilities will only be permitted where it has been demonstrated that the existing floorspace has been actively marketed for sport or recreational use for a period of not less than 12 months at a reasonable rent, price and other terms for sport and recreational use.

3) The provision of new sport and recreation facilities will be encouraged:

- where they provide flexible space to accommodate a range of different uses/users;
- in locations which are convenient to the communities they serve;
- near existing residential areas;
- as part of major developments subject to an assessment of the scale, character, location and impact of the proposal on existing facilities and neighbouring uses and
- where they will not cause undue disturbance to neighbouring occupiers.

4) The use of vacant development sites for a temporary sport or recreational use will be encouraged where feasible and appropriate and where this does not preclude its return to its original use or redevelopment.

19.3.1 Publicly accessible rooftops can provide valuable space for the provision of leisure and sports facilities and can offer a solution to a lack of space in developments for such uses.

#### **DM19.4 Play Areas and Facilities**

1) The City Corporation will seek additional or enhanced play facilities or space, particularly in areas identified as deficient, by:

- protecting existing play areas and facilities and, on redevelopment, requiring the replacement of facilities either on site or nearby to an equivalent or better standard;
- ensuring that, where the creation of new play facilities is not feasible, financial contributions are required to enable new provision, or enhance existing provision nearby;
- requiring external play space and facilities as part of new residential developments which include 20 or more family units or 10 or more affordable units of 2 or more bedrooms and promoting opportunities for informal play and play within open spaces where it is not possible to secure formal play areas.

2) Play areas and facilities should not be located where they would cause undue disturbance to neighbouring occupiers.

19.4.1 Play is essential for the healthy development of children and takes place in both formal and informal spaces. Formal play spaces include those specifically designed and designated for play. Informal play spaces are those not designated solely for that purpose but contain features that can be used for imaginative play.

19.4.2 The City of London Play Strategy identifies the residential estates and the east of the City as areas which are deficient in play facilities.

19.4.3 Play spaces should be appropriate in terms of size and scale, natural daylight and sunlight, meet the needs of various age groups, be accessible to children with disabilities and provide for safe and secure environments incorporating natural surveillance.

## **Alterations to the Core Strategy**

### **RETAILING**

*3.20.1 Retailing contributes to the City's vitality and provides an important service for all the City's communities – workers, residents and visitors. Consultation has shown that many workers and residents would like a better range and quality of shopping. Retail demand is dominated by the local working population, with footfall concentrated over weekday lunch times, resulting in a five day trading pattern with relatively few shops open at weekends. This has discouraged some major retailers from locating in the City. However, the above average spending power of the City's growing working and residential populations and the Square Mile's high accessibility by public transport creates significant opportunities for improvement to the retail offer.*

*3.20.2 The City has five Principal Shopping Centres (PSCs), which provide a variety of comparison and convenience shopping: Cheapside, Moorgate, Fleet Street, Liverpool Street and Leadenhall Market. Of these, Cheapside is considered to be the City's main high street. The PSCs are recognised in the London Plan as 'CAZ frontages'. Each of these centres has its own distinctive amenity, diversity and character. Outside these concentrations there are large numbers of scattered retail units which form convenient local centres and isolated units.*

*Fig K Principal shopping centres and retail links (Alteration to Core Strategy Fig22)  
(See Appendix 4)*

*3.20.3 This retail distribution currently has benefits of local convenience for workers and residents, but lacks focus, making it unattractive to some retailers and shoppers. The City's strategy is to strengthen the status of the five PSCs, enhancing the retail offer in the City and supporting its primary business function, whilst also drawing in shoppers from outside the Square Mile. Improving pedestrian links between the PSCs would encourage shoppers to move between the PSCs.*

*3.20.4 New retail development should have regard to the retail hierarchy in the City and adopt a sequential approach to site selection, whilst ensuring that it does not compromise the City's primary business function. Major shopping developments should locate within the PSCs and other retail uses should be located within the PSC links (shown on figure 22) to create attractive routes. Active retail frontages, which are scattered throughout the City, will be maintained and should comprise a balanced mix of retail uses, with a significant element of A1 (shops) at street level. Elsewhere in the City local facilities should be maintained, but not significantly expanded.*

*3.20.5 The Development Management DPD will consider the need to review PSC boundaries and set out policies for determining planning applications for retailing.*

## ***Policy CS20: Retailing***

*To improve the quantity and quality of retailing and the retail environment, promoting the development of the five Principal Shopping Centres and the linkages between them, by:*

- 1. Focussing new retail development on the Principal Shopping Centres, so that they become attractive shopping destinations. Encouraging movement between the Principal Shopping Centres by enhancing the retail environment in the links between them. Achieving a gross increase in retail floorspace within the PSCs and links of at least 136,000m<sup>2</sup> by 2026.*
- 2. Requiring developers of major shopping proposals to demonstrate a sequential approach to site selection, looking firstly at locations within the Principal Shopping Centres, secondly at sites immediately adjoining the PSCs and links between centres and, thirdly, other areas in the City.*
- 3. Giving priority to shops (A1 uses) within the Principal Shopping Centres, with other retail facilities uses directed to the peripheries of the centres and the links between them, resulting in an increase in the total A1 floorspace of 66,000m<sup>2</sup> by 2026.*
- 4. Enhancing the environment of Principal Shopping Centres and the links between them, specifically focusing on improving conditions for pedestrians, improving accessibility for all and ensuring a safe and secure retail environment.*
- 5. Maintaining a scattered distribution of convenient local services elsewhere in the City by protecting existing retail facilities unless it is demonstrated that they are no longer required.*

## 20. Retailing

### DM 20.1 Principal Shopping Centres

1) Within Principal Shopping Centres (PSCs) the loss of retail frontage and floorspace will be resisted and additional retail provision will be encouraged. Proposals for changes between retail uses within the PSC will be assessed against the following criteria:

- maintaining a clear predominance of A1 shopping frontage within PSCs
- the contribution the unit makes to the function and character of the Principal Shopping Centre; and
- the effect of the proposal on the retail frontage involved in terms of the size of the unit, the length of its frontage, the composition and distribution of retail uses within the frontage and the location of the unit within the frontage.

2) Proposals for the change of use from shop (A1) to financial and professional service (A2) and catering (A3) use at upper floor and basement levels will be permitted, where they do not detract from the functioning of the centre.

20.1.1 The five PSCs are defined on the Policies Map. Concentrating major new retail development in and adjoining PSCs provides an opportunity to focus retail facilities in the most appropriate areas of the City, enhancing these as shopping destinations for City residents, workers and visitors.

20.1.2 Retailing includes several uses, including shops (A1), financial and professional services, such as banks (A2), restaurants and cafes (A3), drinking establishments (A4) and hot food take-aways (A5). When considering proposals for changes between retail uses, the City Corporation will aim to maintain at least 70% of retail frontage within a PSC in A1 use. It will also assess the contribution the unit makes to the shopping character of PSC as a whole and its frontage; for example, units that are large or in prominent locations should be retained in shop use.

20.1.3 Shop (A1) units at upper floor and basement levels may contribute to the retail provision of PSCs. However, it is recognised that by locating other retail uses at non-ground level, pressure on ground floor shop units may be reduced. Changes of use from shops to other retail uses at upper floors or basements will be assessed in relation to the contribution the unit makes to the character of the Principal Shopping Centre and with regard to the effect of the proposed use on the ground floor frontage. This policy refers to retail units facing PSC frontages, not to shopping concourses at upper or lower levels.

### DM 20.2 Retail Links

To encourage the provision and resist the loss of retail frontage and floorspace within the Retail Links. A mix of shops and other retail uses will be encouraged in the Links, ensuring that the location and balance of uses does not adversely affect function of the Link, any nearby PSC or its surrounding area.



20.2.1 Retail Links connect the City's PSCs and also provide connections to neighbouring boroughs' retail frontages, transport hubs, areas with high footfall and residential areas, providing City workers and residents with important services and leisure facilities. The mix of uses in the Links should include A1 shops, but a variety of other retail uses will be permitted. Proposed A2/A3/A4/A5 uses, which have a detrimental effect on the amenity of adjacent residential premises or on the Link itself, will be resisted.

### **DM 20.3 Retail uses elsewhere in the City**

To resist the loss of isolated shops and small groups of units outside the PSCs and Links that form an active retail frontage, particularly A1 units near residential areas, unless it is demonstrated that they are no longer needed.

20.3.1 A more flexible approach to retail use will be applied to the rest of the City. Retail units outside of PSCs and Links provide essential facilities for the City's workforce and enhance the City's vibrancy. The City Corporation also recognises the importance of smaller shops in serving the City's residential communities and will resist the change of use from shops (A1) to alternative uses near residential areas. Changes of use will be considered where it is demonstrated that there is no longer a need for the unit in the locality, demonstrated through active marketing of the unit for a minimum of 12 months.

20.3.2 In many parts of the City, small groups of retail units form an active retail frontage, comprising a mix of retail uses, and providing valuable services to local communities. The frontages should generally include A1 shops, but other retail uses will be acceptable provided that an active frontage is retained. Particular consideration will be given to the contribution that individual units make to the locality, having regard to:

- the size of a unit and the length of its frontage
- the composition and distribution of retail uses locally
- the location of the unit within the identified frontage
- the length of vacancy and lack of market demand.

### **DM 20.4 Retail Unit Sizes**

Proposals for new retail uses should provide a variety of unit sizes compatible with the character of the area in which they are situated. Large retail units (over 1,000 sqm) will be encouraged in PSCs and, where appropriate, in the retail links.

20.4.1 The City Corporation wishes to ensure that adequate provision is made for all retail uses. Various retail sub sectors have different floorspace requirements and the provision of a range of unit sizes encourages a variety of retail uses. However, the shopping areas in the City have different characteristics. Retail premises in the City are, on average, smaller than elsewhere in London and small shops are a distinctive part of the character of some streets. The imposition of standard unit sizes within an area or development may not be a suitable response to these characteristics.

## **Alterations to the Core Strategy**

### **HOUSING**

3.21.1 A thriving residential community adds to the City of London's vitality and makes it livelier and safer outside working hours. The residential population of approximately 10,000 is small in comparison to the daily working population, but is growing. The GLA's 2010-based projections suggest that the City's population will increase to approximately 12,000 by 2026. The City's housing is concentrated around the edge of the City in four estates (the Barbican, Golden Lane, Middlesex Street and Mansell Street) and also in Smithfield, the Temples, near the River, Fleet Street, ~~and Carter Lane~~ and St. Botolph Street. Most residential units developed in the City are flats with one or two bedrooms. There have also been a number of units developed for ~~short-term lets, temporary sleeping accommodation, which are considered to fulfil more of a 'hotel' role for the City's business community falls within the C3 Use Class (Dwelling houses)~~.

3.21.2 In recent years most new residential development has been located in or near existing residential ~~concentrations~~ areas. This allows greater opportunities for creating peaceful areas and a high quality residential environment. It avoids potential conflict with commercial and office uses, and the ~~concentrations~~ areas are more easily serviced with facilities required by residents. Residential development will be guided by the density matrix in the London Plan.

3.21.3 The Strategic Housing Market Assessment (SHMA) supports the need for additional housing in the City including affordable units. Research commissioned by the City Corporation indicated that there was sufficient capacity to provide over 800 housing units during the next decade from small-scale windfall sites in the City. Together with large sites in the development pipeline, there is sufficient capacity to meet the London Plan annual average monitoring target of 110 additional homes between 2011 and 2021 (the Housing Trajectory is shown in Figure 24). On the basis of past trends it is anticipated that there will be a sufficient supply of housing to achieve targets up to 2026. References to housing include market and affordable housing, hostels, sheltered and special needs housing and non-self-contained accommodation, in accordance with the London Plan definition.

3.21.4 The size and commercial character of the City mean that new housing development has come through 'windfall' development rather than through the allocation of sites. Most housing developments in the City are either redevelopment, conversion or change of use of existing buildings and the majority of new housing comes forward on sites of under 10 units. Evidence demonstrates that the reliance on windfalls has delivered a steady stream of new housing, meeting and exceeding target requirements (~~City of London Schedules of Development~~). There is no reason to suppose that windfalls will not, in the future, continue to deliver the required level of housing.

3.21.5 There is a presumption that new affordable housing should be provided on site. However, as land within the City is an expensive and limited resource, the City Corporation also works with housing partners to deliver new affordable housing on sites in the City fringe and in neighbouring boroughs utilising commuted sums from commercial and housing developments within the City. This approach is supported by the London Plan and provides affordable housing in locations in or near the City that meet local housing need, whilst making the best use of City land for strategically important commercial activity. Since 2000, approximately 500 affordable homes have been provided in neighbouring boroughs and 43 within the City through this mechanism. An Affordable Housing Viability Study has been undertaken to support the implementation of the affordable housing targets set out in this policy.

3.21.6 The Mayor of London has completed a Strategic Housing Land Availability Assessment for London, providing guidance on the amount of land potentially available in the City for residential development. The East London Housing Partnership, of which the City is a member, has published a SHMA, looking at housing need in the East London region and updating the City's Housing Need Study. ~~The SHMA indicates a need for an affordable housing tenure split of 70:30 (social rented: intermediate housing).~~

3.21.7 The London Boroughs' Gypsy and Traveller Accommodation Needs Assessment (2008) carried out for the Mayor indicates that there is no requirement to provide gypsy and traveller pitches or accommodation for travelling showmen in the City.

Fig Q Residential Areas (Alterations to Core Strategy Fig 23) (See Appendix 4)

### **Policy CS21 Housing**

To protect existing housing and amenity and provide additional housing in the City, concentrated in or near ~~identified existing residential areas communities~~, as shown in Figure 2.3, to meet the City's needs, securing suitable, accessible and affordable housing and supported housing, by:

1. Exceeding the London Plan's minimum annual requirement of 110 additional residential units in the City up to 2026:
  - (i) guiding new housing development to ~~and near identified residential areas existing communities~~;
  - (ii) protecting existing housing;
  - (iii) refusing new housing where it would prejudice the primary business function of the City and the comprehensive redevelopment of potential large office sites;
  - (iv) exceptionally, allowing the loss of isolated residential units where there is a poor level of amenity.
2. Ensuring sufficient affordable housing is provided to meet the City's housing need and contributing to London's wider housing needs by requiring residential developments with the potential for 10 or more units to:
  - (i) provide 30% affordable housing on-site or;
  - (ii) exceptionally provide 60% equivalent of affordable housing units off-site, (aiming to achieve an overall target of 30% affordable housing across all sites). These targets should be applied flexibly, taking account of individual site and scheme viability; or equivalent cash-in-lieu, if a viability study demonstrates to the City Corporation's satisfaction that on-site provision is not viable; (aiming to achieve an overall target of 30% affordable housing across all sites). These targets should be applied flexibly, taking account of individual site and scheme viability;
  - (iii) provide 60% of affordable units as social rented housing and 40% as intermediate housing, including key worker housing.
3. Providing affordable housing off-site, including the purchase of existing residential properties on the open market to meet identified housing needs, such as large units for families.
4. Requiring all new and, where possible, converted residential units to meet Lifetime Homes standards and 10% of all new units to meet Wheelchair Housing Standards (or be easily adaptable to meet these standards).

## 21. Housing

### DM 21.1 Location of new housing

1) New housing should be located on suitable sites in or near identified residential areas. New housing will only be permitted where development would not:

- prejudice the primary business function of the City;
- jeopardise the future assembly and delivery of large office sites;
- remove existing office stock for which there is demand in the office market or long term need;
- adversely affect the existing beneficial mix of commercial uses; and
- would not result in poor residential amenity due to excessive noise or disturbance to residents.

2) Within residential areas, a mix of appropriate residential and commercial uses will be permitted.

21.1.1 New housing includes permanent housing, temporary sleeping accommodation, serviced apartments, student accommodation and housing for the elderly.

21.1.2 There are advantages in allowing opportunities for people to live in the City to access workplaces and reduce travelling times. In recent years most new residential development has been located in identified residential areas. This allows greater opportunities for avoiding potential conflict with commercial and office uses.

21.1.3 Where residential development is exceptionally permitted outside identified residential areas, this development will not be considered to have formed a new residential area.

### DM 21.2 Loss of Housing

The loss of existing housing units will not be allowed except where:

- they are isolated units providing poor amenity to residents which cannot be improved or do not have a separate entrance;
- large scale office development would be prejudiced by the retention of isolated residential units.

21.2.1 Isolated housing units can suffer poor amenity over a long time period due to the high rates of redevelopment that the City experiences. Housing units outside existing residential areas are more likely to suffer noise nuisance and other disturbance due to other uses being permitted in close proximity, including clubs and pubs.

### **DM 21.3 Residential Environment**

- 1) The amenity of existing residents within identified residential areas will be protected by:
  - resisting other uses which would cause undue noise disturbance, unpleasant fumes and vehicle or pedestrian movements likely to cause disturbance; and
  - requiring new development near existing dwellings to demonstrate adequate mitigation measures to address disturbance issues.
- 2) Noise generating uses should be sited away from residential uses where possible. Where retail uses are located on ground floor and basement levels with residential units above, adequate noise mitigation measures must be included and conditions may be attached limiting the hours of operation.
- 3) All development proposals should take account of the privacy, outlook and daylighting levels of existing adjacent residential accommodation.
- 4) All new residential development proposals must demonstrate how potential adverse noise impacts on and between dwellings will be mitigated by housing layout, design and materials.
- 5) The cumulative impact of individual developments on the amenity of existing residents will be considered.

21.3.1 The City is predominately a centre of business, with activity taking place 24 hours a day, 7 days a week. This sometimes results in significant noise and disturbance to residents. While the City Corporation will endeavour to minimise noise and other disturbance to residents it is inevitable that living in such a densely built up area will result in some disturbance from a variety of sources. The potential for such disturbance should be considered by developers when proposing new residential development.

21.3.2 The avoidance of overlooking of residential accommodation is a consideration in the disposition of both the residential buildings and other development affecting them. However due to the density of development in the City avoidance of overlooking may not be possible.

### **DM 21.4 The Temples**

Within the Temples adjustments between professional and residential accommodation will be permitted where:

- the overall balance of residential and professional chambers is maintained;
- the adjustments to the residential and professional accommodation are important to the functioning or character of the Temples, or to the continuing use of their listed buildings.

21.4.1 The Inner and Middle Temples are two of the Inns of Court which provide accommodation for the legal profession in the south west of the City between Fleet Street and the River Thames. The Temples mainly contain barristers' chambers (about a quarter of which are in residential use) together with other buildings for members of the Bar, and open spaces. The area, which has a strong "collegiate" atmosphere, is of great historic interest and high environmental quality.

21.4.2 In determining applications concerning residential accommodation the City Corporation will have regard to the importance of the continued existence of a residential element in the Temples and of the contribution that this makes to their special character. However, it acknowledges the need of the Temples to rationalise and refurbish chambers in order to maintain an efficient business and professional community, and to accommodate changes in living practices and aspirations.

### **DM 21.5 Housing Quality Standards**

All new housing must be designed to a standard that ensures the health and well-being of its occupants, and:

- takes account of London Plan space standards and complies with the London Plan's Density Matrix standards;
- provides acceptable daylight to dwellings commensurate with a city centre location;
- meets standards for Secured by Design certification;
- provides functional and attractive living environments;
- maximises opportunities for providing amenity space for residents.

21.5.1 All new housing will be expected to provide well designed, high quality living environments, both internally and externally, incorporating principles of inclusive, secure and sustainable design.

21.5.2 Housing development should incorporate adequately sized rooms and flexible and convenient layouts, taking account of the requirements in the London Plan and the London Housing Design Guide. The layout should incorporate sufficient storage space and facilities for recycling and reuse. These standards will be applied having regard to the City's local context and character.

21.5.3 Amenity space for residents could include gardens, roof top gardens, balconies and the provision of new sports facilities. These amenity spaces could be private, shared or have public access.

### **DM 21.6 Temporary Sleeping Accommodation**

1) Temporary sleeping accommodation will not normally be permitted where it is mixed with permanent accommodation within the same building.

2) Permanent residential accommodation will not be permitted to change use to temporary sleeping accommodation.

3) Where temporary sleeping accommodation is permitted, conditions may be imposed to control any later changes to permanent accommodation in order to:

- ensure the provision of affordable housing;
- prevent permanent residential use in unsuitable accommodation or locations;

21.6.1 Under the Greater London Council (General Powers) Acts 1973 and 1983 planning permission is required for the use of housing for temporary sleeping accommodation occupied by the same person for less than 90 consecutive nights.

21.6.2 Temporary sleeping accommodation can help to meet the accommodation needs of business visitors and will normally be considered suitable within identified residential areas, subject to consideration of any potential impacts on residential amenity.

21.6.3 The change of use of temporary sleeping to permanent residential accommodation will be permitted within identified residential areas. Outside identified residential areas, conditions may be imposed limiting the potential for future change to permanent residential use. Where there are 10 or more units, a change of use to permanent residential accommodation will only be permitted where provision is made for affordable housing.

## **DM 21.7 Student Housing and Hostels**

1) Proposals for new student accommodation and hostels will be resisted where it would:

- prejudice the primary business function of the City;
- jeopardise the future assembly and delivery of large office sites;
- remove existing office stock for which there is demand in the office market or long term need;
- introduce uses that adversely affect the existing beneficial mix of commercial uses;
- result in an excessive concentration of student housing and/or hostels in the area;
- have an adverse impact on the residential amenity of the area.

2) Proposals for student housing must:

- be supported by identified further or higher educational institutions operating in London and provide accommodation for their students; and
- not involve the loss of permanent residential accommodation.

3) Self-contained student housing will be expected to contribute to the supply of affordable housing in accordance with Policy CS21.

4) The loss of existing student housing and hostels will be resisted unless:

- the accommodation is being relocated within a reasonable distance and meets the needs of existing tenants and identified need in London;
- the accommodation is needed to meet different residential needs as part of a published strategy by a local service provider;
- it is vacant and has been actively marketed as student accommodation for a period of not less than 12 months at reasonable terms for student housing and, in the case of hostels, there is also no demand from another organisation for a hostel in that location.

21.7.1 The demand for student accommodation in London continues to grow. Student accommodation can be a financially attractive form of residential development as it does not normally incur affordable housing obligations. However, this type of housing represents an opportunity lost for other housing needs and therefore will only be permitted when supported by an identified further or higher educational institution for the housing of its own students. Conditions will be applied to limit occupation to students studying at the stated university or college.

21.7.2 Student accommodation that supports business uses located in, or affiliated to, the City will be supported. Student housing which has self-contained facilities and is not affiliated to an institution will be treated as permanent residential accommodation.

## 22. Social Infrastructure and Opportunities:

### DM 22.1 Location and Protection of Social and Community Facilities

- 1) To resist the loss of social and community facilities unless:
  - replacement facilities are provided on site or within the vicinity which meet the needs of the users of that facility; or
  - necessary services can be delivered from other facilities without leading to, or increasing, any shortfall in provision, or it has been demonstrated that there is no demand for another similar use on site.
- 2) Proposals for the redevelopment or change of use of social and community facilities must be accompanied by evidence of the lack of need for those facilities. Loss of facilities will only be permitted where it has been demonstrated that the existing floorspace has been actively marketed as a social and community use for a period of not less than 12 months at reasonable terms for public social and community floorspace.
- 3) The development of new social and community facilities should provide flexible, multi-use space suitable for a range of different uses and will be encouraged:
  - where they would not be prejudicial to the business City and where there is no strong economic reason for retaining office use;
  - in locations which are convenient to the communities they serve;
  - near existing residential areas;
  - as part of major mixed-use developments subject to an assessment of the scale, character, location and impact of the proposal on existing facilities and neighbouring uses.
- 4) Developments that result in additional need for social and community facilities will be required to provide the necessary facilities or contribute towards enhancing existing facilities to enable them to meet identified need.

22.1.1 Social and community facilities contribute to successful communities by providing venues for a wide range of activities and services. As such they make a significant contribution to people's mental and physical well-being, sense of place and community, learning and education. Library and educational facilities for children and those that support the City's business role are particularly important and will be protected where there is a demand for these facilities. It is recognised that there may be advantages of locating organisations together so that they can share resources.

22.1.2 Social and community accommodation will be protected, unless it can be demonstrated to the City Corporation's satisfaction that there is no demand from other social and community users for this floorspace or that the loss of floorspace is part of a published asset management plan in the case of non-commercial enterprises. This will be shown through active marketing of the premises for social use for at least 12 months.

22.1.3 Where existing social and community floorspace is to be relocated, the replacement floorspace should be within the City. However for services that serve a wider catchment area, relocation outside the City, within a reasonable distance, would be acceptable.



22.1.4 Where rationalisation of services as part of asset management plans would result in either the reduction or relocation of social and community floorspace, the replacement floorspace must be of a comparable or better standard.

## **DM 22.2 Provision of Public Toilets**

A widespread distribution of public toilets which meet public demand will be provided by:

- seeking financial or other contributions from new development towards the provision of a range of public toilets, particularly near visitor attractions, public open spaces and major transport interchanges. This includes the provision of pop-up toilets in areas with concentrations of night-time activity;
- requiring public toilets in major retail developments, where appropriate;
- supporting an increase in the membership of the Community Toilet Scheme;
- ensuring appropriate signage for public toilets, particularly for disabled facilities;
- resisting the loss of existing public toilets unless adequate provision is available nearby and requiring the provision of replacement facilities;
- taking the opportunity to renew existing toilets which are within areas subject to major redevelopment schemes and seeking the incorporation of additional toilets in proposed developments where they are needed to meet increased demand.

22.2.1 The provision of public toilets is an important factor in delivering a 'people friendly' environment for everyone who visits, works or lives in the City. Adequate toilet provision is particularly important for the elderly, people with disabilities, people with chronic illnesses and carers with small children. Areas of the City with a vibrant night-time economy require adequate toilet provision to prevent fouling of the streets.

22.2.2 The City Corporation is responsible for providing public toilets and aims to provide a distribution which effectively meets public demand. The City Corporation provides attended facilities equipped with baby changing units, facilities suitable for disabled people and automatic facilities offering a 24-hour service. It has also implemented the Community Toilet Scheme which allows the public to use toilet facilities in participating businesses.

22.2.3 Public toilets should be clearly sign-posted to ensure they are easily located. Facilities should be maintained by the owner as part of the overall maintenance of any development. Major retail sites are defined as those over 1,000 sqm.

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## APPENDIX 3

### PROPOSALS/POLICIES MAP

The Proposals Map was adopted in 2011. It is in two parts and shows where policies of the Core Strategy and Unitary Development Plan (UDP) apply to geographical locations.

The Proposals Map is to be re-named the Policies Map and will accompany the Local Plan. The lists below show the alterations that will be made.

#### PROPOSALS POLICIES MAP A

	Policy No.	Reason for alteration
<b>City Culture &amp; Heritage</b>		
Conservation Areas	CS 12 & 14 UDP ENV 11 & 13 <u>DM 12.1 &amp; 12.2</u>	<i>Revised policy numbers only</i>
London View Management Framework – Protected Vista Viewing Corridors	CS 13 & 14	<i>No change</i>
London View Management Framework – Protected Vista Assessment Areas	CS 13 & 14	<i>No change</i>
St Paul's Heights Policy Area	CS 13 & 14	<i>No change</i>
Monument Views and Setting	CS 13 & 14	<i>No change</i>
Airport Safeguarding Area	CS 14	<i>No change</i>
Tower of London World Heritage Site – Local Setting Area	CS 12	<i>No change</i>

## PROPOSALS POLICIES MAP B

	Policy No.	Reason for alteration
<b>Key City Places</b>		
Smithfield	CS 5 <del>UDP ECON-6</del> <u>DM 1.5</u>	<i>Revised policy numbers only</i>
Thames Policy Area	CS 9	<i>No change</i>
Site of Metropolitan Importance for Nature Conservation	CS 9	<i>No change</i>
The Temples	<del>CS 9</del> <del>UDP HOUS-3</del> <u>DM 21.4</u>	<i>Revised policy numbers only</i>
Safeguarded Wharf	CS 9 & 17	<i>No change</i>
Riverside Walk	CS 9	<i>No change</i>
<b>Environmental Sustainability</b>		
Crossrail Safeguarding Area	CS 5 & 16	<i>No change</i>
Highway Widening Line	<del>UDP TRANS 9 &amp; 10</del>	<i>Three proposals for widening in London Wall are no longer to proceed and so are deleted.</i>
Strategic Road	CS 16 <del>UDP TRANS 9 &amp; 11</del>	<i>Revised policy numbers only</i>
London Distributor Road	CS 16 <del>UDP TRANS 9 &amp; 11</del>	<i>Revised policy numbers only</i>
Borough Distributor Road	CS 16 <del>UDP TRANS 9 &amp; 11</del>	<i>Revised policy numbers only</i>
Local Distributor Road	CS 16 <del>UDP TRANS 9 &amp; 11</del>	<i>Revised policy numbers only</i>
Strategic Cycle Route (London Cycle Network)	<del>UDP TRANS 12</del>	<i>The London Cycle Network is now considered in the Local Implementation Plan (LIP) and the routes are currently under review. However, as the network is no longer referred to in any policy of the Local Plan it is deleted from the Proposals/ Policies Map.</i>
Flood Risk Area	CS 18 <u>DM 18.1</u>	<i>The boundary of the area has been amended, as shown in Fig. F</i>
<b>City Communities</b>		
Principal Shopping Centre	CS 20 <del>UDP SHOP 5, 8 &amp; 9</del> <u>DM 20.1</u>	<i>The boundaries of the centres are revised as shown on Figs L-P</i>

MAPS AND DIAGRAMS

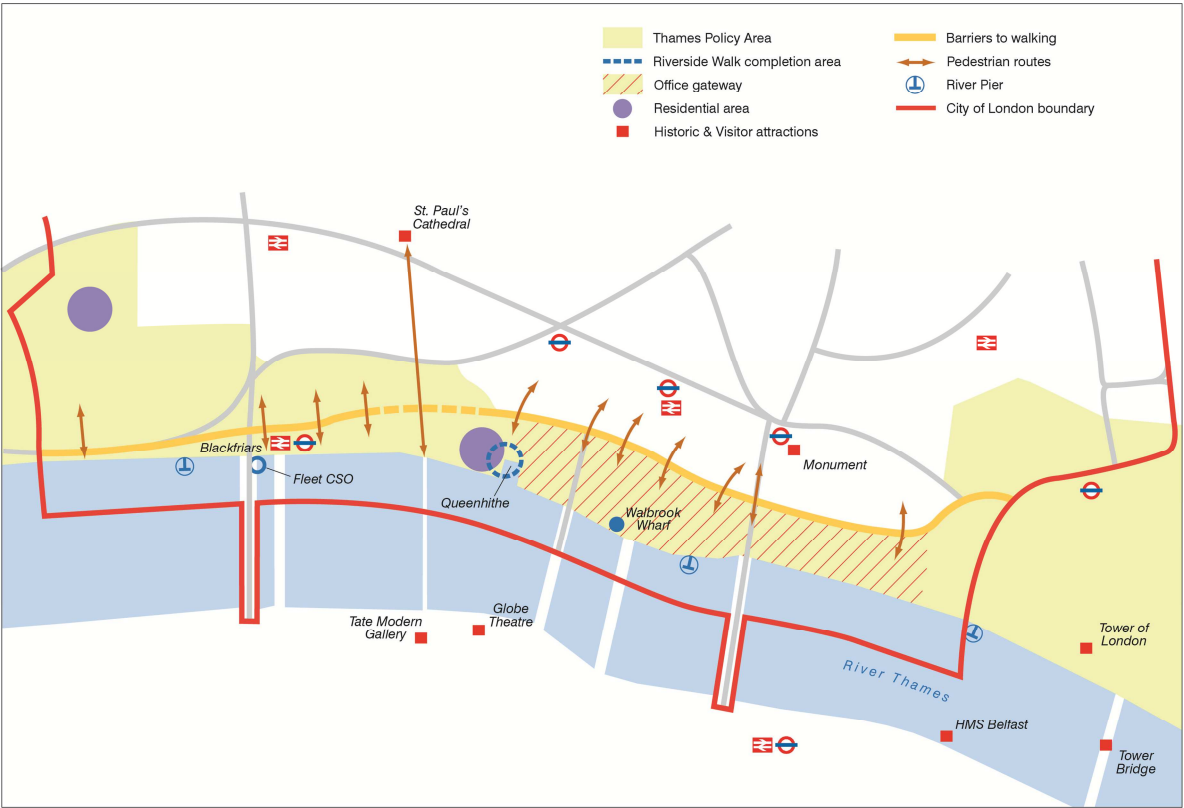


Fig A Thames and the riverside (Alteration to Core Strategy Fig 28)

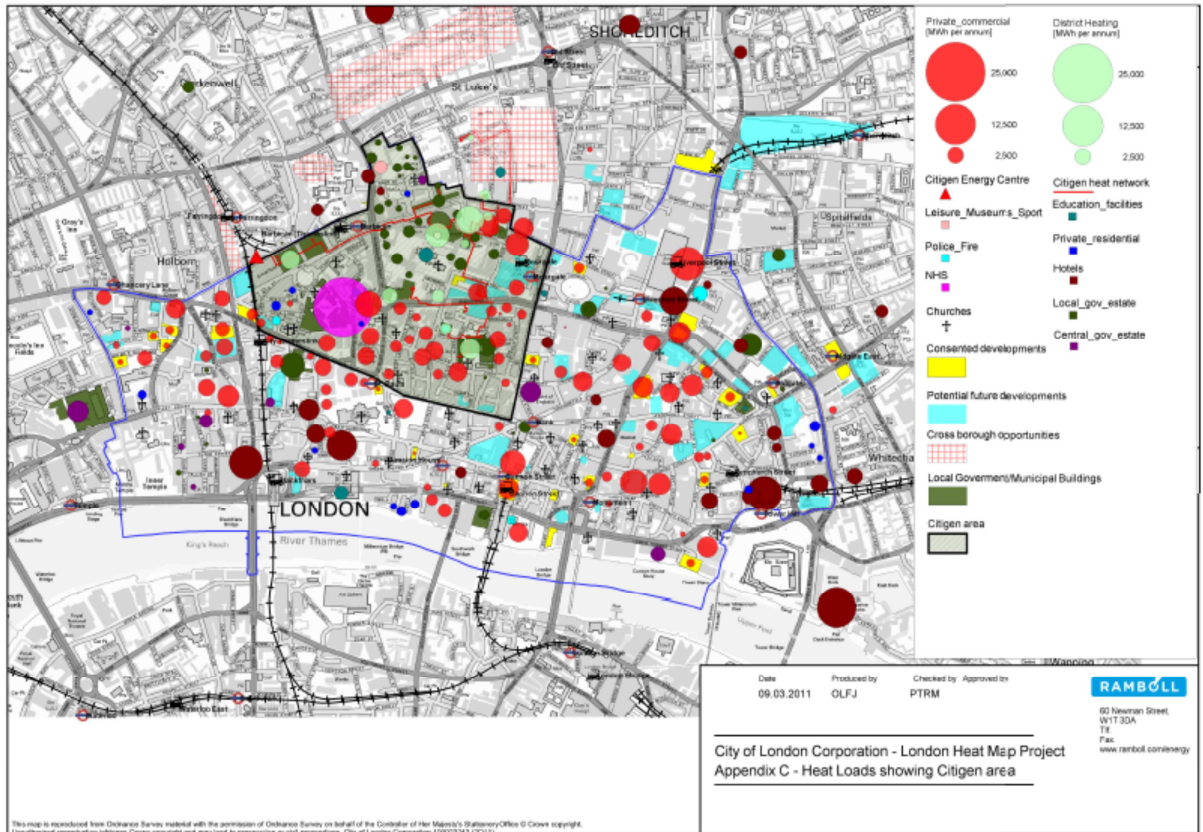


Fig B Heat loads

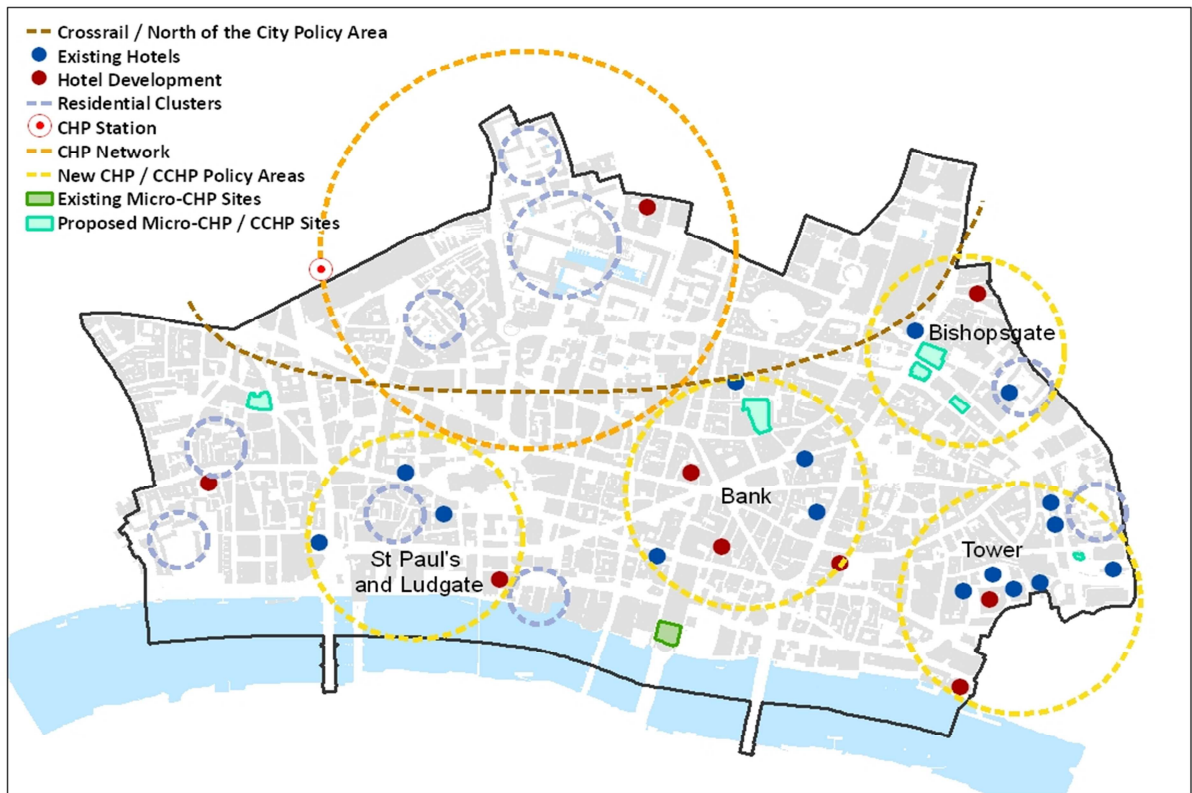


Fig C Complementary heat profiles

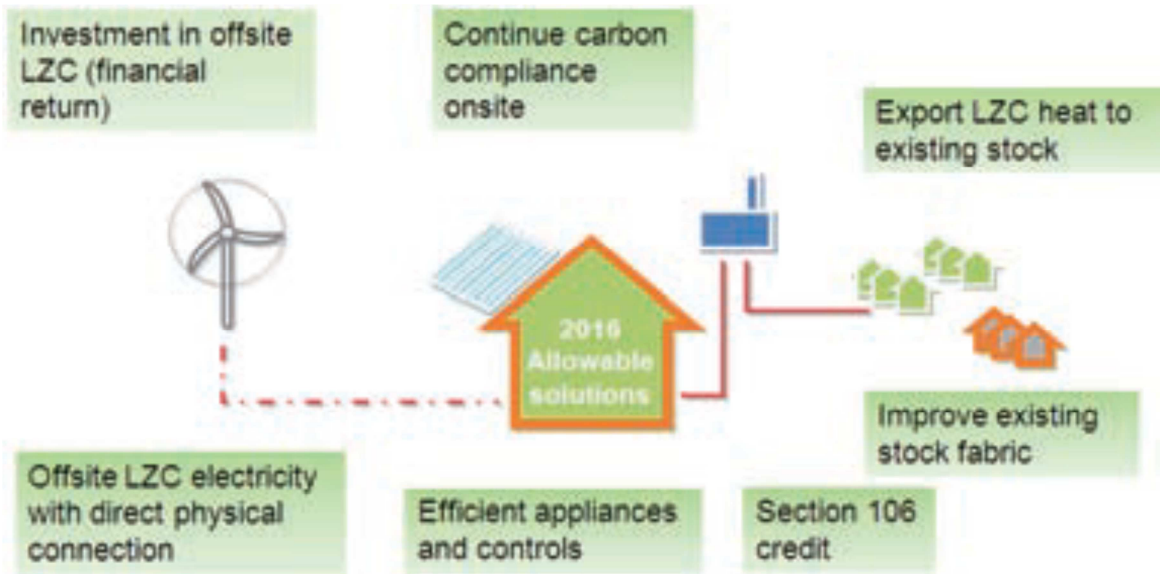


Fig D Possible allowable solutions for offsetting carbon emissions



Fig E Safeguarded Walbrook Wharf



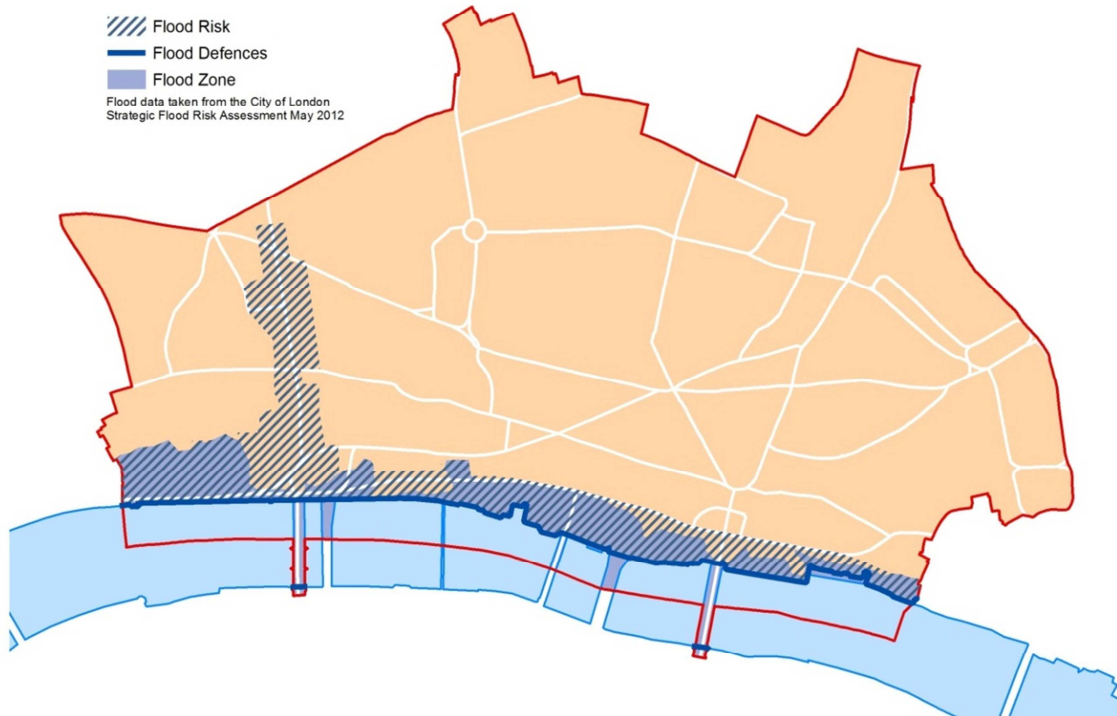


Fig F Flood risk areas (Alteration to Core Strategy Fig 19)

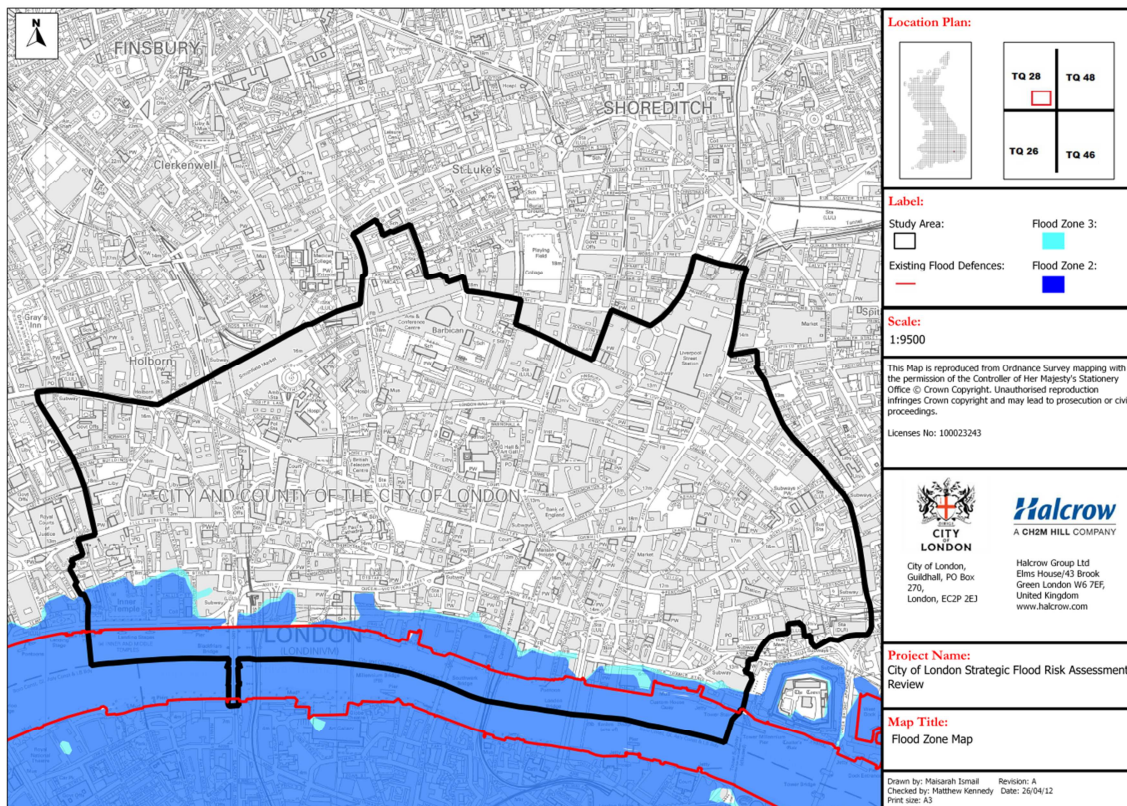


Fig G Environment Agency flood risk zones

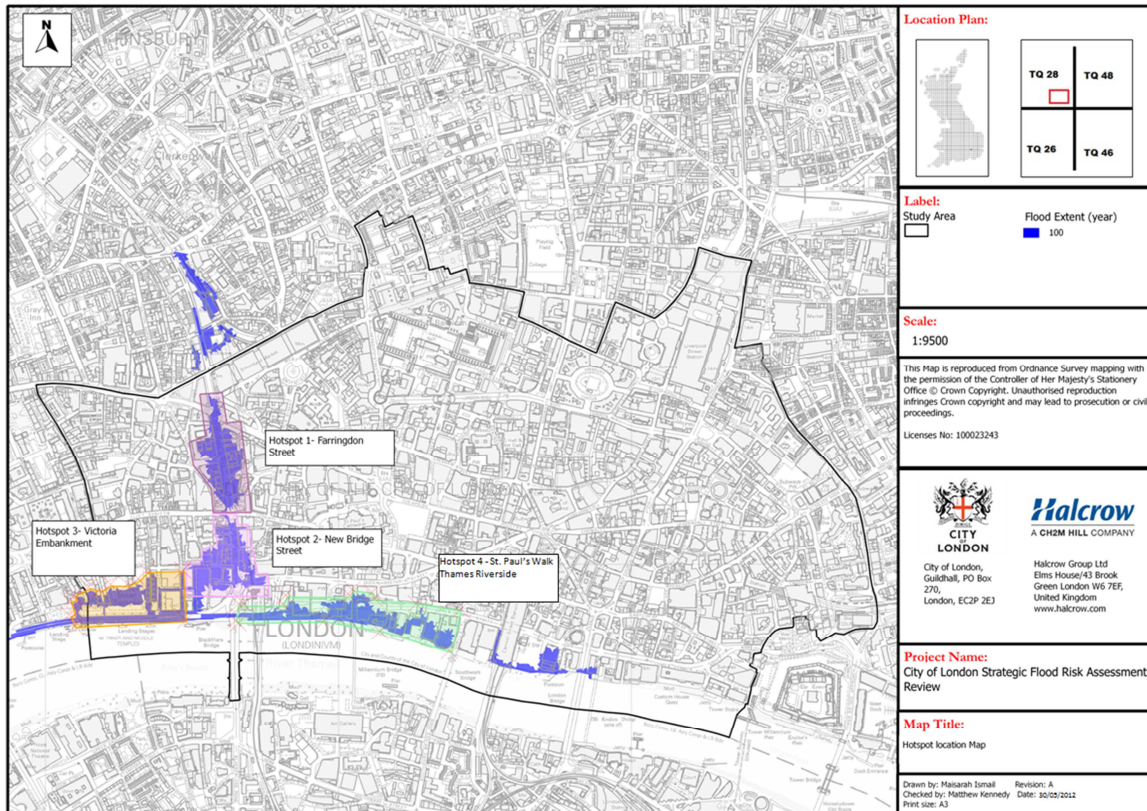


Fig H Surface water flooding hotspots

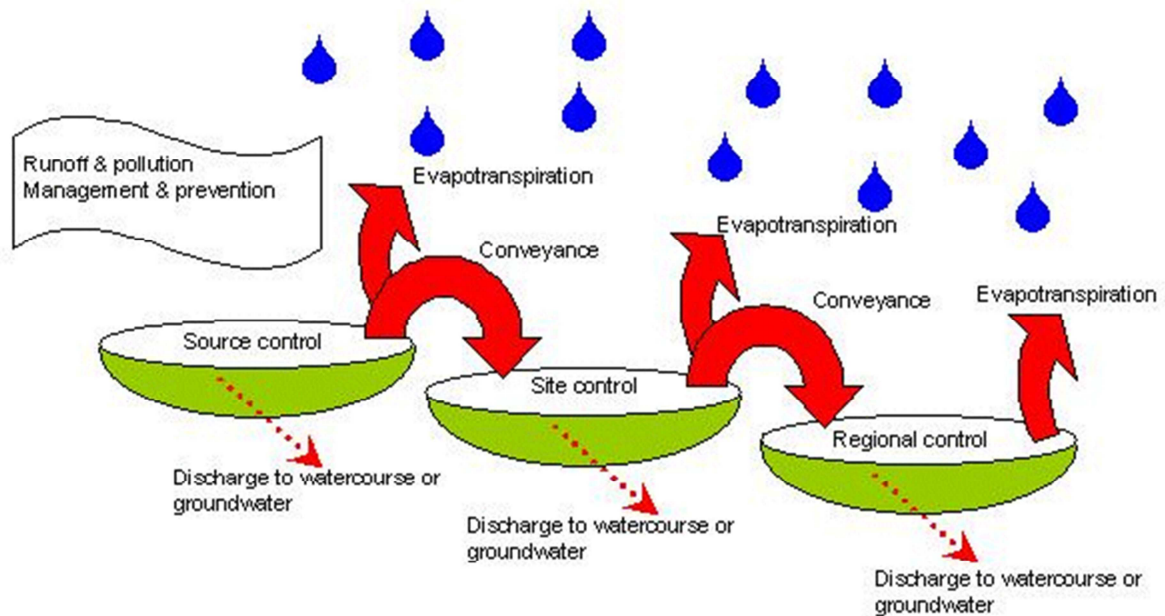


Fig I SuDS management train



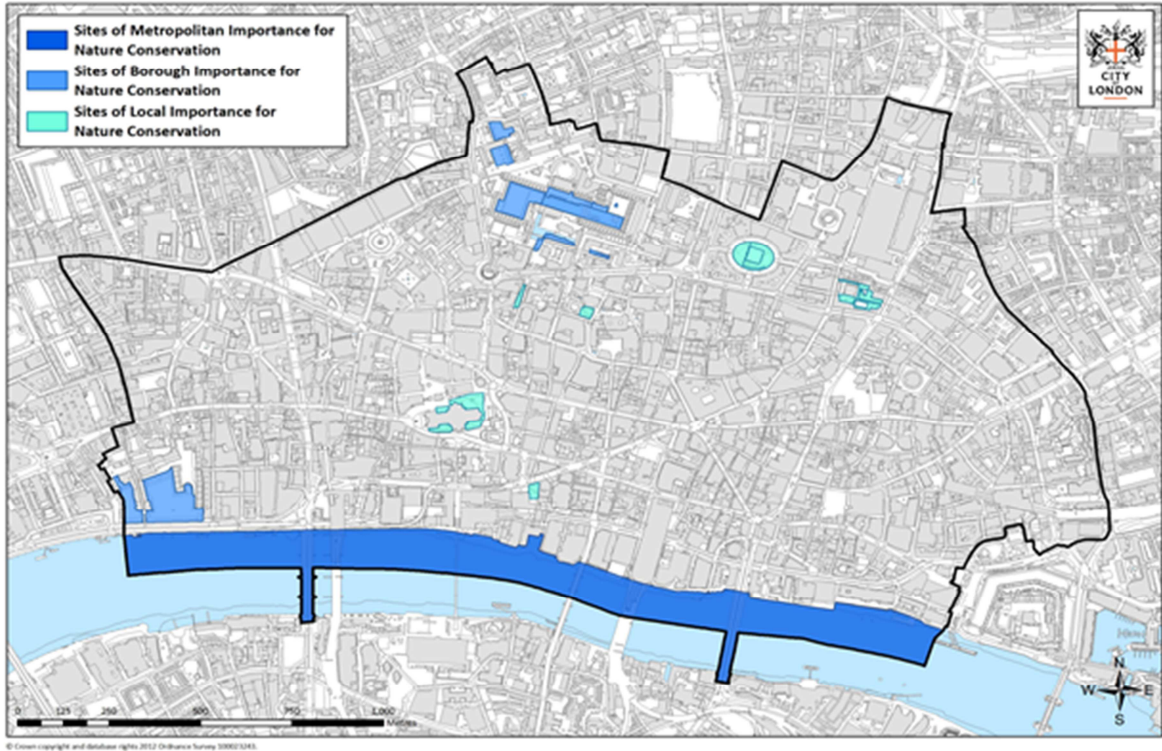


Fig J Sites of importance for nature conservation (SINCs)

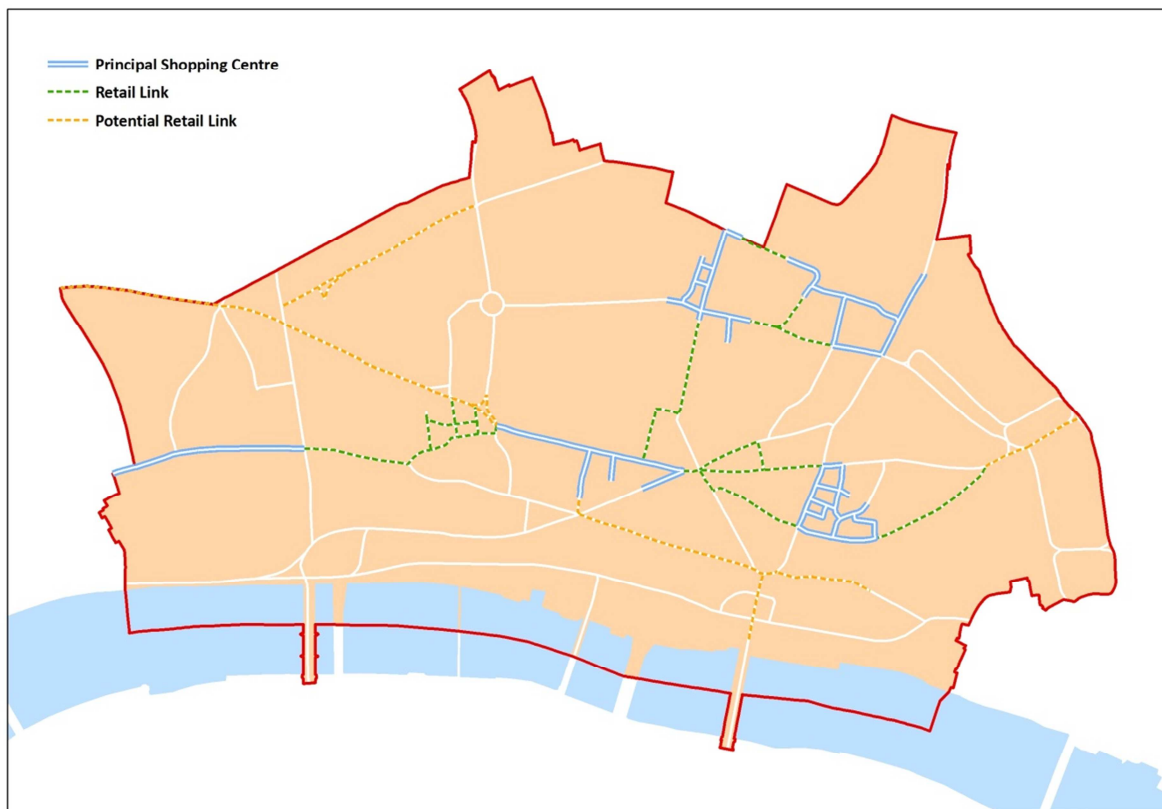


Fig K Principal shopping centres and retail links (Alteration to Core Strategy Fig 22)

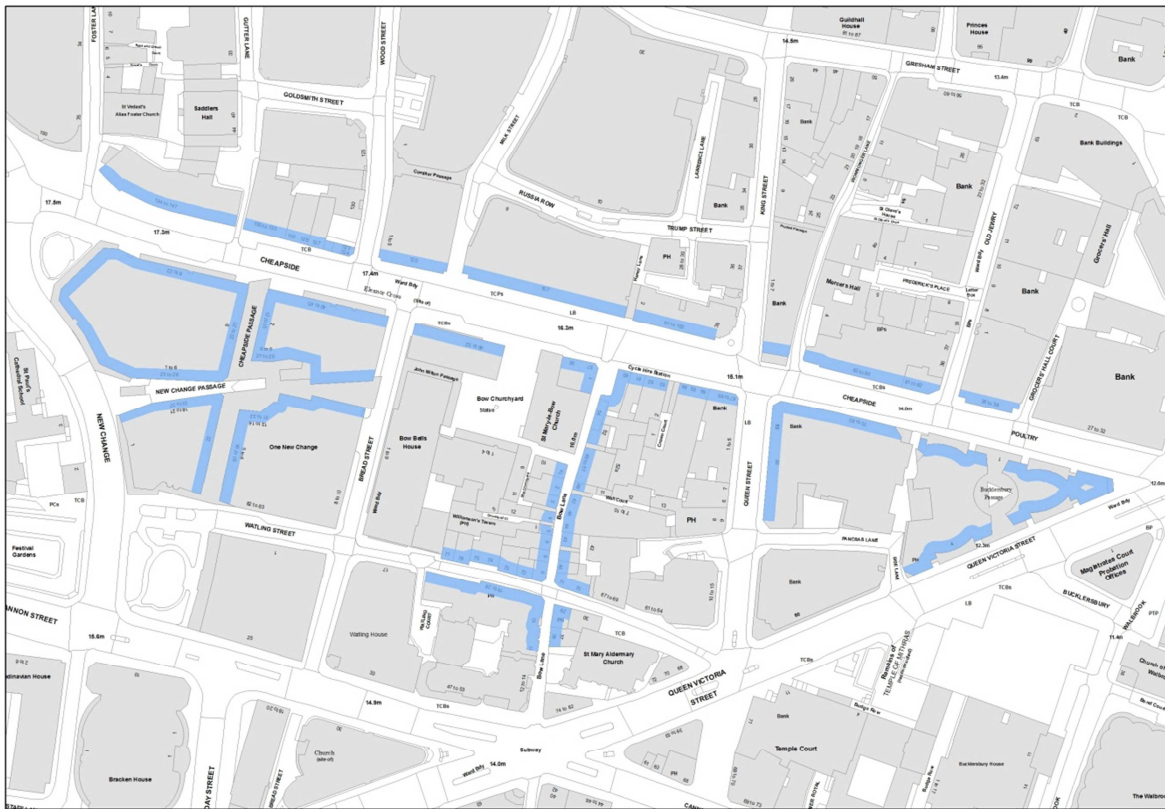


Fig L Cheapside PSC (Alteration to the Proposals Map)

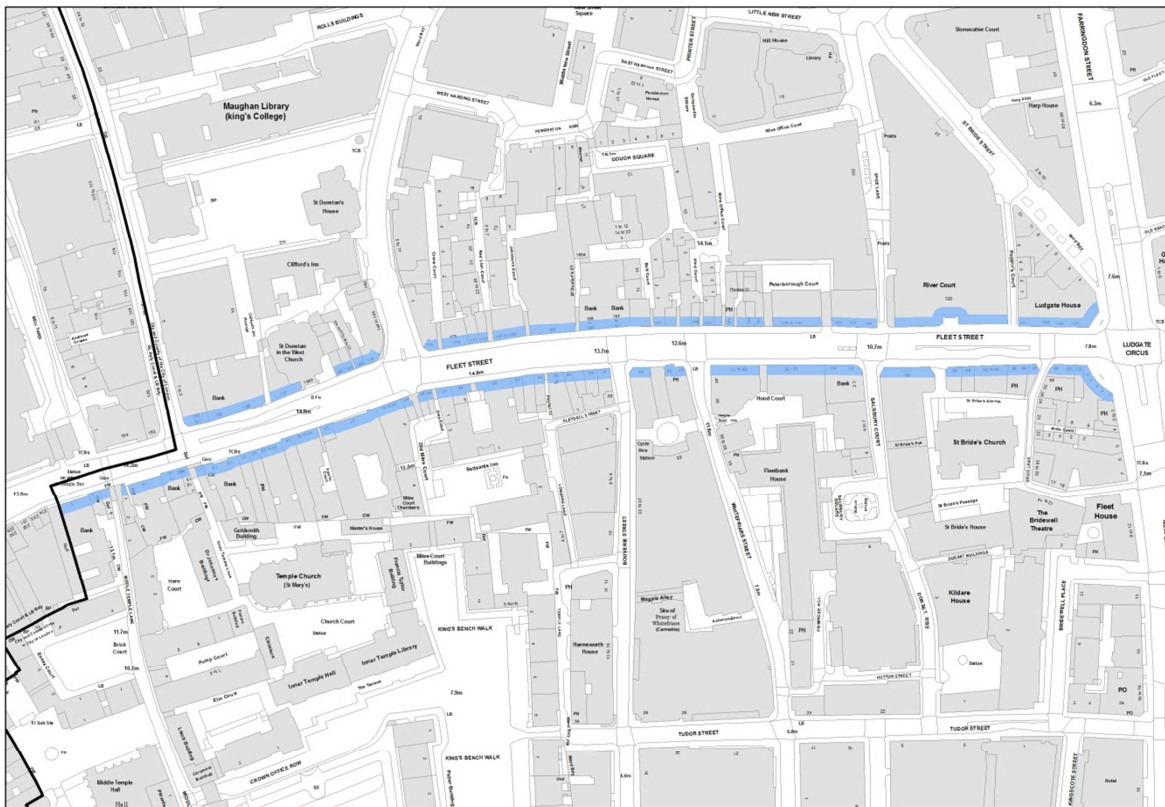


Fig M Fleet Street PSC (Alteration to the Proposals Map)





Fig N Leadenhall Market PSC (Alteration to the Proposals Map)

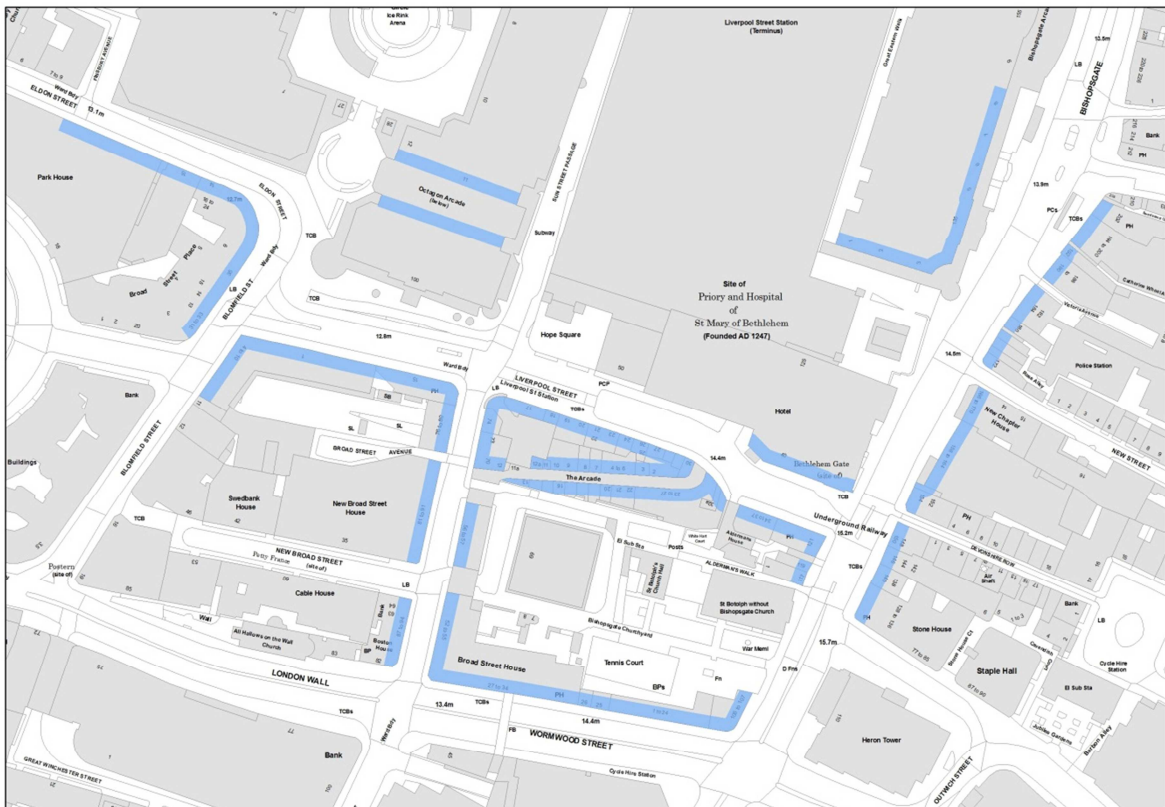


Fig O Liverpool Street (Alteration to the Proposals Map)

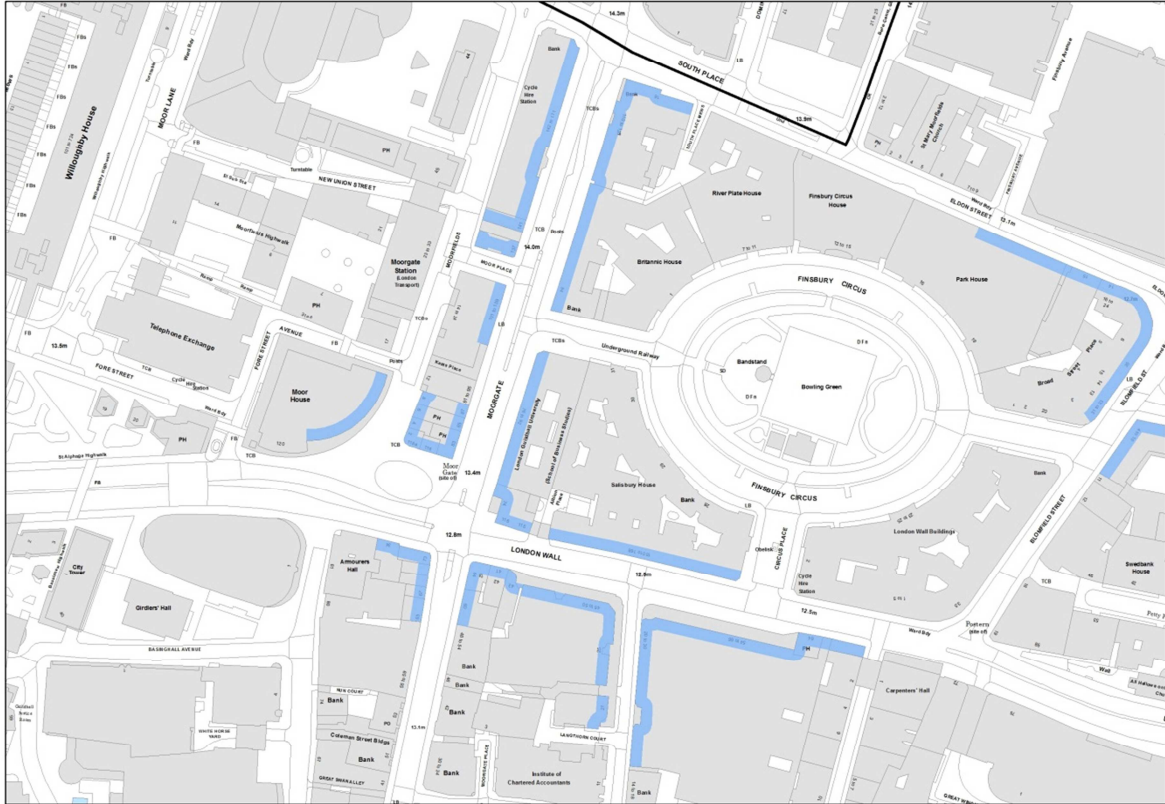


Fig P Moorgate PSC (Alteration to the Proposals Map)

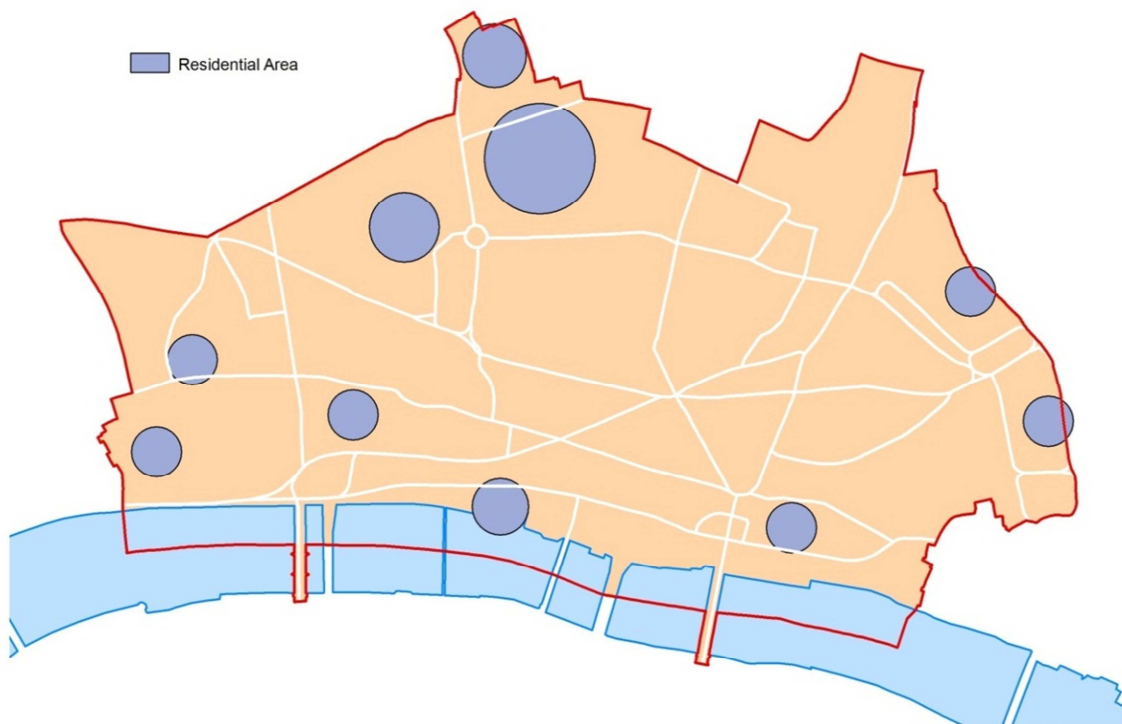


Fig Q Residential areas (Alteration to Core Strategy Fig 23)