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 1,150,000m2 gross during the period 2011–2026 to meet the needs of projected long term economic and employment growth, phased as follows:

 2011 – 2016: 650,000m2

 2016 – 2021: 250,000m2

 2021 – 2026: 250,000m2

A pipeline of at least 750,000m2 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 21,000m2 in 2010 to 43,000m2 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 136,000m2 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 66,000m2 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.