

Schedule of proposed changes to the version of City Plan 2036 approved by Court of Common Council in May 2020

Policy/paragraph	Proposed change	Reason for change
<p>Introduction: Policy context Paragraphs 1.3.5 – 1.3.6</p>	<p>Policy context</p> <p><u>1.3.5. This Plan is being prepared in an era of significant and rapid change and has been deliberately drafted to provide a flexible policy framework. Within this wider framework, the Local Plan can provide an environment</u> which encourages appropriate development and is responsive and adaptable to change.</p> <p><u>1.3.6 In particular, the Plan seeks to provide a flexible, resilient policy framework which responds to three fundamental health and well-being, environmental and economic influences: Covid-19, climate change, and the UK's departure from the European Union.</u></p> <p><u>Climate change</u></p> <p><u>1.3.7 The threat from climate change is one of the most serious threats we face today. It extends beyond environmental challenges and has the potential to affect economic prosperity, social justice and global stability. Wide ranging responses are essential, encompassing individual local actions, local, strategic and national government programmes, business and community scale initiatives and global agreements. Scientific evidence indicates that the climate is already changing, and that action is needed to limit global warming to 1.5 degrees.</u></p> <p><u>1.3.8 The City Corporation has long been a champion of clean air, open space provision, sustainability and, more recently, green finance, recognising that a healthy environment is critical to business and personal well-being. It has in 2020 adopted a Climate Action Strategy which sets out a pathway to achieving net zero emissions for both the City</u></p>	<p>To reflect impacts arising from the publication of the City Corporation's Climate Action Strategy, the Covid-19 pandemic and updated trading relationships</p>

Corporation's activities and the wider activities of businesses and residents in the City of London. The Strategy and, more importantly, the actions outlined will ensure the Square Mile and City Corporation achieve net zero carbon by 2040 and make a positive contribution to tackling climate change, are resilient to the risks of climate change and seize the opportunities presented by the transition to a low-carbon economy.

Covid-19 pandemic

1.3.9 Much of this Plan was drafted prior to the outbreak of the Covid-19 pandemic, which has had significant health, well-being, environmental and economic impacts locally and globally. As medical treatments are discovered and rolled out, including potential vaccines, the severity of these health impacts is expected to reduce and communities will recover in the medium term. However, the pandemic is also leading to behavioural changes; some are temporary, but some are likely to become established as part of the 'new normal'. The acceleration of existing trends and the creation of new trends both need to be taken into account when planning for the medium and longer term. Therefore, the Plan is looking beyond the current pandemic to a period when a probable vaccine has enabled the City to once more provide a vibrant centre of business creativity and innovation which harnesses the potential of existing and new trends.

1.3.10 Throughout its long history the City of London has been a centre for creative innovation and collaboration, bringing business and people together. The Covid-19 pandemic has in the short term shifted much of the City's business online with many City workers using modern technology to work from home, and consequently significant reductions in journeys into the City and footfall within it. Whilst the use of digital technology and remote working will remain important to the success of many City businesses in the future, reliance solely on remote working can have longer term drawbacks as it can limit the scope of the creative innovation, collaboration and informal business relationships that the City thrives upon. Therefore, it is expected that the City will remain an attractive base for a wide range of existing and new businesses,

operating more flexibly with a blended approach of in-office and remote working, to meet the changing business environment, space needs and lifestyle expectations of their workforce. The return of City workers will bring vitality to provide a boost to businesses that rely on high footfall, including retail, food and beverage and support services to the City's offices, that have been particularly affected by Covid-19.

1.3.11 Although the pace and scale of future growth in the City of London is uncertain in the short term, the longer term geographical, economic and social fundamentals underpinning the success of the City as a vibrant centre of business creativity and innovation remain in place. Strong interest in pre-application planning advice and investment suggest continued confidence in the City as a place in which to do business. The ways that people live, work, travel and use city centres will in the future be different, but the City will continue to be an attractive and sustainable meeting place where people and businesses come together for creative innovation.

1.3.xx The City Corporation will work closely with national, regional and local government, landowners and investors, businesses and residents to ensure that the City of London remains successful. It is acknowledged that the pandemic will have short and perhaps medium term financial implications for the City Corporation and for Transport for London, which may impact on, or delay, implementation of some policy aspirations and will need to be closely monitored. Nonetheless, this Plan will provide a framework to give confidence to those who wish to be involved in and to invest in the City and it has been written to be adaptable to new changes and challenges as they present themselves.

UK trading relationships

1.3.12 As a world leading financial and professional services centre, the future prosperity of the City will depend to a large extent on the international and national economic considerations and other external policies, particularly the United Kingdom's future

	<p>trading relationship with the European Union and the rest of the world. <u>context including future trading relationships. The UK's departure from the European Union is leading to new trading relationships and patterns. The City's reputation for expertise and innovation will be particularly important as it adapts its existing strengths in financial and professional services, and develops new strengths, to suit changing global circumstances.</u></p> <p>1.3.613. The Local Plan is influenced by national and London-wide planning policies and guidance, as well as plans and strategies produced by neighbouring boroughs and a range of statutory bodies.</p>	
Vision, Strategic Objectives and Spatial Strategy: 3.2 Support a Thriving Economy Paragraph 3.2.3	<p>3.2.3. The City will be open to new business, new ideas and innovations and new ways of working, building upon the experience and lessons learned through the Covid-19 pandemic. New reflected in business floorspace that is will be flexible and adaptable to meet the demands of different types of business occupiers and their workforces, including incubators, start-ups and other small and medium sized companies. Office space will be complemented by other accessible commercial, cultural and leisure uses adding vibrancy and animation to the City's streets and benefitting the City's diverse communities.</p>	To reflect impacts arising from the Covid-19 pandemic
Vision, Strategic Objectives and Spatial Strategy: 3.4 Key Areas of Change: Smithfield and Barbican Paragraph 3.4.6	<p>... Consolidation of the City Corporation's wholesale markets onto a single site outside of the City will potentially allow the re-use of Smithfield Market in whole or in part for other uses compatible with its heritage status and the City Corporation's ambitions for Culture Mile. St Bartholomew's Hospital will remain a major centre of health excellence.</p> <p><u>Additional greening, new open spaces and pedestrian and cycling priority in appropriate locations will reduce Tt</u> the potential for conflict between vehicular access to commercial and residential uses, and allowing for more effective management of the increased numbers of pedestrians will be effectively managed.</p>	Factual update to reflect progress on Smithfield Public Realm proposals
Policy HL2 - Air Quality	Policy HL2: Air Quality	To reflect advice from a Planning Inspector

	<p>1. Developers will be required to effectively manage the impact of their proposals on air quality. Major developments must provide an Air Quality Impact Assessment.</p> <p>2. Development that would result in a worsening of the City’s nitrogen dioxide or PM10 and PM2.5 pollution levels will be strongly resisted-refused.</p> <p>...</p>	<p>during an advisory visit, in which he commented that the current wording may not be realistic and that elsewhere in the Plan, the term ‘resisted’ is used</p>
<p>Strategic Policy S3 - Housing: New paragraphs following paragraph 4.3.12</p>	<p>4.3.12 The City Corporation will continue to support the delivery of new market and affordable housing on its own housing estates and other appropriate land holdings outside the Square Mile in fulfilment of its ambition to deliver a significant number of new homes and contribute towards the delivery of new housing to meet London’s wider housing needs.</p> <p><i>[moved from current paragraph 4.3.8]</i></p> <p><u>4.3.xx. The City Corporation is the strategic housing authority for the City of London and a landlord responsible for over 1,900 social tenanted properties and over 900 leaseholder properties across London.</u> The City Corporation provides over 1,500 social housing units on 11 estates <u>that it owns and manages</u> outside of the City of London in <u>the six London boroughs of</u> Southwark, Islington, Lewisham, Lambeth, Hackney and Tower Hamlets. This is in addition to social housing provided within the City.</p> <p><u>4.3.xx. The City Corporation has committed to play a leading role in tackling the housing shortage in London with a pledge to build hundreds of new social homes and thousands of additional mixed tenure homes.</u> The City Corporation’s Housing Strategy 2019-23 aims to deliver at least 700 new social homes on City-owned land and housing estates with potential for renewal and expansion. Where these homes are outside of the City, the City Corporation normally seeks joint nomination rights with the host borough to ensure that the housing can meet address both City of London and host borough housing need. The City Corporation as a strategic landowner across London is seeking to deliver a further</p>	<p>To reflect advice from a Planning Inspector during an advisory visit, in which he commented that the Plan could provide a clearer narrative on how the City Corporation is meeting housing needs on land outside the City of London</p>

	<p>3,000 mixed tenure homes on other sites in partnership with other providers, in recognition of the need for additional housing across London to meet housing needs.</p> <p><u>4.3.xx. The City Corporation’s plans to build new homes have encouraged both public and private sector partners to propose development opportunities and potential joint ventures. Options to increase the supply of new homes beyond the City Corporation’s own sites are being explored. The planned consolidation of the City Corporation owned and managed wholesale markets (Smithfield Meat Market, Billingsgate Fish Market and New Spitalfields Fruit and Vegetable Market) onto one site in Dagenham would provide an opportunity for mixed use redevelopment which could include housing. Billingsgate is a 5-hectare site next to Canary Wharf and New Spitalfields is a 13-hectare site in Leyton.</u></p>	
<p>Strategic Policy S4 - Offices: New paragraph after paragraph 5.1.7</p>	<p>5.1.7. The City of London is a world leading international financial and professional services centre and has a nationally important role in the economy. To maintain this position, it is vital to ensure that sufficient office floorspace is available to meet projected employment growth and occupier demand and that additional office development is of high quality and suitable for a variety of occupiers. The overall office floorspace target of 2,000,000m² is derived from the estimated growth in office employment between 2016 and 2036 and represents a 23% increase in floorspace.</p> <p><u>5.1.xx. Notwithstanding the short term impacts of the Covid-19 pandemic on occupier demand and construction activity, the City has a robust development pipeline. In March 2020, approximately two-thirds of the total office floorspace target had either been completed since the baseline date of 2016 or was under construction. While the long term impacts of the pandemic on the office market are uncertain, it seems likely that many City workers will choose to spend at least part of the week working remotely rather than from the office. However, this trend is expected to be counteracted by a shift towards lower occupation densities and the provision of more breakout space within offices. The overall impact on floorspace demand may therefore be broadly neutral.</u></p>	<p>To reflect impacts arising from the Covid-19 pandemic</p>

<p>Retailing – context: Paragraph 5.2.3</p>	<p>5.2.3 The ways in which people shop and use retail facilities is-are changing and the City’s retail offer needs to adapt to address changing consumer and leisure habits, whilst also retaining a focus on centres as places to shop. <u>The Covid-19 pandemic has significantly reduced footfall in town centres and retail centres nationally and hastened the growth of online retailing, having short-term impacts on the vitality and viability of many retail and leisure facilities.</u> Retail centres that provide a diverse range of <u>town centre uses, including</u> shops, services and leisure activities are likely to be in a better position to respond to changing retail demand <u>and recover from the impacts of Covid-19.</u> In the City, as elsewhere, there has been an expansion of <u>experiential retail</u>, leisure, and entertainment <u>and mixed</u> uses, which can increase footfall at different times of the day and add to the visitor experience. Such uses are an important component of the City’s overall retail mix.</p>	<p>To reflect impacts arising from the Covid-19 pandemic</p>
<p>Policy RE1 – Principal Shopping Centres: Paragraph 5.2.15</p>	<p>Cheapside 5.2.15. Cheapside is currently the largest PSC in the City and serves a wider catchment area than the other centres. The PSC includes Bow Lane, the ground floor of One New Change, Cheapside and Poultry. The PSC has undergone significant redevelopment since 2011 and the strategy is to reinforce its role and character as the City’s ‘High Street’, maintaining a clear predominance of <u>A1-retail</u> units with a focus on comparison goods and food and drinks provision. There is scope for greater weekend trading and for some additional retail floorspace, particularly to link the western part of Cheapside with Culture Mile. <u>The City Corporation will work with the Cheapside Business Alliance to promote Cheapside as a shopping, business and visitor destination and to support its evolution into a seven day a week destination.</u> Timed restrictions on vehicular access to Bank Junction and the potential for future public realm improvements provide an opportunity to achieve greater pedestrian movement and retail links between Cheapside and retail activity within the Royal Exchange and further east.</p>	<p>To reflect changes to the Use Classes Order introduced in September 2020 and the importance of partnership working</p>

<p>Policy RE5 – Markets: Paragraph 5.2.27</p>	<p>Policy RE5: Markets</p> <p>Proposals for markets and temporary retail pop-ups will be permitted <u>encouraged</u> where they:</p> <ul style="list-style-type: none"> • are of an appropriate scale and frequency for their location; • would not have a significant adverse impact on the vitality and viability of existing retail centres within or outside the City; • would not have a significant adverse impact on the amenity of nearby residents or business occupiers; • would not unduly obstruct pedestrian and vehicular movement; and • would not involve the permanent loss of open space or harm the character of that space. <p>5.2.27 There is an increasing demand for temporary retail pop-ups and street food markets, such as the Guildhall Yard Lunch Market, which can support the local economy by generating increased vibrancy, retail diversity and footfall. These uses provide greater retail choice, enliven the public realm and increase the attractiveness of the City as a place to live, work and visit. <u>Pop-up and meanwhile uses can minimise vacancies of retail premises while a long-term occupier is sought, and may be used to animate areas where construction works are taking place.</u></p> <p>...</p> <p>5.2.30. Proposals for markets or temporary retail pop-ups located within a building or its curtilage, should be ancillary to and complement the main use of the site. When assessing proposals for new <u>permanent</u> markets and <u>opportunities for</u> pop-ups, the City Corporation will consider the potential for significant adverse impacts on <u>existing retail centres the trade of retailers occupying fixed units</u> within the vicinity together with impacts on the amenity of nearby residents or business occupiers, on pedestrian and vehicular movement or on open spaces.</p>	<p>To reflect impacts arising from the Covid-19 pandemic</p>
---------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------

<p>Vehicular Transport and Servicing – context: New paragraph after paragraph 6.2.1</p>	<p>6.2.1. The City is served by an extensive public transport network with six mainline railway stations, 12 underground and DLR stations and an extensive network of bus routes. Transport for London identifies the whole of the City of London as having a Public Transport Accessibility rating of above 6, the highest possible score. In addition, major rail termini near the City are used by large numbers of City commuters. Significant improvements are being made to public transport provision, particularly with the opening of the Elizabeth Line with two stations in the City at Farringdon and Liverpool Street/Moorgate. There are also river bus services which stop at Blackfriars Pier and at Tower Pier just outside the City.</p> <p><u>6.2.x. The City has access to a very wide regional labour pool with many of its businesses drawing their workforces from destinations across London and the wider South East. The provision of safe, convenient, sustainable and effective public transport services and facilities is critical to the City’s international competitiveness and its ability to continue to attract highly skilled workers. Given the unique nature of the City, with its comparatively low residential population and its dependence on inward commuting, the widely publicised ‘15-minute cities’ concept is not directly relevant to the City’s circumstances, albeit that this Plan seeks to facilitate ease of access to jobs and services by walking and cycling for those who are able to do so.</u></p>	<p>To reflect impacts arising from the Covid-19 pandemic</p>
<p>Active Travel and Healthy Streets – context: Paragraph 6.3.2</p>	<p>6.3.2 The City’s workforce is expected to increase significantly over the course of the Plan period to 2036, <u>albeit that increased remote working means that actual footfall is unlikely to rise in proportion to total employment, while</u> visitor numbers are also anticipated to rise. This will result in significant and increasing pressure on the pavements and the public realm at peak times in the morning, lunchtime and early evening. Figure 15 illustrates forecast pedestrian flows across the City in 2026 during the am peak. <u>This forecast was produced before the Covid-19 pandemic and it is uncertain to what extent the pandemic may affect medium and longer term pedestrian movement in the City. The pandemic has, however, emphasised the importance of facilitating safe and convenient</u></p>	<p>To reflect impacts arising from the Covid-19 pandemic</p>

	<p><u>public transport services into and out of the City together with measures to ensure active travel and pedestrian comfort within the City's boundaries.</u></p>	
<p>Strategic Policy S22 - Fleet Street and Ludgate: Paragraph 7.7.9</p>	<p>7.7.9. The Key Area of Change contains a mix of large modern office developments and smaller scale historic buildings on small plots more suitable for SME use. Several major occupiers have vacated office buildings on Fleet Street in recent years, providing opportunities for beneficial change though the City-wide presumption in favour of protecting office uses will continue to apply and the area's commercial office focus will remain. Heritage and views constraints may limit opportunities for significant increases in floorspace.</p> <p><i>[moved to new paragraph]</i></p> <p><u>7.7.xx</u> There may be potential for partnership working between occupiers in the area to deliver improvements and more flexible use of some buildings whilst retaining a predominance of commercial uses which complement the City's business focus. <u>To assist with the development of a coherent vision for the area, the City Corporation will support the work of the Fleet Street Quarter Partnership in the process to become a Business Improvement District. The Partnership is keen to explore ways in which Fleet Street can act as a vibrant spine for the area, while improving its links with other parts of the City including the area up to High Holborn and access to the riverside.</u></p>	<p>To reflect the importance of partnership working</p>