

<b>Committee(s)</b>	<b>Dated:</b>
Local Plans Sub (Planning and Transportation) Committee	18/10/2023
<b>Subject:</b> City Plan 2040	<b>Public</b>
<b>Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?</b>	<b>1,2,3,5,6,7,8,9,11,12</b>
<b>Does this proposal require extra revenue and/or capital spending?</b>	<b>No</b>
<b>If so, how much?</b>	<b>N/A</b>
<b>What is the source of Funding?</b>	<b>N/A</b>
<b>Has this Funding Source been agreed with the Chamberlain's Department?</b>	<b>N/A</b>
<b>Report of:</b> Bob Roberts, Interim Executive Director of Environment	<b>For Discussion</b>
<b>Report author:</b> Rob McNicol, Assistant Director – Planning Policy and Strategy	

### Summary

The City Plan 2040 is a new local plan for the City of London, setting the policies and strategic priorities that will guide the growth of the Square Mile up to 2040. Over the last 18 months, new evidence has been produced and engagement has taken place to inform the Plan. The City Plan has been amended to reflect the findings of evidence, to take into account the engagement responses received, and to align the Plan with updated corporate strategies.

This paper sets out the direction of the Plan and summarises the main changes to policies.

### Recommendation(s)

Members are asked to:

- Advise on the proposed policy changes.

### Main Report

### Background

1. The City Plan 2040 has been in development for a number of years and has undergone extensive public engagement over this time:

- 2016 – an issues and options consultation took place (the 'regulation 18' consultation)

- 2018 – consultation on a draft local plan
  - 2021 – the first proposed submission version of the City Plan was published and consulted on (regulation 19 stage)
  - 2023 – an informal consultation has been carried out to inform updates to the Plan
2. This latest version of the City Plan 2040 is an updated submission version of the Plan, which will be considered by the Planning and Transportation Committee, Policy and Resources Committee and the Court of Common Council over the coming months, before being submitted to the Secretary of State for public examination.
  3. The plan has undergone extensive changes. However, it remains consistent in many ways with previous versions of the Plan that have been consulted on. The subject and approach of many policies remains as before, and the strategic priorities (which have been added in this version) are based on the spatial strategy from the previous version. The overall approach in the Plan is similar to earlier versions – however, the Plan has been updated to take account of recent evidence, which has broadly confirmed the direction of travel, and public consultation. Many of the changes that have been made to the Plan are to eradicate duplication and make it a more usable document. Some changes are, however, more substantive; where this is the case they have been identified in this report.
  4. The version of the Plan attached at Appendix 1 will undergo further work and minor amendments over the next month, prior to consideration by the Planning and Transportation Committee, including:
    - Further proofing and editing to ensure the language we use is clear and consistent, and to reduce the length of the document as far as possible
    - Revisions to maps and diagrams
    - Final policy changes following the completion of evidence that remains in progress
  5. There is also an opportunity for changes to be made in response to the feedback of this Local Plan sub committee. Any substantive changes will be reported to the Planning and Transportation Committee.

## **Chapter 1 – Introduction**

6. This chapter has been deleted from the plan. It contained background information on why a local plan is being produced, the stages the plan has been taken through, the broad policy context, and summarises the structure of the plan. Some of these are important pieces of information to retain but they do not need to be at the start of the document; they are rarely looked at in the day-to-day use of a local plan. They will be revised, summarised and contained in an appendix.

## **Chapter 2 – The City Today**

7. This chapter has been deleted from the plan. It contained a series of infographics setting out the key stats about the Square Mile, such as the amount of jobs, residents, size of open spaces, etc. Providing a static snapshot of this information, which will date rapidly, is potentially misleading. Instead, the planning department are producing new, digital approaches to monitoring that will provide better and more meaningful data about the City, updated regularly and providing historic time series wherever possible.

## **Chapter 3 – Vision, Strategy and Spatial Objectives**

8. This chapter has been reformatted and revised extensively. The previous version used the framing of the City Corporation's corporate plan 2018-2023, which is in the process of being replaced. For each of the three corporate plan aims, there was a vision for the Square Mile and a strategic objective. A vision was also set out for each Key Area of Change. A spatial strategy set out a series of 11 further objectives for the Plan.
9. In the refreshed version, this approach has been simplified and revised, and updated to comply with the Planning and Compulsory Purchase Act 2004 (as amended by the Neighbourhood Planning Act 2017), which requires local planning authorities to identify the strategic priorities for the development and use of land in the authority's area. A series of strategic priorities have been set out, grouped together under the three sustainable development objectives set out in the National Planning Policy Framework (NPPF). These strategic priorities have been informed by the objectives set out in the spatial strategy of the first proposed submission version of the plan, as well as other corporate strategies such as the Transport Strategy, and (like everything in the revised Plan) have been informed by evidence and stakeholder engagement.
10. A new spatial strategy has been added. This focuses on those aspects of the plan that have a spatial dimension, such as where tall buildings should be located and where new housing will be focussed.

## **Policy Changes**

11. Almost all policies have been amended, however many amendments are relatively minor in scope. The amendments are summarised for each policy below.

## **Health, Inclusion and Safety**

### *Strategic Policy S1: Healthy and Inclusive City*

12. This is a strategic policy setting out how the City and development in the Square Mile should contribute to improving health and inclusion. References have been added to enabling communities to access opportunities for employment as well

as sports provision (alongside other opportunities). A requirement has been added for development to take inclusive approaches to design. The 'how the policy works' section and context section before the policy have been removed as these are largely repetitive of, or have been incorporated into, other text in the Plan.

*Policy HL1: Inclusive buildings and spaces*

13. The main changes are amendments to fully reflect all of the protected characteristics, in line with the Equality Act; a requirement for major development to submit an equality impact assessment; and a requirement for development to promote the achievement of equity, diversity and social inclusion.
14. Supporting text has been updated to reflect these changes and to highlight how inclusive design can take neurodiversity into consideration.

*Policy HL2: Air quality*

15. The main changes are requiring development to avoid the use of diesel powered generators where possible, and to comply with the London Low Emission Zone for non road mobile machinery.

*Policy HL3: Noise*

16. This policy previously covered both noise and light pollution. A separate design policy (DE9) covered lighting. In order to simplify the plan, and to reflect the increased emphasis on lighting as a result of the City Corporation's lighting charter and Lighting SPD, the lighting aspects of HL3 have been merged into policy DE9.
17. The policy wording regarding noise has been clarified to distinguish between new noise-generating uses and the potential impacts of existing noise-generating uses on proposed development, with reference to the 'agent of change' principle added in relation to the latter. A requirement has been added for developers to explore opportunities to enhance the acoustic environment.

*Policy HL4: Contaminated land and water quality*

18. No changes have been made to the policy.

*Policy HL5: Location and protection of social and community facilities*

19. The policy has been amended to ensure that any replacement facilities are equivalent to those being replaced. The requirement for new facilities to not

prejudice the business city has been removed from this policy, as it is adequately addressed under policy OF2.

*Policy HL6: Public toilets*

20. The policy has been amended to ensure facilities are provided for different types of users, including the provision of 'changing places' facilities.

*Policy HL7: Sport and recreation*

21. The policy has been amended to reflect the City Corporation's aims to support a greater sport and recreation offer, and the creation of a network of facilities across the Square Mile.

*Policy HL8: Play areas and facilities*

22. The policy has been amended to seek additional play facilities in appropriate locations, and to ensure play facilities are designed inclusively.

*Policy HL9: Health impact assessments (HIA)*

23. The requirements of the policy have been tightened to ensure that all major development undertakes an HIA. Previously, this only applied to some, with other forms able to carry out a checklist; in practice, developers are already complying with the requirement for rapid or full HIAs.

*Strategic Policy S2: Safe and Secure City*

24. The policy has been amended to highlight safety, fear of crime, and anti-social behaviour, and the need for development to address the requirements of people who are more likely to experience lack of safety in the City.

*Policy SA1: Publicly accessible locations*

25. The name of the policy has been amended from 'crowded places', to reflect more up to date terminology.
26. to highlight safety, fear of crime, and anti-social behaviour, and the need for development to address the requirements of people who are more likely to experience lack of safety in the City.

*Policy SA2: Dispersal routes*

27. No substantial changes to the policy.

*Policy SA3: Designing in security*

28. The policy has been amended to mention 'secured by design' principles and to give further advice on how hostile vehicle mitigation should be designed.

**Housing**

*Strategic Policy S3: Housing*

29. The housing requirement for the Plan has been updated to reflect both the London Plan (up to 2029) and the requirement for housing beyond this period set out in national policy.

30. An additional clause has been added that seeks to prioritise specific forms of housing in residential areas, as these reflect the majority of the City's housing need, as identified in the Strategic Housing Market Assessment.

*Policy HS1: Location of new housing*

31. The relationship between this policy and the loss of offices policy has been clarified. The policy has been amended to support a mix of cultural and community uses in residential areas (amongst other uses).

*Policy HS2: Loss of housing*

32. The supporting text has been amended to provide guidance on those situations where amalgamation of housing units might be acceptable.

*Policy HS3: Residential environment*

33. Reference to the lighting policy (DE9) has been added.

34. Reference to the agent of change principle has been removed from this policy, as it isn't directly applicable and is covered more clearly elsewhere in the plan.

*Policy HS4: Housing quality standards*

35. The relationship of the policy to London Plan residential standards has been clarified.

*Policy HS5: Short term residential letting*

36. No substantive changes to the policy.

*Policy HS6: Student accommodation and hostels*

37. The policy has been amended to require high design and amenity standards and good connections to educational institutions. Supporting text has been amended to refer to GLA guidance on accessible accommodation, and to advise developers to liaise with local residents and businesses.

*Policy HS7: The Temples*

38. The policy has been moved to chapter XX (see below).

*Policy HS7: Older persons housing*

39. The housing target for older persons housing has been amended, in line with the requirements of the SHMA.

*Policy HS8: Self and custom build housing*

40. No changes to the policy.

**Offices**

*Strategic Policy S4: Offices*

41. The target for office floorspace has been amended to reflect the recent evidence in the City Corporation's future of offices study, with an aim to provide a minimum of 1.2m square metres of additional office floorspace over the lifetime of the City Plan.

42. The policy has been amended to promote the retrofitting and upgrading of existing office buildings.

*Policy OF1: Office development*

43. The policy has been amended to promote retrofitting, wellbeing and circular economy design approaches. Supporting text has been updated to provide guidance on the functioning and design of office lobbies as places that can contribute to the life of the City.

## Policy OF2: Protection of existing office floorspace

44. The policy has been substantially amended, to provide clarity on the situations in which the loss of office floorspace would be acceptable. The first part of the policy sets conditions that all such applications would need to meet. The second part sets out four routes for development, provided they meet the first part of the policy. These routes include the 'retrofit fast track'. The other three routes were already set out in the previous version of the policy but have been reworded for clarity.

## *Policy OF3: Temporary 'meanwhile' uses*

45. The policy has been amended to encourage meanwhile uses, and to require major development that would affect existing retail units to set out how they would maintain active uses in these units prior to redevelopment.

## **Retail**

### *Policy S5: Retail and active frontages*

46. A clearer strategic direction to diversity and make retail areas more vibrant, including through partnership working, has been added to the policy.
47. The 'retail links' have been removed from the plan, with greater support for the retention and encouragement of a broader range of 'active frontage' uses across the Square Mile.
48. The policy now encourages the opening of retail and other uses in the evenings and weekends.

### *Policy RE1: Principal Shopping Centres*

49. No substantive changes to the policy. The wording of policy has been clarified.
50. The sections setting out the strategic approach for each of the four PSCs has been amended in response to recent evidence and engagement.

### *Policy RE2: Retail links*

51. This policy has been deleted, with a more consistent and clear approach to active frontage uses set out in policy RE3.

*Policy RE2: Active frontages*

52. This policy was previously titled 'Ground floor retail provision elsewhere in the City'. The policy has been amended to encourage a broader range of retail and related uses across the City, and to resist the loss of active frontages.

*Policy RE3: Specialist retail uses and clusters*

53. This policy has been expanded in response to recent evidence, seeking to ensure that retail provision in different parts of the City responds to its context and character.

*Policy RE4: Markets*

54. This policy has been amended to more positively support markets, recognising that they have the capacity to enhance existing retail areas, not simply have an adverse impact on them.

**Culture and visitors**

*Strategic Policy S6: Culture and Visitors*

55. This policy has been substantially amended, in response to the City Corporations Destination City vision and the strategic priority to transform the Square Mile as a leading leisure and cultural destination.

*Policy CV1: Protection of existing visitor, arts and cultural facilities*

56. No substantive changes to the policy.

*Policy CV2: Provision of Arts, Culture and Leisure Facilities*

57. This is a new policy, reflecting the City's vision for culture and leisure in the Square Mile. It seeks to encourage new provision of arts, culture and leisure facilities by requiring on-site facilities from very large scale development and provision (either on site, off site, or through contributions) from all major development.
58. This approach will be informed by the new cultural planning framework, which will set out focal areas for cultural provision across the Square Mile.

*Policy CV3: Provision of visitor facilities*

59. No substantive changes to the policy.

*Policy CV4: Hotels*

60. The policy relationship between this policy and the loss of offices policy has been clarified.
61. The policy has been amended to require provision of active uses at ground floor level in new hotel development, and to ensure hotels come forward in suitable locations.
62. Supporting text has been updated to reflect the hotel demand identified in recent evidence.

*Policy CV5: Evening and night time economy*

63. The policy has been amended to refer to the agent of change principle.

*Policy CV6: Public art*

64. No substantive changes to the policy. Wording has been amended to ensure inclusive terms are used in reference to disabled people.

**Infrastructure**

*Policy S7: Infrastructure and utilities*

65. This policy has been amended to refer to the importance of infrastructure in planning for a net zero City. The City Corporation's Utility Infrastructure Strategy has been referenced in supporting text.

*Policy IN1: Infrastructure provision and connection*

66. Minor changes have been made to policy to allow more flexible approaches to applications and to encourage innovative solutions to facilitate network connections.

*Policy IN2: Infrastructure Capacity*

67. No substantive changes have been made.

*Policy IN3: Pipe subways*

68. No substantive changes have been made.

## **Design**

### *Strategic Policy S8: Design*

69. This policy has been extensively revised, clarifying approaches to sustainable design, site capacity and vibrancy. Biodiversity has been added to the policy, as has consideration of health for design approaches. The need for stakeholder engagement has been highlighted.

### *Policy DE1: Sustainable design*

70. This policy has been extensively revised, setting out the new 'retrofit first' approach and the need to follow the City Corporation's Carbon Options Guidance.
71. Parts of policy CE1 (Zero waste design) that relate to circular economy design approaches have been moved into this policy, as they are more relevant in this location.

### *Policy DE2: Design quality*

72. The policy has been amended to ensure new development provides inclusive spaces, active frontages, and greening, and the need for community engagement. Supporting text has been updated.

### *Policy DE3: Public realm*

73. The policy has been extensively amended to reflect numerous aspects of how public realm can contribute to the built and natural environment, including green infrastructure, public art, seating, and other features. The need for inclusive and accessible public realm has been emphasised in the policy and expanded.
74. Supporting text has been updated in line with the refreshed policy approach.

### *Policy DE4: Pedestrian permeability*

75. The policy has been merged with policy AT1, to avoid repetition and improve clarity. The policy has been deleted from this location.

### *Policy DE5: Terraces and viewing galleries*

76. The functioning of policy requirements for roof terraces and viewing galleries has been strengthened, with additional reference to complementary cultural and leisure facilities to create a mixture of destinations.

*Policy DE6: Shopfronts*

77. Minor amendments to the policy have been made to emphasise the need to create active frontages and consider the use of awnings.

*Policy DE7: Advertisements*

78. Minor changes to the policy have been made to support flags and banners where appropriate for cultural institutions, and the use of advertisements associated with one-off events in the City.

*Policy DE8: Daylight and sunlight*

79. The policy has been amended to refer to a broader range of sensitive receptors that could be impacted by loss of daylight or sunlight, and to refer to daylight and sunlight levels in historic interiors.

*Policy DE9: Lighting*

80. The broad thrust of the policy remains, however it has been amended in line with the approach set out in the City Corporation's Lighting SPD and best practice.

**Transport**

*Strategic Policy S9: Transport and servicing*

81. Minor changes have been made to the policy to reflect current approaches on the restriction of on-street parking.

*Policy VT1: The impacts of development on transport*

82. This policy has been revised to ensure that where development would have an impact it will mitigate this through works to the public highway (secured through s106 and/or s278 agreements, as appropriate), reflecting established practices.

*Policy VT2: Freight and Servicing*

83. Minor changes have been made to the policy, including reference to the use of servicing lifts in appropriate locations.
84. Wording in the policy has been clarified around servicing hours and sustainable deliveries.

85. revised to ensure that where development would have an impact it will mitigate this through works to the public highway (secured through s106 and/or s278 agreements, as appropriate), reflecting established practices.

*Policy VT3: Vehicle servicing and parking*

86. Reference to the use of under utilised car parks as last mile delivery hubs has been removed, however support for their alternative transport uses has been retained.

*Policy VT4: River transport*

87. This policy has been amended to give greater emphasis to river-based transport of people and freight, and to resist permanent moorings of vessels, in line with the aim to create a more inclusive, welcoming and vibrant riverfront.

*Policy VT5: Aviation Landing Facilities*

88. No changes have been made to this policy.

*Strategic Policy S10: Active Travel and Healthy Streets*

89. The policy has been amended to reflect the recently updated Transport Strategy, including placing increased emphasis on inclusion and prioritising the needs of people walking and wheeling. Explicit reference to the healthy streets approach has also been added to the policy.

*Policy AT1: Pedestrian Movement, Permeability and Wayfinding*

90. This policy has been amended to reflect the requirements of policy DE4, which set out closely related policy requirements.
91. An addition to the policy has been made in relation to the need to improve wayfinding through a variety of means.

*Policy AT2: Active Travel including Cycling*

92. A reference has been added to the London cycling design standards. Supporting text advises that accessible shower and changing facilities should be provided in appropriate new development.

### *Policy AT3: Cycle Parking*

93. This policy has been amended to require cycle parking to be conveniently located, easily accessible, safe and secure. Supporting text has been amended to advise that a proportion of cycle parking spaces should flexibly provide storage and charging for e-bicycles and mobility scooters.

## **Heritage and Tall Buildings**

### *Policy S11: Historic Environment*

94. This policy has been extensively altered. Additional emphasis has been placed on the need to celebrate the City's heritage and promote public enjoyment of historic spaces and buildings in ways that are inclusive and accessible. The policy encourages heritage-led placemaking, the retrofit of historic buildings and collaboration between heritage sites and other adjacent developments.

### *Policy HE1: Managing Change to the Historic Environment*

95. The policy has been amended to require submission of statements of significance and heritage impact assessments. Specific wording has been added to reflect the wording of national policy in relation to heritage harm.
96. An additional requirement has been set out in policy for developments in the immediate setting of historic places of worship to conserve and enhance their significance. This policy addition mentions Bevis Marks Synagogue and St Paul's Cathedral as examples – two of the City's most important religious buildings.
97. Supporting text has been extensively revised to reflect these changes and best practice in conservation.

### *Policy HE2: Ancient Monuments and Archaeology*

98. The policy has been amended to require artefacts or deposits to be preserved in-situ.

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

99. The policy has been amended to reflect requirements for heritage impact assessments, and for development in the area to contribute to pedestrian and cycle routes, including through wayfinding improvements.

### *Strategic Policy S12: Tall Buildings*

100. The policy has been extensively amended, reflecting the approach required to comply with the London Plan and recent evidence in relation to character areas and tall building areas.
101. The first part of the policy gives a definition for tall buildings in the City. The next few sections give design guidance. The latter part of the policy sets out where tall buildings would be appropriate, and how developments should identify appropriate heights for tall buildings. Supporting text has been updated accordingly.

### *Strategic Policy S13: Protected Views*

102. A minor amendment to the policy has been made to require development to have regard to views of the City that have been designated by other local planning authorities.
103. Extensive additions have been made to the supporting text to reflect the operation of St Paul's Heights as set out in the Protected Views SPD.

## **Open Spaces and Green Infrastructure**

### *Strategic Policy S14: Open Spaces and Green Infrastructure*

104. A minor amendment has been made to the policy to reference the green corridors that have been identified to link up the City's Sites of Importance for Nature Conservation (SINC).
105. Supporting text has been revised to more clearly set out the importance of open spaces and green infrastructure in the Square Mile.

### *Policy OS1: Protection and provision of open spaces*

106. The broad approach in the policy remains as previously but wording has been revised to provide additional clarity and to emphasise the need for inclusive, accessible public open spaces. Supporting text has been revised to more clearly set out the importance of inclusive and welcoming open space.

### *Policy OS2: Urban greening*

107. Minor changes have been made to the policy to emphasise the need for maintenance of green features. Supporting text has been shortened and clarified, with reference to new London Plan guidance on urban greening added.

### *Policy OS3: Biodiversity*

108. Minor changes have been made to the policy to recognise that green walls may not be appropriate ways to increase biodiversity in all cases. Supporting text has been revised to reference the City Corporation's Biodiversity Action Plan.

### *Policy OS4: Biodiversity Net Gain*

109. This is a new policy, reflecting the imminent requirement set out in legislation for development to provide net gains in biodiversity. Because of the existing low levels of biodiversity in the City, a more relevant approach seeking absolute increases (rather than a percentage uplift) has been set out in policy, supported by recent evidence.

### *Policy OS5: Trees*

110. A minor amendment has been made to refer to the green routes that have been identified to link up the City's SINC's.

## **Climate Resilience**

### *Strategic Policy S15: Climate resilience and flood risk*

111. A requirement has been added for development to contribute to wider climate resilience measures. The timeline for raising flood defences has been brought forward, in line with recent evidence.

### *Policy CR1: Overheating and Urban Heat Island Effect*

112. No amendments have been made to the policy.

### *Policy CR2: Flood risk*

113. No amendments have been made to the policy (other than typographical changes).

### *Policy CR3: Sustainable Drainage Systems (SuDS)*

114. No amendments have been made to the policy (other than typographical changes).

*Policy CR4: Flood protection and flood defences*

115. No amendments have been made to the policy. In supporting text, the timeline for raising flood defences has been brought forward, in line with recent evidence.

**Circular Economy and Waste**

*Strategic Policy S16: Circular Economy and Waste*

116. No amendments have been made to the policy (other than typographical changes). The London Plan apportionments have been updated in supporting text to most recent London Plan.

Policy CE1: Zero Waste City

117. The policy has been split and merged into policy DE1 (Sustainable Design) and policy CE2 (renumbered CE1 - Sustainable Waste Facilities and Transport).

Policy CE1: Sustainable Waste Facilities and Transport

118. No amendments have been made to the policy. Part of previous policy CE1 (Zero Waste City) and relevant supporting text have been incorporated into this policy.

*Policy CE3: New waste management sites*

119. A minor clarification has been made to the policy to be clear that the relevant part applies to waste facilities that generate energy from waste.

**The Temples, the Thames Policy Area, and the Key Areas of Change**

*Policy TP1: The Temples*

120. This is a new policy, replacing the previous Temples policy (HS7). It better reflects and seeks to support the functioning of the Temples as places of learning, training and collegiate facilities alongside housing and workspaces for barristers and students. The previous policy sought to retain a balance between housing and workspaces in the area; this approach no longer reflects the optimal functioning of the area as a place to support the legal profession.

121. The policy also recognises the important historic character of the Temples, encourages sensitive adaptation and accessibility improvements, and seeks opportunities to encourage improvements to the public realm and open spaces.

*Strategic Policy S17: Thames Policy Area*

122. The policy has been amended to emphasise the need for additional inclusive public space along the riverfront. Clarification has been given in respect of moored vessels. Supporting text has been shortened and repetition removed.

*Strategic Policy S18: Blackfriars*

123. The policy has been amended to support the provision of an eastern entrance to Blackfriars Station, providing access to the riverfront. Encouragement has also been given to provision of sport, leisure or recreation facilities for the area below the Blackfriars undercroft.

*Strategic Policy S19: Pool of London*

124. The updated policy aims to make the most of opportunities to provide ample public open spaces along the Thames riverfront, enhance pedestrian access, and optimize the use of heritage assets, with the aim of transforming riverfront into a lively and attractive destination.

*Strategic Policy S20: Aldgate, Tower and Portsoken*

125. The updated policy emphasises the need to deliver a more diverse mix of developments in the area and support the revitalisation of the Mansell Street Estate.

*Strategic Policy S21: City Cluster*

126. This policy has been extensively amended. City Cluster has been identified as one of the areas appropriate for tall building development. The revised policy emphasises the need to transform Leadenhall Market into a vibrant destination and encourages to enhance its leisure and retail offer. The policy strengthens the requirement for providing free to enter and publicly accessible elevated spaces. Policy further emphasises the need to respect the immediate setting of Bevis Marks Synagogue.

*Strategic Policy S22: Fleet Street and Ludgate*

127. The policy has been amended to identify Fleet Street as an area appropriate for tall buildings and emphasis the need to strengthen the retail provision along the principle shopping centre. It also highlights the need to diversify the offer by providing cultural and leisure facilities.

### *Strategic Policy S23: Smithfield and Barbican*

128. The policy has been updated to provide greater support to the provision of hotels in appropriate locations along with leisure and retail uses. In addition, it encourages the provision of spaces suitable for other complementary uses such as start-ups, creative industries and meanwhile uses.

### *Strategic Policy S24: Culture Mile Implementation*

129. The policy has been removed, following the wrapping up of the Culture Mile initiative.

### *Policy SB1: Culture Mile Impacts*

130. The policy has been removed, following the wrapping up of the Culture Mile initiative. Other policies address the need to mitigate impacts of cultural, night time economy and other uses.

### *Strategic Policy S24: Smithfield*

131. This policy has been revised to encourage the growth of the area's retail and leisure economy with a particular focus on establishing Smithfield as a leisure destination.

### *Strategic Policy S26: Liverpool Street Key Area of Change*

132. This policy has been revised to set out area based priorities for placemaking, aiming to enhance the overall visitor experience by public realm enhancements and improving wayfinding; and connectivity to nearby local destinations.

## **Implementing the City Plan**

### *Strategic Policy S27: Planning Contributions*

133. This policy has been updated to include the requirement for securing contributions for cultural provision, highway and public realm enhancements.

## **Corporate & Strategic implications**

134. The preparation of the City Plan is informed by and will contribute to the implementation of the Corporate Plan (2018-23). The City Plan will support the delivery of key Corporate priorities, along with proposals to ensure a sufficient supply of business space and complementary uses to meet future needs. Preparation of the revised City Plan is being undertaken alongside the review of

the Transport Strategy and the revised end date of the City Plan (2040) will align with the key net zero target in the Climate Action Strategy.

### **Financial implications**

135. None.

### **Staff Resource implications**

136. Preparation of the revised pre-submission Regulation 19 City Plan is being carried out in-house by the Development Plans Team, working alongside and supported by Development and Design colleagues in the planning service and by other services as appropriate.

### **Legal implications**

137. There are no specific legal requirements, other than the ongoing requirement to ensure that all relevant statutory processes are complied with during production of the City Plan.

### **Equalities implications**

138. Preparation of the City Plan has been informed by an Integrated Impact Assessment. A separate Equality Assessment is also being undertaken. Any material changes to the Plan will be subject to further Equality Assessment.

### **Risk implications**

139. The December 2021 report to the Grand Committee identified the risks associating with preparing a revised pre-submission Regulation 19 City Plan as compared to submitting the current version for examination. The Grand Committee agreed to revise the City Plan and officers will continue to monitor and report back on any changes to the risk assessment as the project progresses.

### **Climate implications**

140. The City Plan is one of the key mechanisms for achieving those targets in the Climate Action Strategy which relate to the Square Mile rather than the City Corporation's own operations, in particular the net zero target for the Square Mile by 2040. The inclusion of policies that seek to prioritise and incentivise the retention of existing buildings, including for offices, will further strengthen alignment with the Climate Action Strategy.

### **Security implications**

141. There are no direct security implications.

### **Conclusion**

142. The report sets out the significant changes proposed to policies in the City Plan 2040, taking into account recent evidence, corporate strategies and public engagement. The revised Plan sets out a sustainable approach to development in the City, with changes addressing the key issues raised during previous consultations and arising from recent evidence.

### **Background Papers**

- None

## **Appendices**

- Appendix 1 –City Plan 2040 (proposed submission – policy text)  
[Note: Technical issues with the production of the Appendix mean it was not completed in time for publication and is therefore not incorporated within the agenda pack at this point in time.]

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