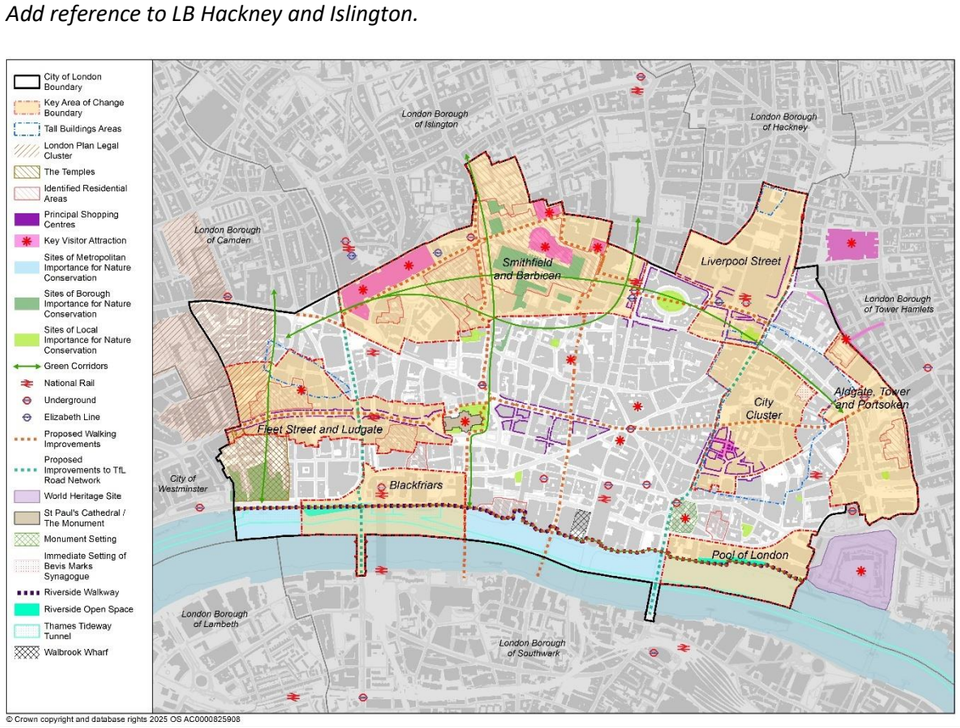
Appendix 2 LD33 Additional Modifications

Table 1: Additional Modifications

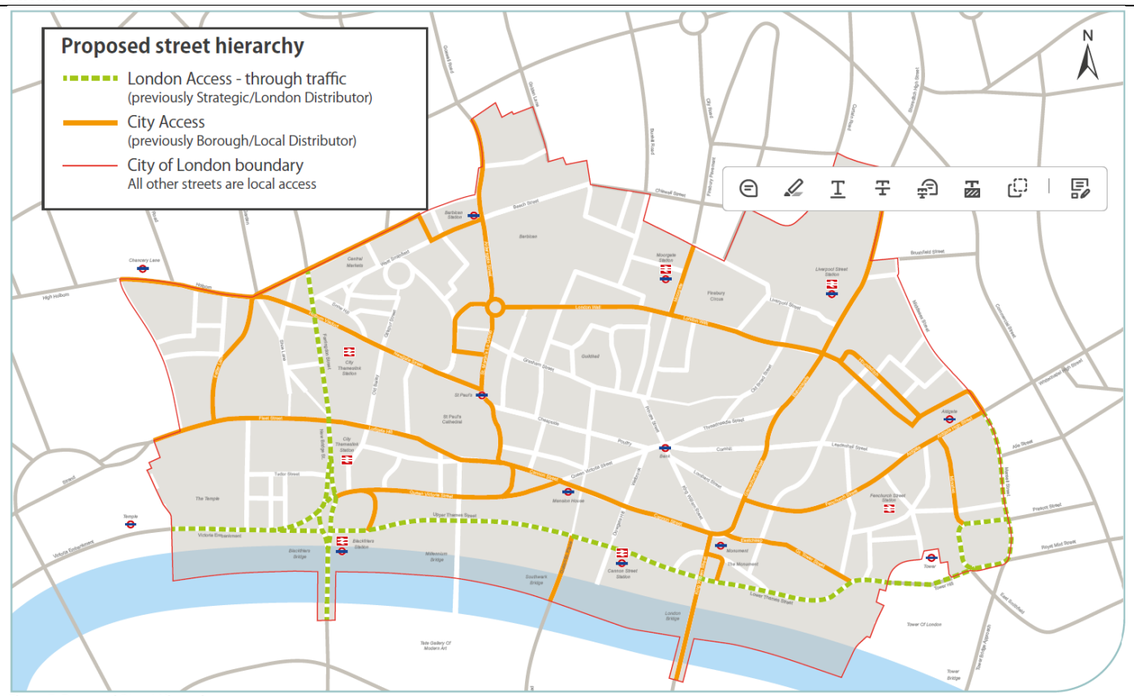
Chapter	Paragraph	AM Number	Amended text
Chapter 1 Strategic Priorities	1.1.0	AM1	1 Vision and Strategic Priorities 1.1.0 The City Plan sets out the City Corporation's strategic priorities for planning the Square Mile~~,~~. The strategic priorities form the Vision for the City over the plan period to 2040 and set a framework for the Strategic Policies and other policies under each chapter. T~~t~~ogether ~~with policies that~~ they will guide decisions on planning applications.
Chapter 1 Strategic Priorities	1.1.1	AM2	1.1.1 ~~To help realise our vision for the Square Mile, the City Plan 2040 sets out strategic priorities that underpin the policies in the Plan.~~ These priorities have been informed by stakeholders, national and London-wide policy, and the strategies of the City Corporation and other partners.
Chapter 1 Strategic Priorities	1.1.2	AM3	1.1.2- As set out in paragraph 8 of the National Planning Policy Framework (NPPF)….. *Insert additional diagram showing the relationships between the Vision, the Strategic Priorities, the Spatial Strategy, the Strategic and other policies*
Chapter 1 Strategic Priorities	1.2 Economic Objective	AM4	Delivering sustainable economic growth, including a minimum of 1.2 million sqm NIA (1.6 million GIA) net additional office floorspace by 2040
Chapter 2 Spatial Strategy	2	AM5	*Page 12- corrections to numbering to follow sequentially, eg 2.1, 2.2*
Chapter 2 Spatial Strategy	Figure 1	AM6	*Amendment to Figure 1 Key Diagram as follows:* Green Corridors ~~Links.~~ *Add reference to LB Hackney and Islington.*  © Crown copyright and database rights 2025 OS AC0000825908
Chapter 3 Health, Inclusion and Safety	3.3.0	AM7	3.3.0…Due to its location at the heart of London and the density of development, the City of London has historically experienced high levels of air pollution. Poor air quality can harm human health, particularly for young people while their lungs are developing, and increase the

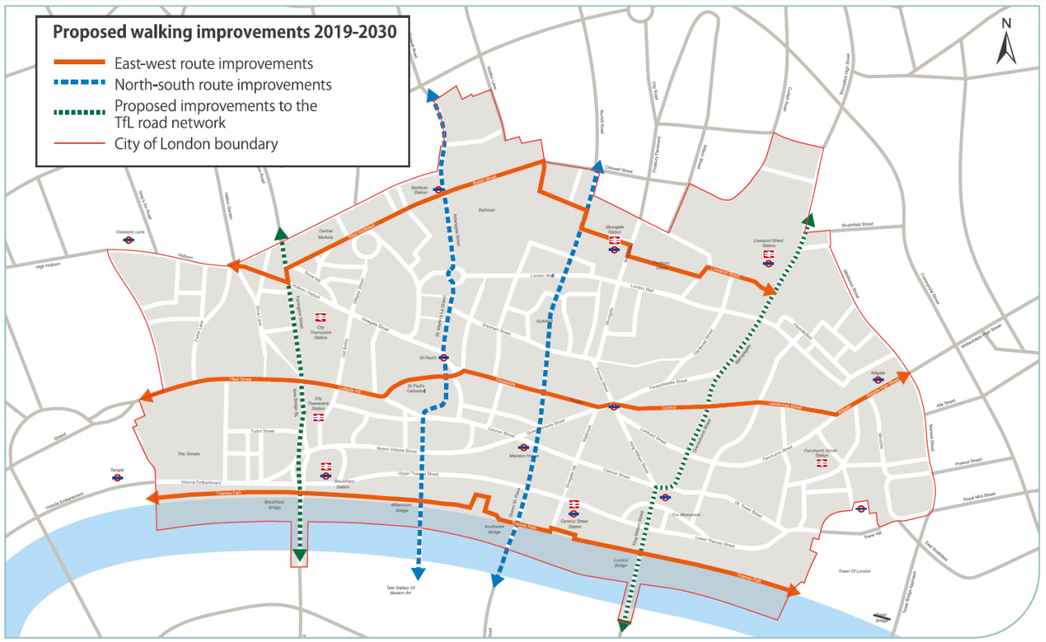
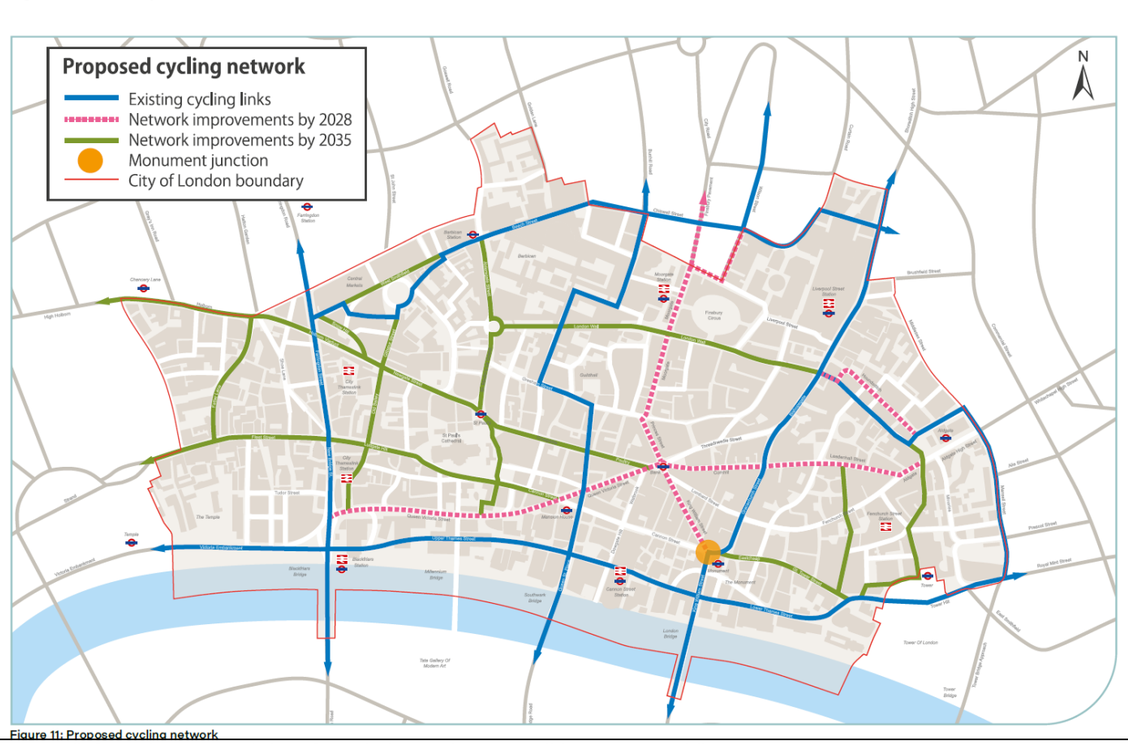
Chapter	Paragraph	AM Number	Amended text
			incidence of cardiovascular and lung disease. The City, in common with all central London, has been declared an Air Quality Management Area and has been implementing actions to improve air quality through its Air Quality Strategies.
Chapter 3 Health, Inclusion and Safety	3.3.1	AM8	3.3.1…The City Corporation's ~~Draft~~ Air Quality Strategy aims to ensure that air quality in over 90% of the Square Mile meets an annual average of 30µg/m^3 NO_2 by 2030. ~~the health-based Limit Values and World Health Organisation (WHO) Guidelines for NO_2 by the beginning of 2025. Limits set for particulate matter (PM_{10}) are generally met, although the national target for $PM_{2.5}$ is not met anywhere in the City. The Air Quality Strategy aims to support the Mayor of London to meet the tighter (WHO) Guidelines for PM_{10} and $PM_{2.5}$ by 2030".~~ The City Corporation works with a wide range of organisations to improve air quality. Although air quality has been improving, it remains at a level that still impacts on health. The City Corporation's 2025 to 2030 Air Quality Strategy sets a pathway to achieving the 2021 World Health Organisation Air Quality Guidelines for nitrogen dioxide(NO2), and particulate matter PM10 and PM2.5.
Chapter 3 Health, Inclusion and Safety	Infographic, page 23	AM9	90% of the Square Mile to meet an annual average of 30µg/m^3 for NO_2 by 2030. ~~90% of the Square Mile to meet WHO air quality guidelines for NO_2 by 2025.~~
Chapter 3 Health, Inclusion and Safety	HL3 (1)	AM10	HL3 (1) - A noise assessment will be required where noise sensitive uses may be impacted ~~there may be an impact on noise-sensitive uses~~. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect nearby land uses such as housing, hospitals, schools, nurseries, places of worship, and quiet open spaces, including churchyards.
Chapter 3 Health, Inclusion and Safety	3.1.3	AM11	3.1.3… The City Corporation will work with the ~~City and Hackney~~ North East London Integrated Care Board and other NHS and community organisations to regularly assess the need for health and social care facilities locally and sub-regionally.
Chapter 3 Health, Inclusion and Safety	New paragraph 3.1.5	AM12	3.1.5a The City's many churches other faith communities and their buildings, including Bevis Marks Synagogue, make a highly significant contribution to the life of the City and its built environment. The churches and places of worship play an important social, faith, community and civic role, throughout the week. The church buildings and synagogue are a significant part of the architectural and historic character of the Square Mile, are visitor destinations that provide cultural experiences, as well as providing many of the City's open spaces.
Chapter 3 Health, Inclusion and Safety	3.1.6	AM13	3.1.6 Outdoor spaces and the public realm, including churchyards, provide places for relaxation, amenity, well-being and leisure.....
Chapter 3 Health, Inclusion and Safety	3.4.2	AM14	3.4.2 Noise sensitive uses and developments in the City include residential developments, hotels and serviced apartments, health facilities, schools and childcare provision, places of worship, and certain open spaces, including churchyards.
Chapter 3 Health, Inclusion and Safety	HL6 (1)	AM15	HL6 (1) Requiring the provision of a range of directly accessible public toilet facilities suitable for ~~a range of users~~ all within the community including…
Chapter 3 Health, Inclusion and Safety	3.7.2	AM16	3.7.2 The City Corporation will require the provision of publicly accessible toilets in major retail, leisure, transport and commercial developments, secured through legal agreements, or through encouraging membership of the City's CTS, and will seek their provision where appropriate in other major developments such as office and hotel schemes. The provision of new publicly accessible toilets should also meet the relevant London Plan (Policy S6) and Building Regulations (Part T) requirements. The scheme allows the public to use toilet facilities in participating businesses, albeit that hours are often restricted.
Chapter 3 Health, Inclusion and Safety	HL9	AM17	HL9 - An HIA may also be required for developments considered to have particular health impacts~~, including those involving~~. The impact on sensitive uses such as education, health, leisure or community facilities, places of worship, publicly accessible open space including churchyards, hot food take away shops, betting shops and in areas where air pollution and noise issues are particularly prevalent should be taken into consideration.
Chapter 3 Health, Inclusion and Safety	SA2	AM18	SA2 - Applications for major commercial development and developments which propose night-time uses must include a Management Statement setting out detailed proposals for the dispersal of patrons and workers from premises to ensure the safe egress of all people, minimise the potential for over-crowding and reduce the instances of noise nuisance and antisocial behaviour, particularly in residential areas and near noise sensitive uses and developments such as health facilities, ~~and~~ schools, places of worship and churchyards.
Chapter 4 Housing	4.1.2	AM19	4.1.2…Other residential areas are ~~located~~ in Smithfield, the Temple~~s~~…
Chapter 4 Housing	4.2.11	AM20	4.2.11 …On public sector owned land, the higher 50% target will be applied as set out in the London Plan, except where, in accordance with London Plan policy H4, there is a portfolio agreement with the Mayor of London.
Chapter 4 Housing	4.2.15	AM21	2.2.15 …Both the ~~The~~ City's SHMA (2023) and SHMA Supplement (2024) found that the need for intermediate housing products was relatively low at around 12% of the need for affordable housing. Therefore, given the scale and nature of developments within the Square Mile, it is considered ~~and~~ that social rented units ~~would~~ will often most successfully address the City's affordable housing needs. However, different and innovative forms of affordable housing are being developed and the viability and suitability of ~~particular~~ tenures is likely to change over the Plan period. The tenure of affordable housing will therefore need to be determined ~~on a~~ site-by-site ~~basis~~, considering ~~having regard to~~ evidence of need (as set out in the SHMA and its Supplement) in the City and London Plan requirements.

Chapter	Paragraph	AM Number	Amended text
Chapter 4 Housing	4.4.0	AM22	The net loss of existing housing units, including to other residential products such as student or co-living, will be resisted because of the limited opportunities to replace it in the City.
Chapter 4 Housing	HS3	AM23	The amenity of existing residents will be protected by: 1. Resisting ~~resisting~~ uses that would cause unacceptable disturbance from noise, fumes and smells and vehicle or pedestrian movements *(new numbering proposed)*
Chapter 4 Housing	HS3	AM24	*Amend numbering so that the first sentence of the policy wording reads as its own clause rather than an introductory clause, ie:* 1. The amenity of existing residents will be protected by resisting uses that would cause unacceptable disturbance from noise, fumes and smells and vehicle or pedestrian movements. *Amend numbering of clauses 1, 2 and 3 (to 2, 3 and 4) and change semicolons to full stops at the end of clauses 2 and 3.*
Chapter 4 Housing	HS4	AM25	1. Meets London Plan housing space standards, including outdoor space standards and amenity space for individual units; 2. Meets standards for Secured by Design or similar certification; and 3. Maximises opportunities for providing communal open and leisure space for residents~~;~~.
Chapter 4 Housing	HS6 (3)	AM26	HS6 (3) 35% of student ~~accommodation~~ rooms ~~on a site~~ should be secured as affordable student accommodation as defined through the London Plan and associated guidance.
Chapter 4 Housing	4.8.3	AM27	4.8.3 Student accommodation, like all development in the Square Mile, should meet the highest standards of accessibility and inclusive design. To help achieve this, the appropriate proportions of accessible rooms should be provided, in line with guidance issued by the Greater London Authority, which advises that the relevant part of London Plan Policy E10 Part H applies to development proposals for new non-self-contained student accommodation. In accordance with Policy VT3 disabled parking is expected to be provided for student accommodation.
Chapter 5 Offices	5.1.2	AM28	The minimum requirement ~~demand target~~ is the central of three projections, based on different scenarios for office attendance, office densities, occupancy rates and employment projections. The central figure ~~target~~ is aligned with GLA 2022-based long term employment projections for London and the Square Mile.
Chapter 6 Retail	RE2(3)	AM29	3. New retail provision will be encouraged in active frontages and the ~~The~~ loss of convenience retail units located close to, or that meet, a local residential need will be resisted, unless it is demonstrated that they are no longer required.
Chapter 7 Culture and Visitors	S6	AM30	S6 …enhance the City of London's cultural infrastructure… S6 (2) ….a wide range of cultural infrastructure, and leisure~~,~~ ~~and~~ recreation and visitor… S6 (3)…areas of cultural infrastructure ~~significance~~ including cultural buildings and leisure~~,~~ ~~and~~ recreation and visitor facilities… S6 (5)…seeking opportunities to embed heritage in the cultural infrastructure ~~offer~~… S6 (7)… supports the City's cultural infrastructure or businesses ~~primary business or cultural role of the City~~… S6 (8)… especially in areas of night-time activity and around cultural infrastructure, including ~~and~~ tourist… S6 (9)…Maintaining the City's cultural infrastructure, including existing artworks…
Chapter 7 Culture and Visitors	7.1.0	AM31	7.1.0…..in the streets and informal spaces in between and to recognise this the plan takes forward a 'cultural ecosystem' approach deployed in the Cultural Planning Framework. ~~The City of London contains a huge concentration of arts, leisure, recreation and cultural facilities and spaces that contribute to its uniqueness and complement its primary business function.~~ Within the Cultural Ecosystem, cultural infrastructure makes up the primary sites where culture is either produced or consumed. This includes production in creative education, workspaces, studios, livery halls and places of worship; and consumption in museums, art galleries, cinemas, livery halls, libraries, theatres, performance venues and places of worship. Churches and other places of worship, often open for free every day of the year, are deeply embedded in the fabric of the city and are key locations for the production and consumption of culture and provide a key role in educating and understanding the history of the City and its role in the nation. ~~These include buildings, structures and spaces where culture is either consumed (culture consumption spaces) or produced (culture production spaces) such as creative workspaces, arts galleries, studios, museums, theatres, Livery Halls, libraries, music, sports, entertainment and performance venues; and complementary uses which contribute to the primary culture, leisure and recreation function such as restaurants, retail, hotels, open spaces and tourism facilities.~~ Cultural contributors are complementary uses that facilitate cultural infrastructure, these can include restaurants, bars, clubs, public houses, retail areas and tourism facilities…

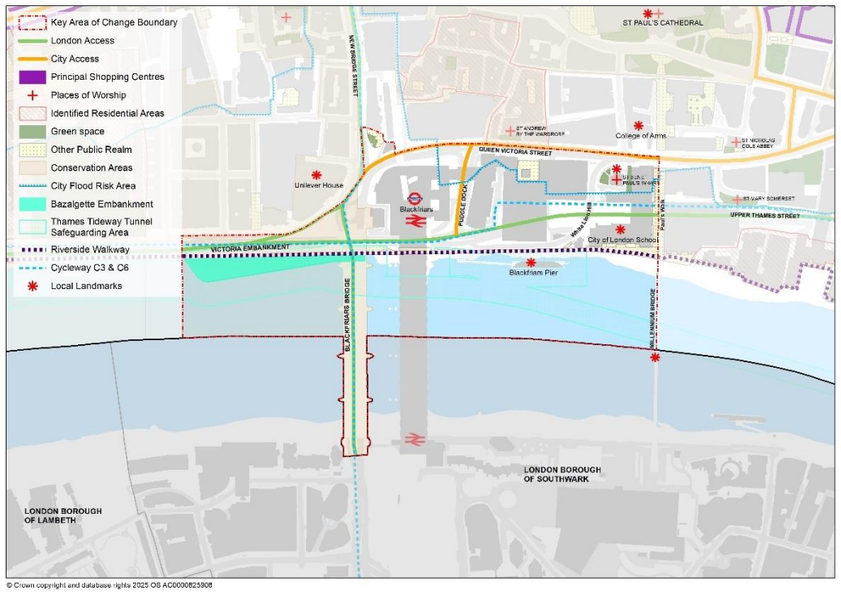
Chapter	Paragraph	AM Number	Amended text
Chapter 7 Culture and Visitors	7.1.4	AM32	7.1.4…and changes of use to protect existing cultural infrastructure, and leisure, recreation and visitor~~, arts and cultural~~ facilities…
Chapter 7 Culture and Visitors	CV1	AM33	CV1 *(Title)* Protection of Existing Cultural Infrastructure, and Leisure, Recreation and Visitor ~~Arts and Cultural~~ Facilities. CV1 (1)…. loss of existing cultural infrastructure, and leisure, recreation and visitor~~, arts, and cultural~~ facilities…. CV1 (2)…. Proposals resulting in the loss of cultural infrastructure, and leisure, recreation and visitor ~~arts and cultural~~ facilities…. …Loss of facilities will only be permitted where this would facilitate the overall enhancement of cultural, leisure, recreation or visitor, ~~arts or cultural~~ provision…….an alternative cultural, leisure, recreation or visitor, ~~arts or cultural~~ use at reasonable terms for such a use….
Chapter 7 Culture and Visitors	7.2.0	AM34	7.2.0….accommodate these uses. In a cultural ecosystem approach, these arts and cultural organisations and facilities are also known as sites of cultural production and/or cultural consumption…..
Chapter 7 Culture and Visitors	7.2.2	AM35	7.2.2….applicants will be required to demonstrate that ~~an~~ existing cultural infrastructure, and leisure, recreation and visitor~~, arts or cultural facility has~~ facilities have been marketed….
Chapter 7 Culture and Visitors	CV2	AM36	CV2 (Title) Policy CV2: Provision of Cultural Infrastructure, ~~Arts, Culture and~~ Leisure, Recreation and Visitor Facilities CV2 …provide new cultural infrastructure, leisure, recreation and visitor ~~arts, cultural and leisure~~ facilities… CV2 (2)…on-site for cultural infrastructure, ~~arts, culture or~~ leisure, recreation or visitor facilities; CV2 (3)…make provision for cultural infrastructure, ~~arts, culture or~~ leisure, recreation or visitor facilities of a scale commensurate with the size of the development, or to provide off-site provision or contributions towards cultural infrastructure, ~~arts, culture and~~ leisure, recreation or visitor facilities ~~and infrastructure~~. CV2 (4)…provision of cultural infrastructure, ~~arts, culture and~~ leisure, recreation or visitor facilities…
Chapter 7 Culture and Visitors	7.3.0	AM37	7.3.0…The provision of cultural infrastructure, ~~arts, culture and~~ leisure, recreation and visitor facilities….
Chapter 7 Culture and Visitors	7.3.2	AM38	7.3.2…including the type and scale of the cultural infrastructure, ~~arts, culture or~~ leisure, recreation or visitor offer…
Chapter 7 Culture and Visitors	7.3.3	AM39	7.3.3 Cultural infrastructure, ~~Arts, culture and~~ leisure, recreation and visitor facilities…
Chapter 7 Culture and Visitors	7.3.4	AM40	7.3.4…management requirements of cultural infrastructure and leisure, recreation or visitor facilities provided in new developments prior to approval. ~~A robust management~~ An outline plan for operational and management arrangements should be submitted as part of the Culture Plans at the pre-application stage, to be completed in detail at application stage.
Chapter 7 Culture and Visitors	CV3	AM41	CV3 The provision of facilities that meet the needs of visitors ~~in~~ within new cultural infrastructure ~~developments~~ and in nearby open spaces…
Chapter 7 Culture and Visitors	CV 3 (2)	AM42	1. Structures and landscaping to enable children's play ~~and provide facilities for school groups~~ 2. Facilities for school groups
Chapter 7 Culture and Visitors	New paragraph 7.4.1	AM43	*New paragraph 7.3.4* Churches and other places of worship are a key component of the overall visitor experience and help create the distinctive look and feel of the City. They provide many of the facilities that visitors require such as: calm green spaces to stop and rest; shelter that is free to access; cafes and toilets; and activities for school groups. They also attract visitors with a diverse cultural, historical and religious offer.
Chapter 7 Culture and Visitors	CV6 (1)	AM44	CV6 (1)…public and private land and buildings; b. protecting existing works of art, statues, memorials and other objects of communal and cultural significance;… e. encouraging the use of new emerging artists, and those from under-represented groups and public art programmes
Chapter 8 Infrastructure	IN2	AM45	8.3.4 Developers will be required to submit written evidence from utility providers that effective engagement has been carried out. This could include a joint statement of intent endorsed by the relevant providers. Where capacity problems are identified, developers should work collaboratively with utility providers to find a solution. S106 agreements may be used to ensure continuous engagement regarding route planning and confirmation of load demands.
Chapter 9 Design	S8 (4)	AM46	S8 (4) Delivers world class sustainable buildings that are adaptable ~~and informed by~~, designed with best practice circular economy principles and ~~that~~ treat materials as a valuable resource.

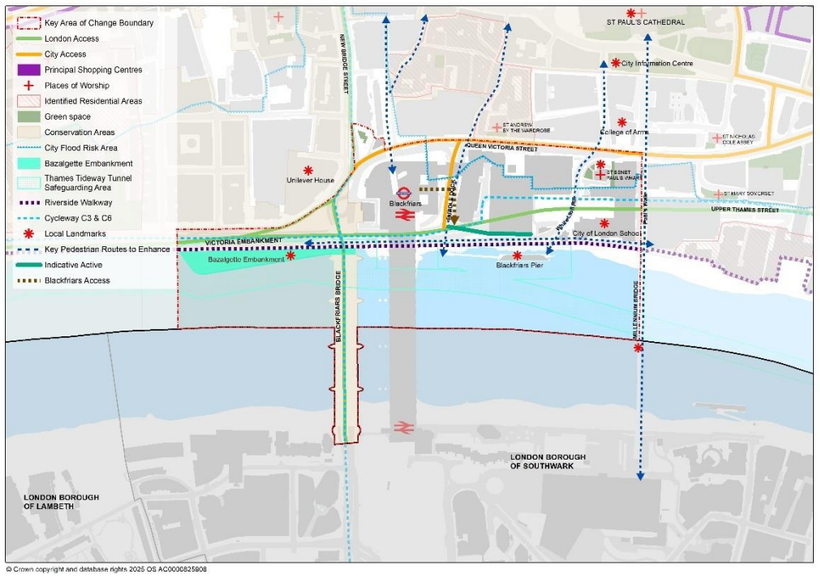
Chapter	Paragraph	AM Number	Amended text
Chapter 9 Design	S8 (5)	AM47	S8 (5) Embeds climate resilience into the early design concept to ~~and~~ contribute~~s~~ to the resilience of the Square Mile; and..
Chapter 9 Design	S8 (6)	AM48	S8 (6) Seeks opportunities to contribute to the wider sustainability of the City and (where relevant) neighbouring boroughs, especially where development would result in substantial embodied carbon emissions.
Chapter 9 Design	S8 (8)	AM49	S8 (8) Delivers buildings and spaces that have ~~the right~~ an appropriate scale, massing, built form and layout, with due regard to the existing and emerging urban structure, building types, form and proportions identified in the Character Areas Study.
Chapter 9 Design	S8 (9)	AM50	S8 (9) Optimises pedestrian movement by maximising permeability at street level, providing external and where feasible internal pedestrian routes which are inclusive, welcoming, convenient, comfortable and attractive, enhancing the City's characteristic network of accessible buildings, streets, squares, courts and alleys;
Chapter 9 Design	9.1.1	AM51	9.1.1 Retrofitting existing buildings will in many cases result in lower ~~whole lifecycle~~ upfront embodied carbon emissions (~~in total, and~~ per square metre) than demolishing and redeveloping sites, and helps to minimise the use of materials.
Chapter 9 Design	DE1 (2)	AM52	DE1 (2) All major development must undertake an assessment of the feasible options for the site, in line with the City Corporation's Carbon Options Guidance Planning Advice Note, ~~and should use this process to establish~~ to inform the most sustainable and suitable approach for the site.
Chapter 9 Design	9.2.3	AM53	9.2.3 Proposals for substantial demolition and reconstruction should have regard to the ~~whole-life carbon~~ whole life-cycle carbon impact, resource and energy use, when compared to the existing building.
Chapter 9 Design	9.2.9	AM54	An energy assessment in line with the Mayor of London's Energy ~~Planning~~ Assessment Guidance.
Chapter 9 Design	DE3 (7)	AM55	DE3 (7) ~~The need~~ Opportunities to integrate high quality public art as part of the public realm design;
Chapter 9 Design	9.6.5/9.6.6	AM56	*New paragraph number* 9.6.6 Retail entrances – including alterations to existing buildings – should be designed with level entrances and doorways that enable inclusive access by all.
Chapter 9 Design	DE7 (1)	AM57	DE7(1) Development proposals will be required to demonstrate that the daylight and sunlight available to nearby dwellings and other sensitive receptors including schools, hospitals, hotels and hostels, places of worship and open spaces including churchyards, is appropriate for its context and provides acceptable standards of daylight and sunlight, taking account of the Building Research Establishment's guidelines.
Chapter 9 Design	DE8 (1)	A58	DE8(1) Development should be designed in ways that consider the impacts of internal and external lighting and should include measures to reduce energy consumption, avoid spillage beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals, places of worship, relevant open spaces including churchyards and community uses. The design of lighting should be informed by the potential impacts on biodiversity and should seek to make the City a safer and more welcoming place to be for all its communities after dark.
Chapter 10 Transport	S9 (4)(h)	AM59	S9 (4)(h) Requiring developers to demonstrate, through Transport Assessments, Construction Logistics Plans, Travel Plans, ~~Cycling Promotion Plans~~ and Delivery and Servicing Plans
Chapter 10 Transport	Figure 7	AM60	Figure 7: Temple~~s~~

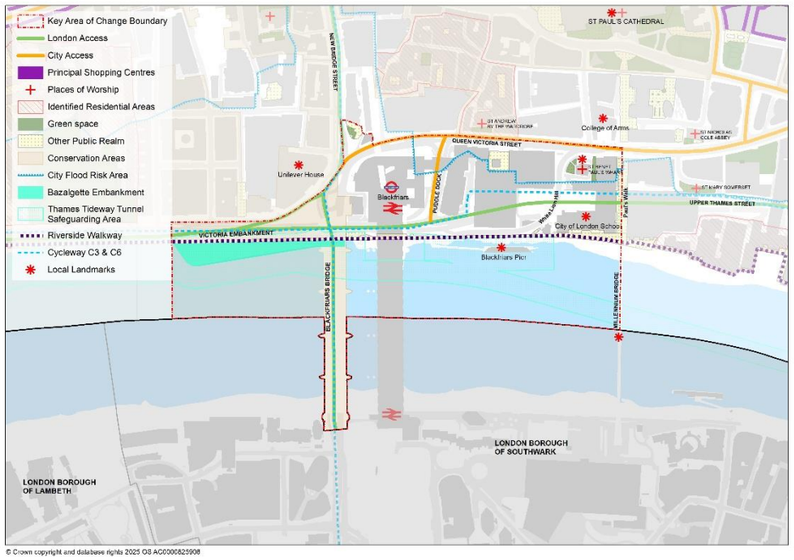
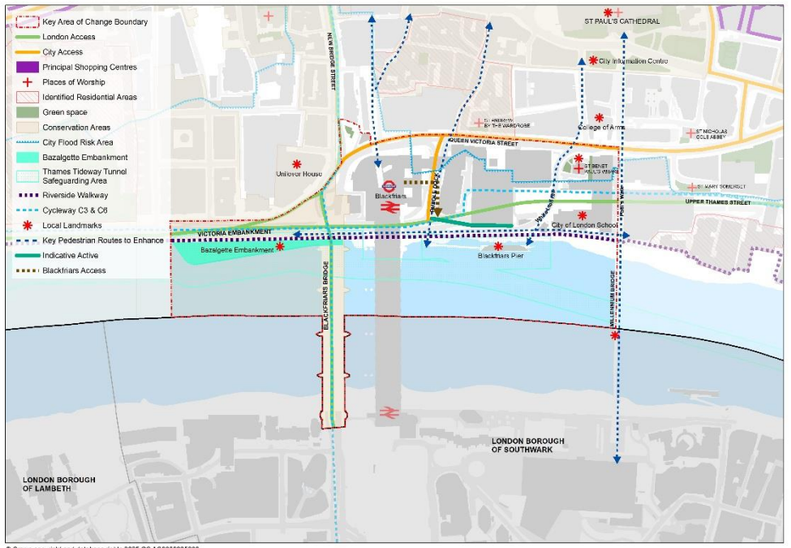
Chapter	Paragraph	AM Number	Amended text
			 Figure 7: Proposed Street Hierarchy
Chapter 10 Transport	10.1.6	AM61	10.1.6 The City Corporation will work with TfL and Network Rail to prioritise investment in accessibility improvements to underground, DLR and mainline rail stations and will seek to identify opportunities to introduce step free access as part of new developments and major refurbishments.
Chapter 10 Transport	10.2.7	AM62	10.2.7…. Applicants should work with relevant stakeholders such as TfL and Network rail and discuss the scope of the transport documentation required early in the pre-application stage to ensure that it provides evidence tailored to the City's specific circumstances.
Chapter 10 Transport	10.3.0 to 10.3.5	AM63	10.3.0 The low numbers of private motor vehicles in the City mean that delivery and service vehicles have a relatively greater impact on traffic congestion and air quality, especially in areas of high-density development and narrow streets. Noise from freight vehicles moving on City streets and movements within servicing bays can impact the amenity of residents and workers. Efficient off-street servicing and delivery arrangements are vital to keep the City's traffic moving and thereby avoid air pollution caused by stationary traffic.
Chapter 10 Transport	10.7.4	AM64	10.7.4 Healthy Streets Plans will be developed by the City Corporation, working jointly with neighbouring boroughs where appropriate, to cover the following areas: City Cluster; Fleet Street; Liverpool Street; Aldgate, Tower and Portsoken; Bunhill, Barbican and Golden Lane; Fenchurch Street; Bank and Cheapside; and Riverside.'
Chapter 10 Transport	Figure 10	AM65	Figure 10: Temple~~s~~

Chapter	Paragraph	AM Number	Amended text
			 Figure 10: Proposed walking improvements (2019-2030)
Chapter 10 Transport	Figure 11	AM66	Figure 11: Temple~~s~~  Figure 11: Proposed cycling network
Chapter 10 Transport	10.9.1	AM67	10.9.1 "TfL Cycleways and the TfL cycle hire scheme…will be prioritised."

Chapter	Paragraph	AM Number	Amended text
Chapter 10 Transport	AT2	AM68	… incorporating sufficient shower and changing facilities, and lockers/storage to support walking and cycling in accordance with the London Cycling Design Standards or similar future standard.
Chapter 10 Transport	AT3 (5)	AM69	AT3 (5) Opportunities to provide space for dockless parking and TfL cycle hire docks should be explored where development would create or have an impact on existing public realm.
Chapter 11 Heritage and Tall Buildings	HE1 (8)	AM70	8. Development in the defined immediate setting of Bevis Marks Synagogue and The Monument ~~should~~ will be carefully managed to preserve, and where possible, enhance the elements of setting that contribute to the significance of these heritage assets
Chapter 11 Heritage and Tall Buildings	S12 (5)	AM71	5. The suitability of sites for tall buildings within the identified areas will depend on the sensitivity of the relevant context to such proposals. Their ~~and their~~ design, height, scale and massing should ensure that they ~~take into consideration local~~ preserve and enhance the significance of heritage assets and take into consideration other ~~localised~~ factors relating to townscape character and microclimate.
Chapter 11 Heritage and Tall Buildings	11.5.1	AM72	11.5.1…These areas include relatively small parts of Smithfield, Fleet Street and the Temple~~s~~...
Chapter 11 Heritage and Tall Buildings	11.5.2	AM73	The City contains many tall buildings; some are located in clusters or as standalone features, and unusually some are also heritage assets. In particular, the eastern part of the City has a concentration of tall buildings including iconic skyscrapers such as the Gherkin, 22 Bishopsgate, and the Leadenhall building. Tall buildings impart the City of London's World City status to compete globally and to be a place where businesses seek to locate. Strategically planning for tall buildings in clusters can bring economic as well as townscape benefits. Clusters of tall buildings allow for concentration and agglomerations of businesses and related economic activity while they also provide higher densities and contribute towards creating a more defined impact on the overall City skyline. The eastern cluster forms a distinctive skyline with the highest density of commercial activity within the City and is required to accommodate a significant proportion of the City's future growth in office floorspace. Capacity modelling demonstrates that the two clusters of tall buildings are required if the City is to meet objectively assessed need for office capacity over the lifetime of this Plan. Taking into account the policies of the plan as a whole, there may be some circumstances where the redevelopment of an existing tall building could contribute towards meeting these needs.
Chapter 11 Heritage and Tall Buildings	11.5.13	AM74	Within and in close proximity to the City Cluster, there are numerous heritage assets with the potential to be affected by tall buildings including a number of conservation areas partially within the Cluster itself. The location, siting, bulk, massing, height and design of tall buildings should be informed by the potential impact on all heritage assets, while recognising the juxtaposition of old and new architecture that already exists and that, in many instances, makes a positive contribution to the character of the Square Mile.
Chapter 11 – Heritage and Tall Buildings	S13	AM75	3. Securing an appropriate setting of and backdrop to the Tower of London World Heritage Site, ensuring its Outstanding Universal Value and taking account of the Tower of London World Heritage Site Management Plan ~~(2016)~~; and
Chapter 11 Heritage and Tall Buildings	11.6.6 (a)	AM76	A revised and updated Protected Views Supplementary Planning Document (SPD) will be produced by the City Corporation, and will be informed by both public consultation and the evidence and views gathered as part of the plan making process.
Chapter 12 Open Spaces and Green Infrastructure	12.4.2	AM77	12.4.2. Barbican Estate, ~~and~~ St Alphage~~'s~~ Garden and Barber Surgeons' Garden.
Chapter 12 Open Spaces and Green Infrastructure	12.4.5	AM78	12.4.5. Biodiversity Metric (~~D~~BM) ~~4.0~~.
Chapter 13 Climate Resilience	13.2.0	AM79	13.2.0 Development presents an opportunity to renew or adapt the existing building stock and public spaces, or provide new buildings and spaces, which will cope better with changing climate patterns. Building design, including orientation, materiality, building servicing and greening can manage heat risk and address the urban heat island effect. The design of buildings should reduce energy demands from cooling infrastructure, making them more resilient to higher temperatures. Measures such as urban greening and design features that provide shade and shelter can have a positive impact on or near the building, minimising the urban heat island effect (see Policy OS2).
Chapter 13 Climate Resilience	13.3.7	AM80	13.3.7 fitting non-return valves, positive pump devices or similar on plumbing to prevent sewer surcharge within the building.
Chapter 13 Climate Resilience	13.5.0	AM81	13.5.0 The Thames Estuary 2100 (TE2100) ~~project~~ plan and City of London Riverside Strategy recognises the need for the raising of flood defences by up to 0.5m by 2050 and ~~1m~~ a further 0.5m by 2100.
Chapter 13 Climate Resilience	13.5.1	AM82	13.5.1 Discussions with the Environment Agency will be required to establish the most effective designs for improved flood defences and to incorporate an appropriate and adequate minimum set back from the defences to allow for future maintenance and raising in line with the TE2100 Plan.

Chapter	Paragraph	AM Number	Amended text
Chapter 13 Climate Resilience	13.5.2	AM83	13.5.2 A strategic approach to flood defence raising will enable riparian developers to design buildings and the riverside environment to accommodate higher flood walls in line with TE2100 requirements. Riparian owners are responsible for the maintenance ~~and enhancement~~ of flood defences.
Chapter 13 Climate Resilience	13.6.4	AM84	13.6.4. The City Corporation has an agreement with the London Borough of Bexley and participates in the South-East London Joint Waste Planning Group, which comprises the boroughs of Bexley, Bromley, Greenwich, Lewisham and Southwark along with the City of London. The Group has identified sufficient waste management capacity up to 2036 to meet the combined apportionment of each of its individual members. The City will continue to contribute to London-wide waste planning through membership of the London Waste Planning Forum. It will continue to work with the GLA, the Environment Agency and other waste planning authorities to improve waste planning, including where any surplus capacity is identified. The City Corporation will monitor waste movements to waste locations outside London and share the data with the GLA regularly.
Chapter 13 Climate Resilience	13.7.7	AM85	13.7.7 The City Corporation will continue to work with the Port of London Authority, Marine Management Organisation, the Thames Estuary Partnership and the Environment Agency to enable sustainable use of the River Thames for the movement of freight and waste, including the reduction of emissions from river transport, and with Network Rail for any potential movement by rail.
Chapter 14 The Temple, the Thames Policy Area and the Key Areas of Change	Figure 21 and Figure 22	AM86	*Amendment to Figures 21 and 22 to update the City Flood Risk Area as per latest Environment Agency data.* 

Chapter	Paragraph	AM Number	Amended text
			
Chapter 14 Temple, Thames Policy Area and KOAC	TP1	AM87	TP1 The City Corporation will continue to support the unique functions of the Inner and Middle Temples~~s~~ as places of education and training and providers of common and collegiate facilities for barristers and students, including providing professional accommodation f~~or barristers~~ <u>to support the Bar and maintain the Temple area</u>.
Chapter 14 The Temple, the Thames Policy Area and the Key Areas of Change	TP1	AM88	Within the Temple, ~~adjustments~~ <u>changes of use</u> between professional and residential accommodation will be permitted where it is important to the functioning or character of the Temple, or to the continuing use of their buildings.
Chapter 14 Temple, Thames Policy Area and KOAC	14.1.1	AM89	14.1.1 The Inner and Middle Temple has a strong collegiate atmosphere due to the mix of workspaces, residential, commercial and communal uses. <u>Temple Church makes a significant contribution to the history and character of the Temple</u>. This mix of uses contributes to the historic interest and high environmental quality of the area and should be maintained.
Chapter 14 Temple, Thames Policy Area and KOAC	14.2.3	AM90	14.2.3 The City of London Thames Policy Area is designated as the part of the City where development and change could affect aspects of the river and its importance. Collaboration with riparian neighbouring boroughs, the Environment Agency, the Marine Management Organisation, <u>the Thames Estuary Partnership</u>, the Port of London Authority and the Mayor of London is essential to ensure that the strategies and plans for the river are realised.
Chapter 14 Temple, Thames Policy Area and KOAC	14.5.2	AM91	14.5.2…while there have been significant improvements~~, most notably the removal of the Aldgate Gyratory~~ and…
Chapter 14 The Temple, the Thames Policy Area and the Key Areas of Change	Figures 21-24	AM92	*Figures 21-24 to make reference to 'local landmarks' rather than 'key landmarks' and to show the following churches:* • *St Mary Somerset, Upper Thames Street – Figures 21 and 22 (S18 Blackfriars)* • *St Dunstan-in-the-East, St Dunstan's Hill – Figures 23 and 24 (S19 Pool of London)* • *St Botolph without Bishopsgate – Figures 27 and 28 (S21 City Cluster)*

Chapter	Paragraph	AM Number	Amended text
			 © Crown copyright and database rights 2025 OS AC0000823908  © Crown copyright and database rights 2025 OS AC0000823908

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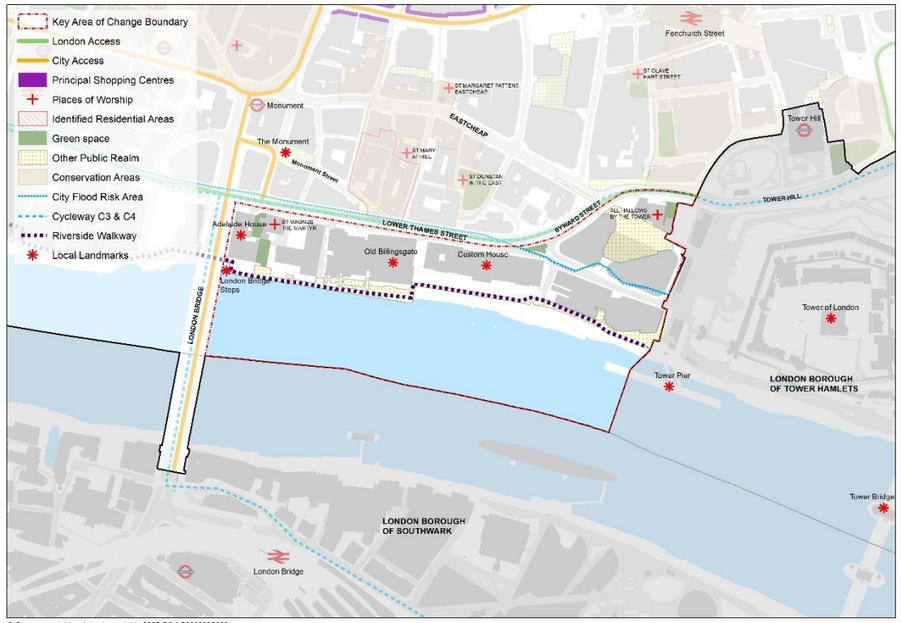
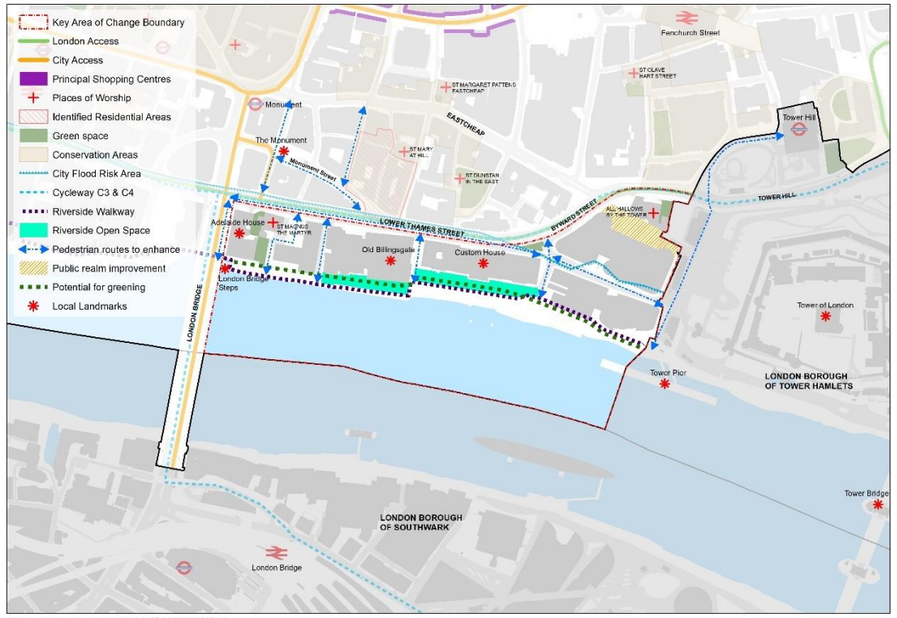
			 © Crown copyright and database rights 2025 OS AC0000825908  © Crown copyright and database rights 2025 OS AC0000825908

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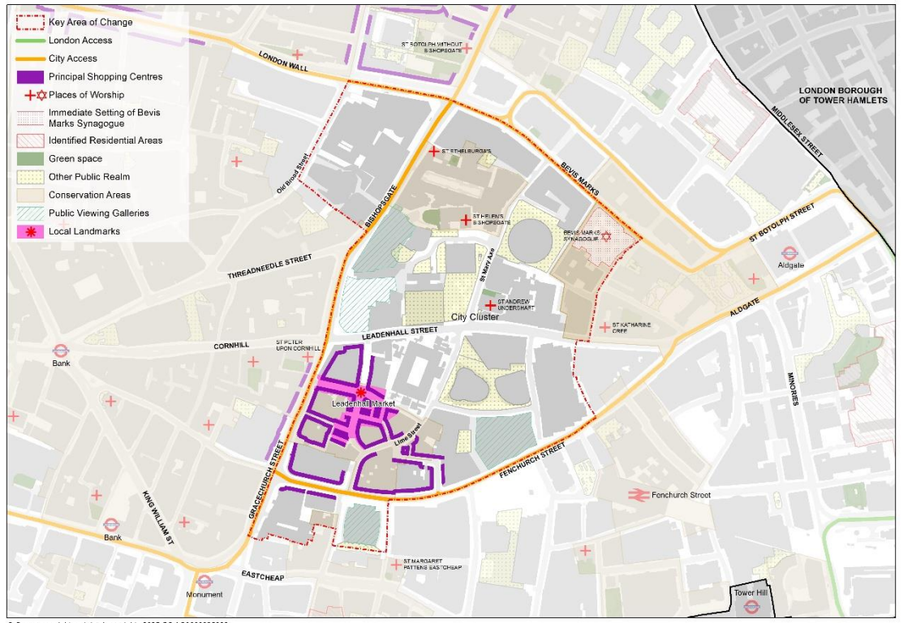
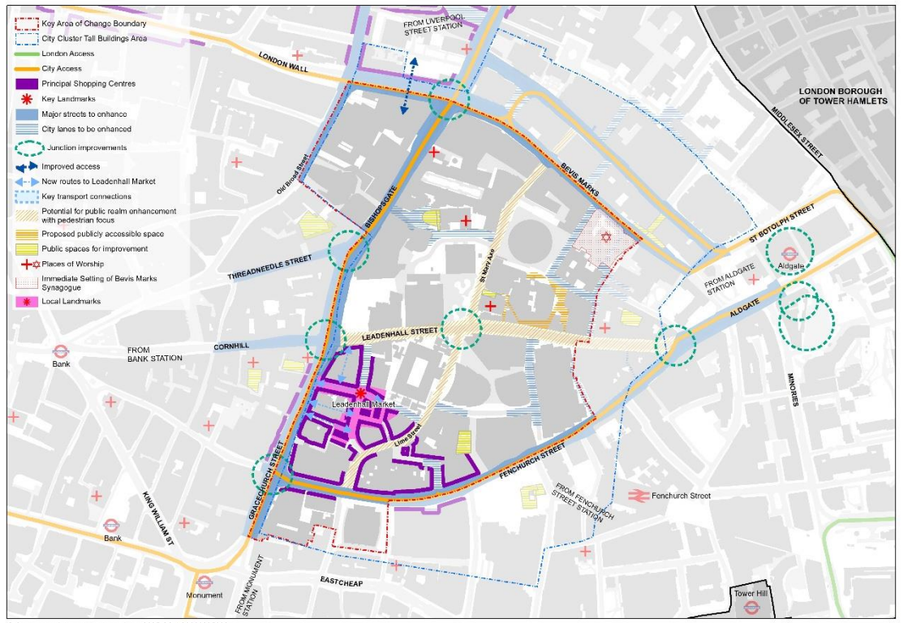
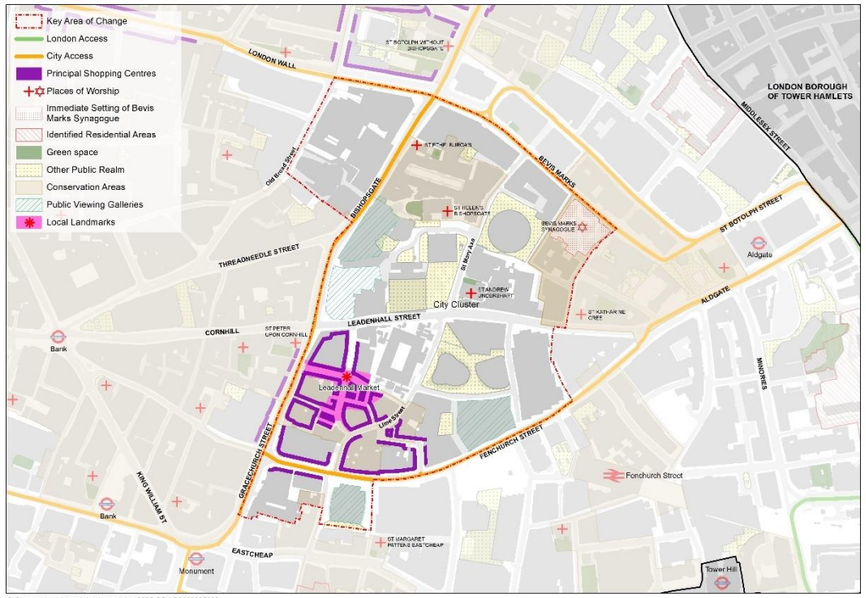
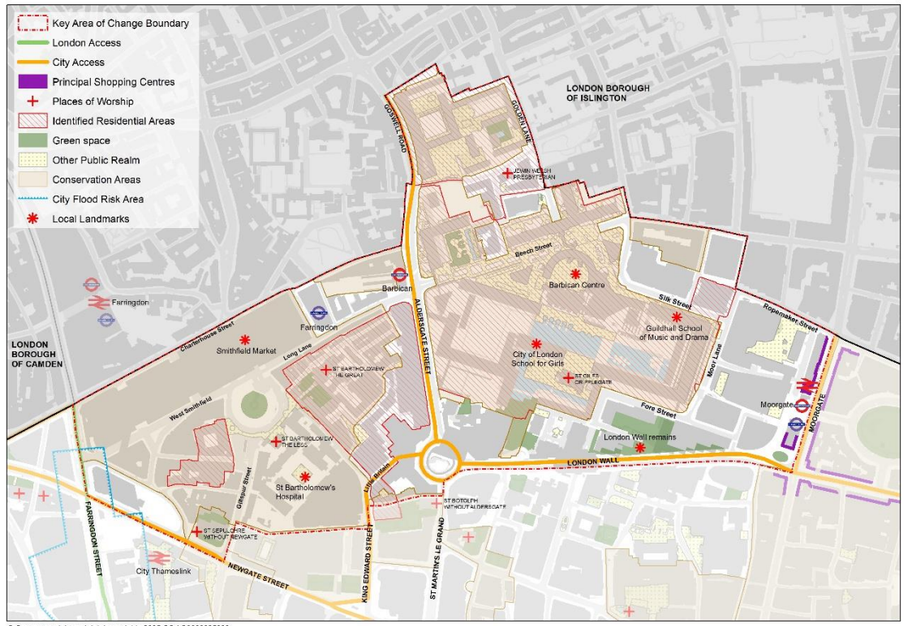
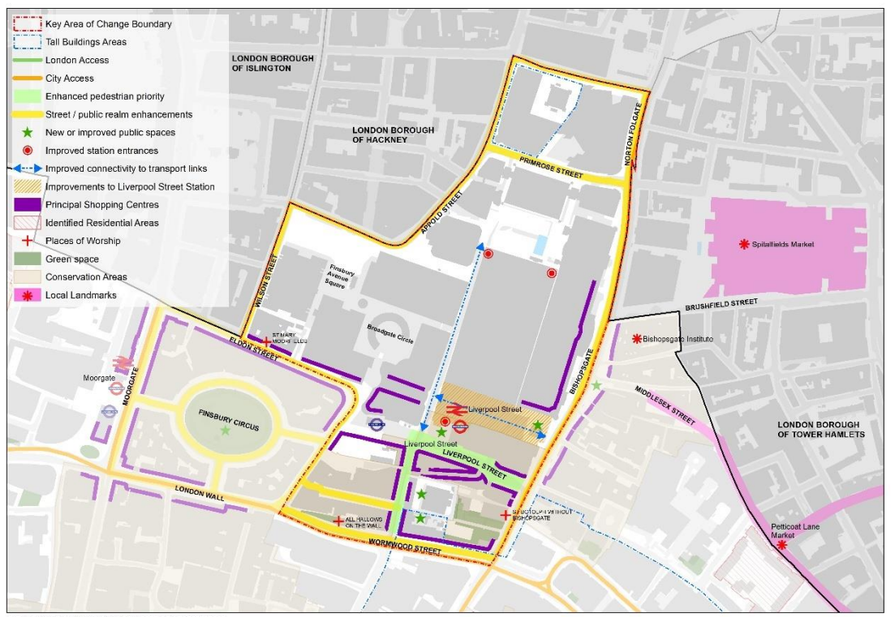
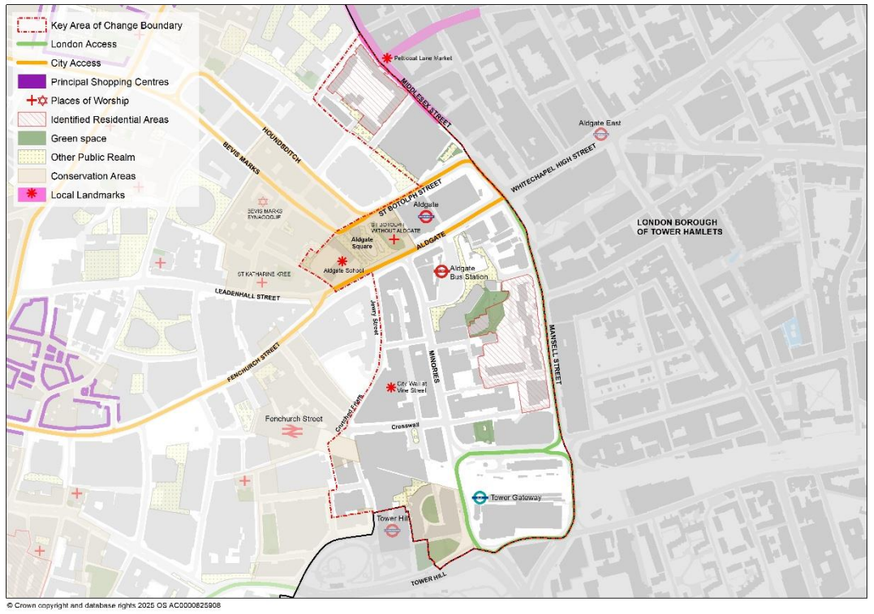
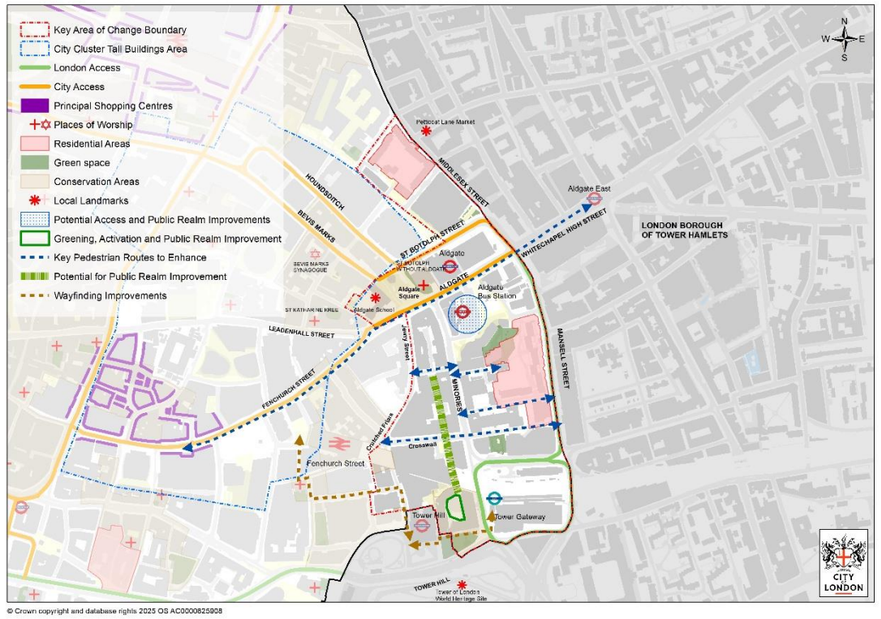
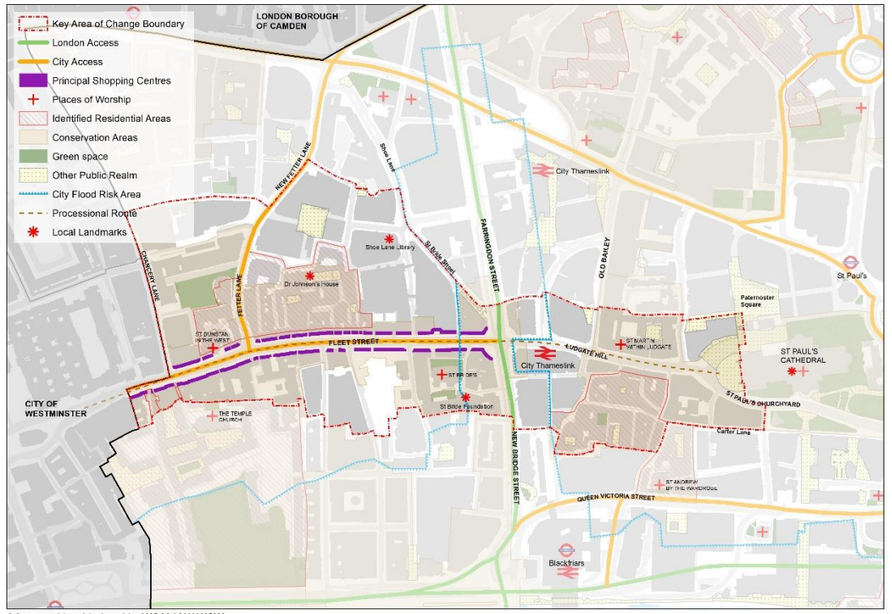
			 © Crown copyright and database rights 2025 OS AC0000825908  © Crown copyright and database rights 2025 OS AC0000825908
Chapter 14 Temple, Thames Policy Area and KOAC	Figure 27	AM93	*Revise Figure 27: Fenchurch Street station is mislabeled as Cannon Street station*

Chapter	Paragraph	AM Number	Amended text
			 © Crown copyright and database rights 2025 OS AC0000825908
Chapter 14 Temple, Thames Policy Area and KOAC	14.7.1	AM94	14.7.1 The area is an established legal cluster, focused on the Temples ~~s~~ in the City…
Chapter 14 The Temple, the Thames Policy Area and the Key Areas of Change	S23 (2)	AM95	2. Ensuring the retention and improvement of pedestrian permeability and connectivity through large sites such as Smithfield Market, and enhancements to wayfinding, legibility and accessibility in the Barbican area whilst seeking to preserve privacy, security and noise abatement for residents and businesses;
Chapter 14 The Temple, the Thames Policy Area and the Key Areas of Change	S23 (9)	AM96	9 . Supporting continued connections to the ~~Citigen~~ district heating and cooling network and ensuring that, where feasible, all new development is designed to enable connection to the ~~Citigen~~ network
Chapter 14 The Temple, the Thames Policy Area and the Key Areas of Change	S23 (8)	AM97	8. Requiring improvements to pedestrian and cycle routes for all within and through the north of the City, including through improvements to wayfinding;
Chapter 14 The Temple, the Thames Policy Area and the Key Areas of Change	S23 (11)	AM98	11. Encouraging a diverse leisure, retail, food and beverage offer, particularly along Long Lane ~~routes~~ between the London Museum and the Barbican;
Chapter 14 Temple, Thames Policy Area and KOAC	14.8.2	AM99	14.8.2 A Neighbourhood Area and Neighbourhood Forum for the Barbican and Golden Lane area were designated by the City Corporation on 18 July 2023. The Forum is in the process of preparing a Neighbourhood Plan for the designated neighbourhood area.
Chapter 14 Temple, Thames Policy Area and KOAC	14.8.7	AM100	14.8.7 …and will work closely with the Culture Mile BID to deliver public realm and cultural activation.
Chapter 14 Temple, Thames Policy Area and KOAC	Figure 31	AM101	*Figure 31- Error correction in location of open space on Moor Lane*

Chapter	Paragraph	AM Number	Amended text
			 © Crown copyright and database rights 2025 OS AC0000825908
Chapter 14 The Temple, the Thames Policy Area and the Key Areas of Change	S25 (10)	AM102	10. ~~Improving~~ Transforming the overall user experience, permeability, accessibility and capacity of Liverpool Street Station, and its surroundings in support of its role as a key element of national infrastructure and gateway to the City of London and driver of economic growth, including enhancing step free access and improving entry points…
Chapter 14 The Temple, the Thames Policy Area and the Key Areas of Change	Figure 34	AM103	*Add the Broadgate Tall Building Site*  © Crown copyright and database rights 2025 OS AC0000825908

Chapter	Paragraph	AM Number	Amended text
Chapter 15 Implementation	15.2.2	AM104	15.2.2 In line with legislative and regulatory requirements, and the provisions of the City Corporation's CIL, planning obligations in the City will be sought for site specific mitigation, including contributions towards area-wide security will be assessed on a site-by-site basis, in liaison with the City of London Police, particularly within and in close proximity to ~~measures in~~ the City Cluster, in line with the policies set out in this Plan.
Glossary		AM105	**City Landmarks** • Cannon Street Station (towers) • Central Criminal Court (dome), Old Bailey • Guildhall (roof and flêche), Guildhall Yard • Former Port of London Authority Building (tower), 10 Trinity Square • Royal Exchange (Tower) • Great Arthur House, Golden Lane Estate • Barbican Towers **Strategic Landmarks within the City** • St Paul's Cathedral • The Monument
Glossary	n/a	AM106	**Neighbourhood Forum -** a group which has been designated under the neighbourhood planning process for a specific designated neighbourhood area. A neighbourhood forum has the ability to prepare a Neighbourhood Plan. It is a statutory consultee on planning applications and depending on the status of the Neighbourhood Plan, will be consulted on the allocation of a proportion of Neighbourhood CIL receipts for applications permitted within its area.
Glossary	n/a	AM107	**Wider Environmental Sustainability benefits-** measures related to minimising carbon emissions or improving climate resilience that make a significant contribution towards the wider environmental sustainability of the City, going beyond what would otherwise be expected.
Appendices	n/a	AM108	*In the Table of Contents and within the section.* ~~Appendicies~~ Appendices
Chapter 14 The Temple, the Thames Policy Area and the Key Areas of Change		AM109	*Amend Figures 25, 26, 29, 30, 33 to make reference to 'local landmarks' rather than 'key landmarks'*

Chapter	Paragraph	AM Number	Amended text
			 



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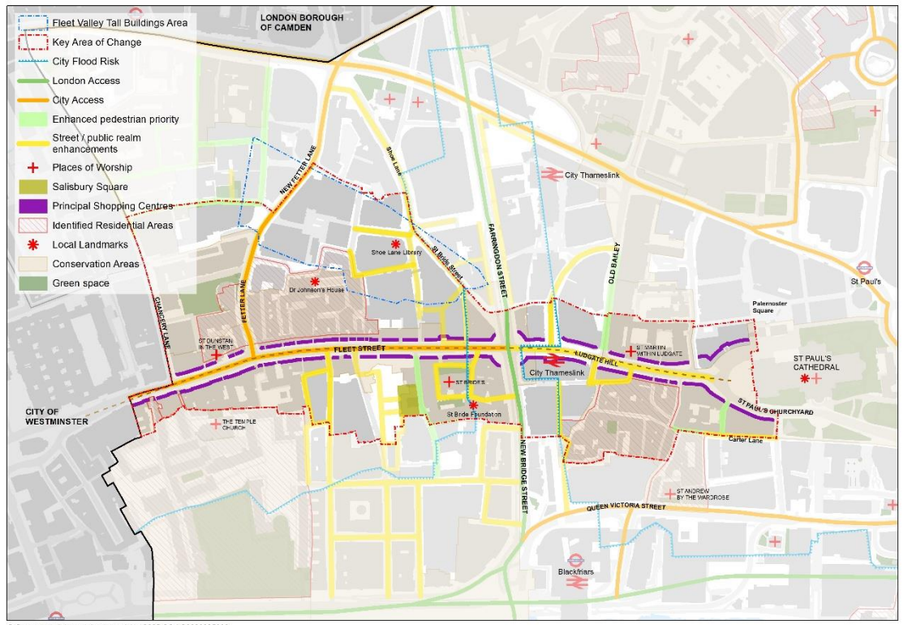

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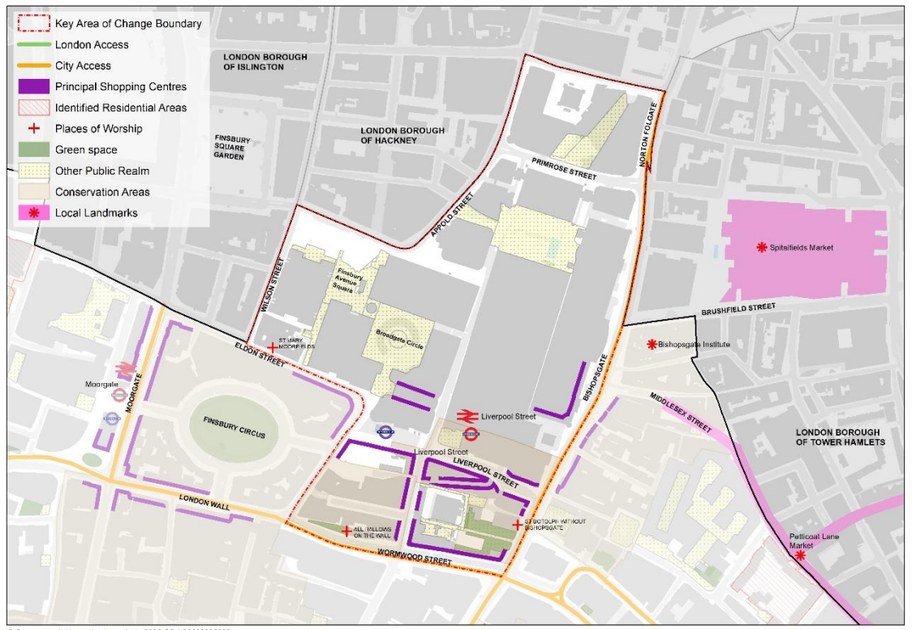
Chapter	Paragraph	AM Number	Amended text