A2.1 - Policy Matrix

## Bank Station Capacity Upgrade Project - Planning Policy Matrix

Bank S	tation Capacity U	pgrade Project - Planning Policy Matrix																
Policy Doc	Policy/Para Number	Text	Townscape & Visual Effects	Transport, Movement, Access	Noise & Vibration	Built Heritage	Archaeology	Air Quality	Water Resources & Flood Risk	Land Contamination	Waste	Sustinability and Climate Change	Socio-economic effects (including retail & commercial)	Design & Public Realm	Daylight, Sunlight, Overshadowing & Microclimate	Development and site description	Planning	Health
National F	Planning Policy Framewo	ork (NPPF) March 2012																
NPPF	Achieving sustainable development, Para 7	There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles: • an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure; • a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well- being; and • an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.																
NPPF	Achieving sustainable development, Para 9	Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of																
NPPF	Achieving sustainable development, Para 17	Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are that planning should: ••• equinilely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area. Plans should be kept up-to-date, and be based on joint working and co-operation to address larger than local issues. They should provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency; ••oroatively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing alfordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities; •elways seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings; •elways seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings; •elways seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings; •elways seek to secure high quality design and a good standard of amenity for all existing and future occupants of land net development and them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it; •euport the transition to a low carbon future in a chang																
NPPF	Section 1, Para 19	Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the																
NPPF	Section 1 Para 20	21st century "Investment in business should not be over-burdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure"																
NPPF NPPF	Section 1, para 21 Section 2, Para 24	Local planning authorities should require applications for main town centre uses to be located in town centres				1	1	<u> </u>				<u> </u>						
NPPF	Section 2, Para 29	Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.																
NPPF	Section 4, Para 30	Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.																
NPPF	Section 4, Para 31	Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including [] transport investment necessary to support strategies for the growth of ports, airports or other major generators of travel demand in their areas".																<u> </u>
NPPF	Section 4, Para 32	All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether: • the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure; • safe and suitable access to the site can be achieved for all people; and • improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.																
		ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be																
NPPF	Section 4, Para 34	maximised.				1	!		1			I	<u> </u>		L	<u> </u>		

			ual	Ś					ళ	uo			al)		<b>.</b> .			
Policy Doc	Policy/Para Number	Text	pe & Visu	t, nt, Acces	Vibration	itage	ogy	â	sources	ntaminati		istinability and imate Change	onomic ncluding ommerci	, Public	Sunlight dowing & nate	nent and ription		
Doc			Townsca Effects	Transpor Movemer	Noise & \	Built Heri	Archaeol	Air Quality	Water Res	Land Cor	Waste	Sustinab Climate C	Socio-ec effects (ii retail & c	Design & Realm	Daylight, Overshac Microclin	Developr site desc	Planning	Health
		developments should be located and designed where practical to <ul> <li>accommodate the efficient delivery of goods and supplies;</li> </ul>																
		<ul> <li>give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;</li> <li>create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home</li> </ul>																
NPPF	Section 4, Para 35	zones; ● incorporate facilities for charging plug-in and other ultra-low emission vehicles; and ● consider the needs of people with disabilities by all modes of transport																
	Section 4, Para 36	All developments which generate significant amounts of movement should be required to provide a Travel Plan.																
NPPF	Section 4, Para 41	Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice																
	,																	
NPPF	Section 7, Para 56	Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.																
		<ul> <li>ensure that developments:</li> <li>will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;</li> <li>establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;</li> <li>optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;</li> <li>respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;</li> <li>create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and</li> <li>are visually attractive as a result of good architecture and appropriate landscaping.</li> </ul>																
	Section 7, Para 58																	Ļ
NPPF	Section 7, Para 60	seek to promote or reinforce local distinctiveness.										 						
NPPF	Section 7, Para 61	Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations should address the connections between people and places and the integration of new development into the natural, built and historic environment.																<u> </u>
NPPF	Section 7, Para 62	Local planning authorities should have local design review arrangements in place to provide assessment and support to ensure high standards of design. They should also when appropriate refer major projects for a national design review.13 In general, early engagement on design produces the greatest benefits. In assessing applications, local planning authorities should have regard to the recommendations from the design review panel.																
NPPF	Section 7, Para 63	In determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the																<u> </u>
NPPF	Section 7, Para 64	way it functions. Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about																
NPPF	Section 7, Para 65	incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal's economic, social and environmental benefits).																
NPPF	Section 7, Para 66	Applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably.																
		The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Local planning authorities should create a shared vision with communities of the residential environment and facilities they wish to see. To support this, local planning authorities should aim to involve all sections of the community in the development of Local Plans and in planning decisions, and should facilitate neighbourhood planning. Planning policies and decisions, in turn, should aim to achieve places which promote: •opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity; •safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and •safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of																
NPPF	Section 8, Para 69	public areas.																<u> </u>
		To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: •plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments; •guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;																
NPPF	Section 8, Para 70	<ul> <li>ensure that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community; and</li> <li>ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.</li> </ul>																
	Section 8, Para 75	Planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.																
		In determining planning applications, local planning authorities should expect new development to: •comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and																
	Section 10, Para 96 Section 10, Para 99	<ul> <li>take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.</li> <li>New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable</li> </ul>																
	Section 10, Para 100	Inappropriate development in areas at risk of flooding should be avoided																
NPPF	Section 10, Para 101	Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding.																
		<ul> <li>book</li> <li< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></li<></ul>																
NPPF	Section 10, Para 103	development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems contribute to and enhance the natural and local environment by: preventing both new and existing development from contributing to or being put at																
	Section 11, Para 109 Section 11, Para 111	unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability;	<u> </u>									<u> </u>						

Policy Doc	Policy/Para Number	Text	Townscape & Visual Effects	Transport, Movement, Access	Noise & Vibration	Built Heritage	Archaeology	Air Quality	Water Resources & Flood Risk	Land Contamination	Waste	Sustinability and Climate Change	Socio-economic effects (including retail & commercial)	Design & Public Realm	Daylight, Sunlight, Overshadowing & Microclimate	Development and site description	Planning	Health
NPPF	Section 11, Para 118	opportunities to incorporate biodiversity in and around developments should be encouraged																
NPPF	Section 11, Para 120	To prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account. Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner. ensure that:																
NPPF	Section 11, Para 121	adequate site investigation information, prepared by a competent person, is presented																
NPPF	Section 11, Para 122	local planning authorities should focus on whether the development itself is an acceptable use of the land, and the impact of the use, rather than the control of processes or emissions themselves where these are subject to approval under pollution control regimes.																
NPPF	Section 11. Para 123	Planning policies and decisions should aim to: •avoid noise from giving rise to significant adverse impacts27 on health and quality of life as a result of new development; •nitigate and reduce to a minimum other adverse impacts27 on health and quality of life arising from noise from new development, including through the use of conditions; •recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established;28 and •identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason																
NPPF	Section 11, Para 123	Ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan																
	· · · · · · · · · · · · · · · · · · ·	By encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes																
NPPF	Section 11, Para 125 Section 12, Para 128	and nature conservation. describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk based assessment and, where necessary, a field evaluation.																
NPPF	Section 12, Para 129	Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.																
NPPF	Section 12, Para 131	In determining planning applications, local planning authorities should take account of: •the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; •the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and •the desirability of new development making a positive contribution to local character and distinctiveness.																
NPPF	Section 12, Para 132	When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting																
NPPF	Section 12, Para 133	Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply: • the nature of the heritage asset prevents all reasonable uses of the site; and • no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and • conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and • the harm or loss is outweighed by the benefit of bringing the site back into use.																
	Castian 10 Days 101	Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.																
NPPF	Section 12, Para 134 Section 12, Para 135	The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.																
NPPF	Section 12, Para 137	Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.																
NPPF	Section 12, Para 138	Not all elements of a World Heritage Site or Conservation Area will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 133 or less than substantial harm under paragraph 134, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area a whole.																
NPPF	Section 12, Para 139	Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.																
NPPF	Section 12, Para 140	Local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.																
NPPF	Section 12, Para 141	Local planning authorities should make information about the significance of the historic environment gathered as part of plan-making or development management publicly accessible. They should also require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible.30 However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.																
Planning	Practice Guidance (PPG)	March 2014																
PPG	Environmental Impact Assessment - Section 2, paragraph 002	The aim of EIA is to protect the environment by ensuring that a local planning authority when deciding whether to grant planning permission for a project, which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes this into account in the decision making processthe aim of EIA is also to ensure that the public are given early and effective opportunities to participate in the decision making procedures.																

Policy Doc	Policy/Para Number	Text	Townscape & Visual Effects	Transport, Movement, Access	Noise & Vibration	Built Heritage	Archaeology	Air Quality	Water Resources & Flood Risk	Land Contamination	Waste	Sustinability and Climate Change	Socio-economic effects (including retail & commercial)	Design & Public Realm	Daylight, Sunlight, Overshadowing & Microclimate	Development and site description	Planning	Health
PPG	Design - Section 1, The importance of good design, Para 001	Good quality design is an integral part of sustainable development. The National Planning Policy Framework recognises that design quality matters and that planning should drive up standards across all forms of development. As a core planning principle, plan-makers and decision takers should always seek to secure high quality design. Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations. Good design responds in a practical and creative way to both the function and identity of a place. It puts land, water, drainage, energy, community, economic, infrastructure and other such resources to the best possible use – over the long as well as the short term. The PPG provides guidance on good design objectives, the importance of national and local design policy and good design processes. Town centre and street design issues are also covered.																
PPG	Conserving and enhancing the historic environment - Section 3, Decision-taking: Historic environment, Para 009	Heritage assets may be affected by direct physical change or by change in their setting. Being able to properly assess the nature, extent and importance of the significance of a heritage asset, and the contribution of its setting, is very important to understanding the potential impact and acceptability of development proposals																
PPG	Conserving and enhancing the historic environment - Section 3, Decision-taking: Historic environment, Para 013	A thorough assessment of the impact on setting needs to take into account, and be proportionate to, the significance of the heritage asset under consideration and the degree to which proposed changes enhance or detract from that significance and the ability to appreciate it. Setting is the surroundings in which an asset is experienced, and may therefore be more extensive than its curtilage. All heritage assets have a setting, irrespective of the form in which they survive and whether they are designated or not. The extent and importance of setting is often expressed by reference to visual considerations. Although views of or from an asset will play an important part, the way in which we experience an asset in its setting is also influenced by other environmental factors such as noise, dust and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places. For example, buildings that are in close proximity but are not visible from each other may have a historic or aesthetic connection that amplifies the experience of the significance of each. The contribution that setting makes to the significance of the heritage asset does not depend on there being public rights or an ability to access or experience that setting. This will vary over time and according to circumstance. When assessing any application for development which may affect the setting of a heritage asset, local planning authorities may need to consider the implications of cumulative change. They may also need to consider the fact that developments which materially detract from the asset's significance may also damage its economic viability now, or in the future, thereby threatening its ongoing conservation.																
PPG	Conserving and enhancing the historic environment - Section 3, Decision-taking: Historic environment, Para 017	What matters in assessing if a proposal causes substantial harm is the impact on the significance of the heritage asset. As the National Planning Policy Framework makes clear, significance derives not only from a heritage asset's physical presence, but also from its setting. Whether a proposal causes substantial harm will be a judgment for the decision taker, having regard to the circumstances of the case and the policy in the National Planning Policy Framework. In general terms, substantial harm is a high test, so it may not arise in many cases. For example, in determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest. It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed. The harm may arise from works to the impact of total destruction is obvious, partial destruction is likely to have a considerable impact but, depending on the circumstances, it may still be less than substantial harm or conceivably not harmful at all, for example, when removing later inappropriate additions to historic buildings which harm their significance. Similarly, works that are moderate or minor in scale are likely to cause less than substantial harm or no harm at all. However, even minor works have the potential to cause substantial harm.																
PPG	Conserving and enhancing the historic environment - Section 3, Decision-taking: Historic environment, Para 018	An unlisted building that makes a positive contribution to a conservation area is individually of lesser importance than a listed building (paragraph 132 of the National Planning Policy Framework). If the building is important or integral to the character or appearance of the conservation area then its demolition is more likely to amount to substantial harm to the conservation area, engaging the tests in paragraph 133 of the National Planning Policy Framework. However, the justification for its demolition will still be proportionate to the relative significance of the building and its contribution to the significance of the conservation area as a whole.																
PPG	Conserving and enhancing the historic environment - Section 3, Decision-taking: Historic environment, Para 19	A clear understanding of the significance of a heritage asset and its setting is necessary to develop proposals which avoid or minimise harm. Early appraisals, a conservation plan or targeted specialist investigation can help to identify constraints and opportunities arising from the asset at an early stage. Such studies can reveal alternative development options, for example more sensitive designs or different orientations, that will deliver public benefits in a more sustainable and appropriate way.																
PPG	Conserving and enhancing the historic environment - Section 4, Designated heritage assets, Summary	Section 4 of the PPG provides guidance and explanatory advice on designated assets. Explanation as to how heritage assets are designated is provided together with useful definitions of a listed building and conservation area. Local authorities are reminded of the need to review their conservation areas and are encouraged to undertake conservation area appraisals to help identify opportunities for beneficial change or the need for planning protection.																
PPG		The PPG provides guidance and explanatory advice regarding two categories of non-designated heritage assets of archaeological interest (as identified by the NPPF), these are: • Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments and are therefore considered subject to the same policies as those for designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments and are therefore considered subject to the same policies as those for designated heritage assets of archaeological interest which by comparison is a much larger category of lesser heritage significance. To determine whether a non-designated heritage assets of archaeological interest is demonstrably of equivalent significance to scheduled monuments or whether other non-designated heritage assets of archaeological interest should be moved to the first category, the guidence stipulates that where an initial assessment indicates that the site on which development is proposed includes or has potential to include heritage assets with archaeological interest, applicants should be required to submit an appropriate desk-based assessment and, where necessary, a field evaluation.																

Policy Doc	Policy/Para Number	Text	Townscape & Visual Effects	Transport, Movement, Access	Noise & Vibration	Built Heritage	Archaeology	Air Quality	Water Resources & Flood Risk	Land Contamination	Waste	Sustinability and Climate Change	Socio-economic effects (including retail & commercial)	Design & Public Realm	Daylight, Sunlight, Overshadowing & Microclimate	Development and site description	Planning	Health
PPG	Air Quality - Section 1, Why should planning be concerned about air quality?, Para 001	The PPG provides a summary of air quality issues which comprise: • the harmful air pollutant (and greenhouse gas) ozone, formed of particulate matter and nitrogen dioxide which can be transported great distances by weather systems • the effect on biodiversity and associated impact on UK's international obligations under the Habitats Directive • odour and dust and their impact on local ammenity The PPG advises that the potential impact of new development on air quality is taken into account in planning where the national assessment indicates that relevant limits have been exceeded or are near the limit.																
PPG		Assessments should be proportionate to the nature and scale of development proposed and the level of concern about air quality, and because of this are likely to be locationally specific. Air quality is a consideration in Environmental Impact Assessment, if one is required, and also in a Habitats Regulations Appropriate Assessment. The following could figure in an assessment and be usefully discussed and agreed between the local planning authority and applicant at the outset: <ul> <li>a description of baseline conditions and how these could change;</li> <li>relevant air quality concerns;</li> <li>the assessment methods to be adopted and any requirements around verification of modelling air quality;</li> <li>sensitive locations;</li> <li>the basis for assessing impact and determining the significance of an impact;</li> <li>construction phase impact; and/or</li> <li>acceptable mitigation measures.</li> </ul>																
PPG	Land affected by Contamination - Section 1, Para 001, 007, 009.	The PPG includes guidance on the sources of information on contamination and the approach that applicants should take if their sites could be affected by contamination and the use of planning conditions to manage remediation.																
PPG	Socio-economic	The PPG includes guidance on economic development needs assessment and land availability assessment, which is aimed largely at local planning authorities and the discharging of their statutory planning functions.																
PPG	Noise	The PPG covers the concepts of NOAEL (No Observed Adverse Effect Level), and UAEL (Unacceptable Adverse Effect Level).																
PPG	Water Supply, Wastewater and Water Quality and Flood Risk	The PPG provides guidance and explanatory advice regarding Water Supply, Wastewater and Water Quality and Flood Risk and Coastal Change in support of NPPF policies and other published guidance. The PPG provides advice to local planning authorities regarding decision taking and consultation with statutory and national amenity groups in respect of planning and consent applications.						-										
PPG	Transport	The PPG covers travel plans, transport assessments and statements in decision-taking, and advises on when transport assessments and transport statements are required, and what they should contain.																
PPG	Health and Wellbeing	In paragraph 002 the PPG proviudes guidance on the range of issues that could be considered through the plan-making and decision-making processes, in respect of health and healthcare infrastructure																
PPG	Sustainability and climate change	The PPG includes guidance on the implementation of climate change policy, including the integrattion of adaptation and mitigation approaches (paragraph 4).																
Mayor of	London's London Plan, J	uly 2011					•	•						•				
London Plan	Policy 2.10 - Central Activities Zone - Stategic Priorities	a enhance and promote the unique international, national and Londonwide roles of the Central Activities Zone (CAZ), supporting the distinct offer of the Zone based on a rich mix of local as well as strategic uses and forming the globally iconic core of one of the world's most attractive and competitive business locations b in appropriate quarters shown on Map 2.3, bring forward development capacity and supporting infrastructure and services to sustain and enhance the CAZ's varied strategic functions i enhance the strategically vital linkages between CAZ and labour markets within and beyond London in line with objectives to secure sustainable development of the wider city region																
London Plan	Policy 2.11 Central Activities Zone – Strategic functions	g ensure development complements and supports the clusters of other strategically important, specialised CAZ uses h secure completion of essential new transport schemes necessary to support the roles of CAZ, including Crossrail; maintain and enhance its transport and other essential infrastructure and services; realise resultant uplifts in development capacity to extend and improve the attractions of the Zone; and enable CAZ uses to contribute to provision of these transport investments																
London Plan	Policy 2.15 Town Centres	Development proposals in town centres should conform with policies 4.7 and 4.8 and: a sustain and enhance the vitality and viability of the centre c support and enhance the competitiveness, quality and diversity of town centre retail, leisure, arts and cultural, other consumer services and public services d be in scale with the centre e promote access by public transport, walking and cycling																
London Plan	Policy 3.2 Improving health and addressing health inequalities	D New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles to help to reduce health inequalities.																
London Plan	Para 4.14	In the CAZ [] there remains strong long term office demand, and a substantial development pipeline which is partly subject to the implementation of Crossrail and other significant investments in transport capacity. Environmental improvements in these locations continue to be needed to enhance it attraction as a global business location																
London Plan	Policy 5.1 Climate change mitigation	A The Mayor seeks to achieve an overall reduction in London's carbon dioxide emissions of 60 per cent (below 1990 levels) by 2025.																

Policy Doc	Policy/Para Number	Text	Townscape & Visual Effects	Transport, Movement, Access	Noise & Vibration	Built Heritage	Archaeology	Air Quality	Water Resources & Flood Risk	Land Contamination	Waste	Sustinability and Climate Change	Socio-economic effects (including retail & commercial)	Design & Public Realm	Daylight, Sunlight, Overshadowing & Microclimate	Development and site description	Planning	Health
London Plan	Policy 5.2 Minimising carbon dioxide emissions	A Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy: B 1 Be lean: use less energy 2 Be clean: supply energy efficiently 3 Be green: use renewable energy Non-domestic buildings: Vear Improvement on 2010 Building Regulations 2010 – 2013 25 per cent 2013 – 2016 40 per cent 2016 – 2019 As per building regulations requirements C Major development proposals should include a detailed energy assessment to demonstrate how the targets for carbon dioxide emissions reduction outlined above are to be met within the framework of the energy hierarchy. D As a minimum, energy assessments should include the following details: a calculation of the energy demand and carbon dioxide emissions covered by the Building Regulations and, separately, the energy demand and carbon dioxide emissions from any other part of the development, including plant or equipment, that are not covered by the Building Regulations (see paragraph 5.22) at each stage of the energy hierarchy b proposals to further reduce carbon dioxide emissions through the use of decentralised energy where feasible, such as district heating and cooling and combined heat and power (CHP) d proposals to further reduce carbon dioxide emissions through the use of on-site renewable energy technologies. E The carbon dioxide reduction targets should be met on-site. Where it is clearly demonstrated that the specific targets cannot be fully achieved on-site, any shortfall may be provided off-site or through a cash in lieu contribution to the relevant borough to be ring fenced to secure delivery of carbon dioxide savings elsewhere.																
	Policy 5.3 Sustai nable design and construction	B Development proposals should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation, and ensure that they are considered at the beginning of the design process. C Major development proposals should meet the minimum standards outlined in the Mayor's supplementary planning guidance and this should be clearly demonstrated within a design and access statement. The standards include measures to achieve other policies in this Plan and the following sustainable design principles: a minimising carbon dioxide emissions across the site, including the building and services (such as heating and cooling systems) b avoiding internal overheating and contributing to the urban heat island effect c efficient use of natural resources (including water), including making the most of natural systems both within and around buildings d minimising pollution (including noise, air and urban run-off) e minimising the generation of waste and maximising reuse or recycling f avoiding impacts from natural hazards (including flooding) g ensuring developments are comfortable and secure for users, including avoiding the creation of adverse local climatic conditions h securing sustainable procurement of materials, using local supplies where feasible, and i promoting and protecting biodiversity and green infrastructure.																
London Plan	Policy 5.5 Decentralised energy networks	A The Mayor expects 25 per cent of the heat and power used in London to be generated through the use of localised decentralised energy systems by 2025 boroughs should: d require developers to prioritise connection to existing or planned decentralised energy networks where feasible.																
London Plan		A Development proposals should evaluate the feasibility of Combined Heat and Power (CHP) systems, and where a new CHP system is appropriate also examine opportunities to extend the system beyond the site boundary to adjacent sites. B Major development proposals should select energy systems in accordance with the following hierarchy: 1 Connection to existing heating or cooling networks 2 Site wide CHP network 3 Communal heating and cooling. C Potential opportunities to meet the first priority in this hierarchy are outlined in the London Heat Map tool. Where future network opportunities are identified, proposals should be designed to connect to these networks.																
London Plan	Policy 5.7 Renewable energy	B Within the framework of the energy hierarchy (see Policy 5.2), major development proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible. D All renewable energy systems should be located and designed to minimise any potential adverse impacts on biodiversity, the natural environment and historical assets, and to avoid any adverse impacts on air quality.																
London Plan	Policy 5.9 Overheating and cooling	Major development proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this in accordance with the following cooling hierarchy: 1 minimise internal heat generation through energy efficient design 2 reduce the amount of heat entering a building in summer through orientation, shading, albedo, fenestration, insulation and green roofs and walls 3 manage the heat within the building through exposed internal thermal mass and high ceilings 4 passive ventilation 5 mechanical ventilation 6 active cooling systems (ensuring they are the lowest carbon options). C Major development proposals should demonstrate how the design, materials, construction and operation of the development would minimise overheating and also meet its cooling needs. New development in London should also be designed to avoid the need for energy intensive air conditioning systems as much as possible.																
London Plan	Policy 5.10 Urban greening	B The Mayor seeks to increase the amount of surface area greened in the Central Activities Zone by at least five per cent by 2030, and a further five per cent by 2050. C Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening, including the public realm. Elements that can contribute to this include tree planting, green roofs and walls, and soft landscaping. Major development proposals within the Central Activities Zone should demonstrate how green infrastructure has been incorporated.																

Policy Doc	Policy/Para Number	Text	Townscape & Visual Effects	Transport, Movement, Access	Noise & Vibration	Built Heritage	Archaeology	Air Quality	Water Resources & Flood Risk	Land Contamination	Waste	Sustinability and Climate Change	Socio-economic effects (including retail & commercial)	Design & Public Realm	Daylight, Sunlight, Overshadowing & Microclimate	Development and site description	Planning	Health
London Plan	Policy 5.11 Green roofs and development site environs	A Major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible, to deliver as many of the following objectives as possible: a adaptation to climate change (ie aiding cooling) b sustainable urban drainage c mitigation of climate change (ie aiding energy efficiency) d enhancement of biodiversity e accessible roof space f improvements to appearance and resilience of the building g growing food.																
London Plan	Policy 5.12 Flood risk management	B Development proposals must comply with the flood risk assessment and management requirements set out in PPS25 over the lifetime of the development and have regard to measures proposed in Thames Estuary 2100 (TE2100 – see paragraph 5.55) and Catchment Flood Management Plans.																
London Plan	Policy 5.13 Sustainable drainage	A Development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy: 1 store rainwater for later use 2 use infiltration techniques, such as porous surfaces in non-clay areas 3 attenuate rainwater in ponds or open water features for gradual release 4 attenuate rainwater by storing in tanks or sealed water features for gradual release 5 discharge rainwater to a surface water sewer/drain 7 discharge rainwater to the combined sewer.																
	Policy 5.14 Water quality and																	
London Plan	wastewater infrastructure	B Development proposals must ensure that adequate wastewater infrastructure capacity is available in tandem with development.																
London Plan	Policy 5.15 Water use and supplies	B Development should minimise the use of mains water by: a incorporating water saving measures and equipment b designing residential development so that mains water consumption would meet a target of 105 litres or less per head per day.																
London Plan	Policy 5.16 Waste Self Sufficiency	The Mayor will work to: a manage as much of London's waste within London as practicable, working towards managing the equivalent of 100 per cent of London's waste within London by 2031 b create positive environmental and economic impacts from waste processing c work towards zero biodegradable or recyclable waste to landfill by 2031. This will be achieved by: a minimising waste b encouraging the reuse of and reduction in the use of materials																
London Plan	Policy 5.17	C Wherever possible, opportunities should be taken to provide combined heat and power and combined cooling heat and power E Suitable waste and recycling storage facilities are required in all new developments.																
London Plan	Waste capacity Policy 5.18 Construction, excavation and demolition waste	b ensuring that major development sites are required to recycle CE&D waste onsite, wherever practicable, supported through planning conditions. B Waste should be removed from construction sites, and materials brought to the site, by water or rail transport wherever that is practicable.																
London Plan	Policy 5.21 Contaminated land	B Appropriate measures should be taken to ensure that development on previously contaminated land does not activate or spread contamination.																
London Plan	Para 6.1	London should be a city where it is easy safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system																
London Plan	Policy 6.1 Strategic approach	A The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by: a encouraging patterns and nodes of development that reduce the need to travel, especially by car b seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand c supporting development that generates high levels of trips at locations with high public transport accessibility d improving interchange between different forms of transport, particularly around major rail and Underground stations, ensure that all parts of public transport can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable																
London Plan	Policy 6.2 Providing public transpor capacity and safeguarding land for transport	A The Mayor will work with strategic partners to: c increase the capacity of public transport in London over the Plan period by securing funding for and implementing the schemes and improvements set out in Table 6.1.																
London Plan	Policy 6.3 Assessing effects of development on transport capacity	A Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network C Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans.																
London Plan	Policy 6.4 Enhancing London's transport connectivity	B The Mayor will work with strategic partners to improve the public transport system in London and increase public transport capacity by: b completing upgrades to, and extending, the London Underground network																
London Plan	Policy 6.9 Cycling	B Developments should: a provide secure, integrated and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 (SEE TABLE) b provide on-site changing facilities and showers for cyclists c facilitate the Cycle Super Highways shown on Map 6.2 d facilitate the central London cycle hire scheme.																

Policy Doc	Policy/Para Number	Text	Townscape & Visual Effects	Transport, Movement, Access	Noise & Vibration	Built Heritage	Archaeology	Air Quality	Water Resources & Flood Risk	Land Contamination	Waste	Sustinability and Climate Change	Socio-economic effects (including retail & commercial)	Design & Public Realm	Daylight, Sunlight, Overshadowing & Microclimate	Development and site description	Planning	Health
London Plan	Policy 6.10 Walking	B Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.																
London Plan	Policy 6.13 Parking	C The maximum standards set out in Table 6.2 in the Parking Addendum to this chapter should be applied to planning applications. (SEE TABLE) D In addition, developments must: a ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles b provide parking for disabled people in line with Table 6.2 c meet the minimum cycle parking standards set out in Table 6.3 d provide for the needs of businesses for delivery and servicing.																
London Plan	Policy 7.2 An inclusive environment	C Design and access statements submitted with development proposals should explain how, following engagement with relevant user groups, the principles of inclusive design, including the specific needs of older and disabled people, have been integrated into the proposed development, whether relevant best practice standards such as British Standard BS 8300:2009 have been complied with, and how inclusion will be maintained and managed.																
London Plan	Policy 7.3 Designing out crime	B Development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. In particular: a routes and spaces should be legible and well maintained, providing for convenient movement without compromising security b there should be an indication of whether a space is private, semi-public or public, with natural surveillance of publicly accessible spaces c design should encourage a level of human activity that is appropriate to the location, incorporating a mix of uses where appropriate, to maximize activity throughout the day and night, creating a reduced risk of crime and a sense of safety at all times d places should be well designed to promote a sense of ownership and respect e places, buildings and structures should incorporate appropriately designed security features f schemes should be designed with on-going management and future maintenance costs of the particular safety and security measures proposed in mind. The above measures should be incorporated at the design stage to ensure that overall design quality is not compromised.																
London Plan	Policy 7.4 Local character	B Buildings, streets and open spaces should provide a high quality design response that: a has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass b contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area c is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings d allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area e is informed by the surrounding historic environment.																
London Plan	Policy 7.5 Public realm	B Development should make the public realm comprehensible at a human scale, using gateways, focal points and landmarks as appropriate to help people find their way. Landscape treatment, street furniture and infrastructure should be of the highest quality, have a clear purpose, maintain uncluttered spaces and should contribute to the easy movement of people through the space. Opportunities for the integration of high quality public art should be considered, and opportunities for greening (such as through planting of trees and other soft landscaping wherever possible) should be maximised. Treatment of the public realm should be informed by the heritage values of the place, where appropriate. C Development should infrastructure such as public toilets, drinking water fountains and seating, where appropriate. Development should also reinforce the connection between public spaces and existing local features such as the Blue Ribbon Network and parks and others that may be of heritage significance.																
London Plan	Policy 7.6 Architecture	A Architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context. B Buildings and structures should: a be of the highest architectural quality b be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm c comprise details and materials that complement, not necessarily replicate, the local architectural character d not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings e incorporate best practice in resource management and climate change mitigation and adaptation f provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces g be adaptable to different activities and land uses, particularly at ground level h meet the principles of inclusive design i optimise the potential of sites.																
London Plan	Policy 7.8 Heritage assets and archaeology	B Development should incorporate measures that identify, record, interpret, protect and, where appropriate, present the site's archaeology. C Development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate. D Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail. E New development should make provision for the protection of archaeological resources, landscapes and significant memorials. The physical assets should, where possible, be made available to the public on-site. Where the archaeological asset or memorial cannot be preserved or managed on-site, provision must be made for the investigation, understanding, recording, dissemination and archiving of that asset.																
London Plan	Policy 7.11 London View Management Framework	The Mayor has designated a list of strategic views (Table 7.1) that he will keep under review They include significant buildings or urban landscapes that help to define London at a strategic level. Development will be assessed for its impact on the designated view																

Policy	Policy/Para Number	Text	e & Visual	, Access	Vibration	age	gy		ources & ć	amination		ity and nange	economic (including commercial)	& Public	Sunlight, dowing & nate	elopment and description		
Doc			Townscap Effects	Transport, Movement,	Noise & V	Built Herit	Archaeolo	Air Quality	Water Res Flood Risl	Land Con	Waste	Sustinability and Climate Change	Socio-eco effects (in retail & co	Design & I Realm	Daylight, S Overshad Microclim	Developm site descr	Planning	Health
London Plan	Policy 7.12 Implementing the London View Management Framework	<ul> <li>B Development in the foreground and middle ground of a designated view should not be overly intrusive, unsightly or prominent to the detriment of the view.</li> <li>C Development proposals in the background of a view should give context to landmarks and not harm the composition of the view as a whole. Where a silhouette of a World Heritage Site is identified by the Mayor as prominent in a Townscape or River Prospect, and well preserved within its setting with clear sky behind it, it should not be altered by new development appearing in its background. Assessment of the impact of development in the foreground, middle ground or background of the view or the setting of a landmark should take into account the effects of distance and atmospheric or seasonal changes.</li> <li>D In addition to the above, new development in designated views should comply with the following:</li> <li>a London Panoramas – should be managed so that development fits within the prevailing pattern of buildings and spaces and should not detract from the panorama s a whole. The management of views containing strategically important landmarks should afford them an appropriate setting and prevent a canyon effect from new buildings crowding in too close to the strategically important landmark in the foreground, middleground or background where appropriate.</li> <li>b River Prospects – views should be managed to ensure that the juxtaposition between elements, including the river frontages and key landmarks, can be appreciated within their wider London context.</li> <li>c Townscape and Linear Views – should be managed so that the ability to see specific buildings, or groups of buildings, in conjunction with the surrounding environment, including distant buildings within views, is preserved.</li> <li> F In addition to the above, new development should not cause negative or undesirable local urban design outcomes.</li> </ul>																
	Policy 7.13 Safety, security and resilience to emergency	B Development proposals should contribute to the minimisation of potential physical risks, including those arising as a result of fire, flood and related hazards. Development should include measures to design out crime that, in proportion to the risk, deter terrorism, assist in the detection of terrorist activity and help defer its effects.																
	Policy 7.14 Improving air quality	B Development proposals should: a minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) and where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans (see Policy 6.3) b promote sustainable design and construction to reduce emissions from the demolition and construction of buildings following the best practice guidance in the GLA and London Councils' 'The control of dust and emissions from construction and demolition' c be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs). d ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site. Where it can be demonstrated that on-site provision is impractical or inappropriate, and that it is possible to put in place measures having clearly demonstrated equivalent air quality benefits, planning obligations or planning conditions should be used as appropriate to ensure this, whether on a scheme by scheme basis or through joint area-based approaches e where the development requires a detailed air quality assessment and biomass boilers are included, the assessment should forecast pollutant concentrations. Permission should only be granted if no adverse air quality impacts from the biomass boiler are identified																
London Plan	Policy 7.15 Reducing noise and enhancing soundscapes	B Development proposals should seek to reduce noise by: a minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals b separating new noise sensitive development from major noise sources wherever practicable through the use of distance, screening, or internal layout in preference to sole reliance on sound insulation c promoting new technologies and improved practices to reduce noise at source.																
	Policy 8.2 Planning obligations	B When considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. C Development proposals should address strategic as well as local priorities in planning obligations. The London Plan, October 2013																
Revised E	ariy minor Alterations to	This Plan also aims to create opportunities for employment and economic development to meet the needs of all the community; improve access to green and open																
REMA	Para 3.10A	spaces and leisure facilities (including using the planning system to secure new provision); support safe and sustainable transport systems (including walking and cycling); reduce road traffic casualties; improve air quality, reducing noise																
Draft Furth		ndon Plan (FALP), January 2014 (Incorporating Proposed Changes to the FALP (July 2014))		1	1	1	1	1										
FALP	Policy 4.1 Developing London's Economy (A; a2)	maximise the benefits from new infrastructure to secure sustainable growth and development																
FALP	Para 4.4A	Investment in new infrastructure is critical to securing sustainable growth and development. This Plan seeks to maximise the economic, social and environmental benefits from such investment in London. For the London economy, these benefits include economic output, employment, productivity, business opportunities, regeneration and the capital's contribution to the wider UK economy.																
The Mayor	's Transport Strategy, M	*		:	1	:	:	:										
MTS	Section 1.1	The six goals the MTS seeks to achieve are: • To support economic development and population growth • Enhance the quality of life for all Londoners • Improve the safety and security of all Londoners • Improve transport opportunities for all Londoners • Reduce transport's contribution to climate change, and improve its resilience • Support delivery of the London 2012 Olympic and Paralympic Games and its legacy																
MTS	Policy 1	The Mayor, through TfL, and working with the DfT, Defra and other government agencies, regional development agencies, Network Rail, train operating companies, London boroughs and other stakeholders, will seek to develop London's transport system in order to accommodate sustainable population and employment growth.																
MTS	Policy 5	The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London boroughs and other stakeholders, will seek to ensure efficient and effective access for people and goods within central London through providing improved central London connectivity and appropriate capacity. This will include improving access to major public transport interchanges for pedestrians, cyclists and by public transport.																
MTS	Policy 10	The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London boroughs and other stakeholders including the private sector, will seek to improve the efficiency and effectiveness of the operation of the transport system, bring transport assets to a good state of repair, and then maintain them in that condition.																
MTS	Policy 13	The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London boroughs and other stakeholders, will expand the capacity and quality of public transport services, improve passenger comfort and customer satisfaction, reduce crowding, and improve road user satisfaction.																ļ
MTS	Policy 16	The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, freight operators, London boroughs and other stakeholders, will seek to reduce noise impacts from transport.																1

Policy			e & Visual	Access	oration	ge	Ā		ources &	amination		ty and ange	iomic luding nmercial)	ublic	unlight, wing & te	int and otion		
Doc	Policy/Para Number	Text	Townscape Effects	Transport, Movement,	Noise & Vibr	Built Herita	Archaeolog	Air Quality	Water Reso Flood Risk	Land Conta	Waste	Sustinability and Climate Change	Socio-econ effects (inc retail & con	Design & Pu Realm	Daylight, Sı Overshado Microclima	Development and site description	Planning	Health
MTS	Policy 17	The Mayor, through TfL, and working with the DfT and other government agencies, the London boroughs, health authorities and other stakeholders, will promote healthy travel options such as walking and cycling.																
MTS	Policy 20	The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London boroughs and other stakeholders, will implement measures that seek to improve operational safety and security on public transport.																
MTS	Proposal 19	The Mayor, through TfL, and working with the London boroughs, private developers and other transport stakeholders, will develop and implement a prioritised programme to deliver station capacity and accessibility enhancements at London's most congested Underground stations, including: a) Congestion relief schemes to complement Tube line upgrades and/or integrate with Crossrail at the key central London interchanges of Bank																
MTS	Proposal 40	The Mayor, through TfL, and working with the DfT, Network Rail, the London boroughs and others will improve the physical accessibility of the transport system by prioritising step-free access at strategic interchanges,																
	iew Management Framev													•	•			
LVMF	Step 1: Scoping	The applicant should determine whether the proposal is likely to affect a Designated View. The scoping process should confirm: • The Designated Views relevant to the application; • The location of any Assessment Points* from which the assessment shall be undertaken; • Whether the proposal will be subject to the consultation procedures applied to Protected Vistas and Protected Silhouettes*; • The form and detail of the materials to be used to describe the proposed development and its impact on the view. The scoping exercise shall be completed in consultation with the affected local authorities. The number of Assessment Points and the level of visualisation can be refined throughout the assessment process, also in consultation with the local planning authority or statutory consultees. Note: Most Designated Views are seen in a 120 degree field of view, defined from predetermined Assessment Points. It is not expected that the LVMF should be used to manage development falling outside this field of view unless specifically required by the assessing authority. * Assessment Points, Protected Vistas and Protected Silhouettes are elements of a Designated View. They are described in greater detail in Part 4 of this SPG.																
LVMF	Step 2: Description of the view	<ul> <li>The applicant should provide a description of the view to establish the following:</li> <li>The view's composition, including the skyline and the elements that contribute to and detract from it. The description should provide confirmation of what is distinctive, characteristic, aesthetically or culturally important in the view, and its benefit to London;</li> <li>Any existing constraints, or opportunities to enhance the view and its setting, (e.g. any relevant designations, local policies and consented schemes that have not yet been implemented).</li> <li>Conditions relevant to the assessment of the view including the effect of atmospheric conditions, distance and weather or seasonal change, building works that could block or harm views on a temporary basis and/or night-time appearance.</li> <li>Note: This SPG describes the general features and characteristics of the Designated View. The application should complement and expand upon the description of the view contained in this SPG.</li> </ul>																
LVMF		The applicant should provide sufficient information to describe the proposed development, its precise location, setting, height, scale, design, external appearance and relationship to important buildings and landmarks to enable an evaluation of how it would be experienced from the Assessment Points agreed in Step 1. The assessment of effects on Designated Views should also refer to the following factors relating to the proposal:  • The scale, grain and massing of the proposal in relation to the existing townscape;  • The scale, grain and materials (that may include, for example, texture, colour, scale and reflectivity);  • The effects on the skyline;  • The obstruction of existing views and any loss of views to the identified landmarks;  • The visual relationship of the proposal to its setting and surroundings;  • Night-time effects/lighting, including aviation and other lighting, and their impact on the landmarks and the viewing experience generally;  • Any shadowing from other buildings;  • The effect of the distance between the viewer, the elements of the view and the proposal.																
LVMF	Para 130	The scale of new developments should be compatible with the composition of the view. Larger-scale elements could make the panorama more legible if they consolidate existing landscape elements such as clusters of tall buildings.																
	<b>London's Energy Future</b> Objective 4	e: the Mayor's climate change mitigation and energy strategy, October 2011 CO2 emissions reduction targets																
STRAT	Policy 9	The Mayor will minimise CO2 emissions from new buildings through outcome-based CO2 emissions reduction targets in the London Plan, achieved through energy efficiency and energy supply measures, and an allowable solutions offsetting mechanism. This will be supported by guidance and best practice, as well as exemplar new developments.																
Sustainab	le Design and Construct	ion SPG, April 2014																
SPG		The SPG provides guidance on a range of sustainable design and construction issues with the objective of tackling climate change and implementing London Plan policy. The Guidance covers resource management, climate change adaptation and pollution management (including land, air, noise, light and water). The role of the SPG is to set clear targets and highlight efficient ways to reach those targets. Paragraph 2.2.1 states "The SPG provides guidance on optimising the use of land, including through optimising density and design and considering the accessibility of the site and its local context. Paragraph 2.7.17, states "This section sets out how to minimise waste by maximising the use of the existing materials on-site and through good site management during construction."																
City of Lo	ndon Corporation Core S	trategy, September 2011																
		To ensure the City of London provides additional office development of the highest quality to meet demand from long term employment growth and strengthen the beneficial cluster of activities found in and near the City that contribute to London's role as the world's leading international financial and business centre, by: 1. Increasing the City's office floorspace stock by 1,150,000m2 gross during the period 2011–2026 to meet the needs of projected long term economic and employment growth, phased as follows: 2011 – 2016: 650,000m2 2016 – 2021: 250,000m2 																
cs cs	Policy CS1: Offices Policy CS2: Utilities Infrastructure	<ul> <li>2. Encouraging the supply of a range of high quality office accommodation to meet the varied needs of City office occupiers</li> <li>3. Encouraging the supply of a range of high quality office accommodation to meet the varied needs of City office occupiers</li> <li>To co-ordinate and facilitate infrastructure planning and delivery to ensure that the functioning and growth of the City's business, resident, student and visitor communities is not limited by provision of utilities and telecommunications infrastructure, by:</li> <li> 2. Encouraging early engagement between developers and infrastructure providers to identify the infrastructure needs arising from new development and ensuring that these are addressed through building design and utility networks and connections in time to serve the proposed development.</li> </ul>																

Policy Doc	Policy/Para Number	Text	Townscape & Visual Effects	Transport, Movement, Access	Noise & Vibration	Built Heritage	Archaeology	Air Quality	Water Resources & Flood Risk	Land Contamination	Waste	Sustinability and Climate Change	Socio-economic effects (including retail & commercial)	Design & Public Realm	Daylight, Sunlight, Overshadowing & Microclimate	Development and site description	Planning	Health
CS	Policy CS3: Security and Safety	To ensure that the City is secure from crime, disorder and terrorism, has safe systems of transport and is designed and managed to satisfactorily accommodate large numbers of people, thereby increasing public and corporate confidence in the City's role as the world's leading international financial and business centre, by: 1. Ensuring that the dense network of buildings and spaces, including the activities they contain, is designed to be safe, minimising the potential for crime and anti- social behaviour and providing for a mix of uses and natural surveillance of streets and spaces 4. Ensuring that security and safety measures are of an appropriate high quality design.																
CS	Policy CS4: Planning Contributions	To manage the impact of development, seeking appropriate contributions, having regard to the impact of the contributions on the viability of development, by: 1. Requiring contributions on or off site, in kind, or through financial contributions, which address the City of London's priorities, including: (i) local community facilities; (ii) environmental improvements, including street scene improvements; (iii) measures to adapt to climate change or mitigate its impacts; (iv) affordable housing delivery; (v) transport infrastructure and service improvements; (vi) training, skills provision and local procurement in the City and City Fringe. 2. Requiring qualifying development to make an additional contribution to meeting the costs of Crossrail construction in accordance with the provisions of the London Plan.																
cs	Policy CS6: Cheapside and St Paul's	To develop the Cheapside and St Paul's area as the City's 'high street' and key visitor destination, increasing the amount of high quality retailing, promoting the City's unique cultural and leisure activities and heritage and improving the pedestrian environment, by: 8. Enhancing the environment for pedestrians, shoppers, public transport users and, where appropriate, motor vehicle users. Improving safety, accessibility and inclusivity through the development of area-based improvement strategies.																
CS	Policy CS10: Design	<ul> <li>To promote a high standard and sustainable design of buildings, streets and spaces, having regard to their surroundings and the character of the City and creating an inclusive and attractive environment, by:</li> <li>1. Ensuring that the bulk, scale, massing, quality of materials and height of buildings are appropriate to the character of the City and the setting and amenities of surrounding buildings and spaces.</li> <li>2. Encouraging design solutions that make effective use of limited land resources.</li> <li>3. Ensuring that development has an appropriate street level presence and roofscape and a positive relationship to neighbouring buildings and spaces.</li> <li>4. Requiring the design and management of buildings, streets and spaces to provide for the access needs of all the City's communities, including the particular needs of disabled people.</li> <li>5. Ensuring that new development respects and maintains the City's characteristic dense network of streets and alleyways.</li> <li>6. Delivering continuous improvement in the environment, amenities and enjoyment of open spaces, play areas, streets, lanes and alleys through public realm enhancement strategies incorporating innovative design solutions.</li> <li>7. Ensuring that size size is and vertisements respect the restrained character of the City.</li> </ul>																
CS	Policy CS12: Historic Environment	To conserve or enhance the significance of the City's heritage assets and their settings, and provide an attractive environment for the City's communities and visitors, by: 1. Safeguarding the City's listed buildings and their settings, while allowing appropriate adaptation and new uses. 2. Preserving and enhancing the distinctive character and appearance of the City's conservation areas, while allowing sympathetic development within them. 3. Protecting and promoting the evaluation and assessment of the City's ancient monuments and archaeological remains and their settings, including the interpretation and publication of results of archaeological investigations.																
cs	Policy CS13: Protected Views	To protect and enhance significant City and London views of important buildings, townscape and skylines, making a substantial contribution to protecting the overall heritage of the City's landmarks, by: 1. Implementing the Mayor's London View Management Framework SPG to manage designated views of strategically important landmarks (St. Paul's Cathedral and the Tower of London), river prospects, townscape views and linear views. 2. Protecting and enhancing: local views of St. Paul's Cathedral, through the City's "St. Paul's Heights" code; the setting and backdrop to the Cathedral; significant local views of and from the Monument; and views of historic City landmarks and skyline features. 3. Securing an appropriate setting of and backdrop to the Tower of London World Heritage Site, which adjoins the City, so ensuring its Outstanding Universal Value, taking account of the Tower of London World Heritage Site Management Plan (2007).																
CS	Policy CS15: Sustainable Development and Climate Change	To enable City businesses and residents to make sustainable choices in their daily activities creating a more sustainable City, adapted to the changing climate, by: 1. Requiring all redevelopment proposals to demonstrate the highest feasible and viable sustainability standards in the design, construction, operation and "end of life" phases of development. Proposals for major development should aim to achieve a BREEAM rating of "excellent" or "outstanding" 2. Requiring development to minimise carbon emissions and contribute to a City wide reduction in emissions: (i) adopting energy-efficiency measures; (ii) enabling the use of decentralised energy, including the safeguarded Citigen CHP network, CHP-ready designs in areas where CCHP networks are not yet available, and localised renewable energy technologies; (iii) adopting offsetting measures to achieve the Government's zero carbon targets for buildings 3 minimising the disruption to businesses and particulates PM10 (the City's Air Quality Management Area pollutants); (ii) the need to limit the City's contribution to 'sky glow'; (v) land contamination, ensuring development does not result in contaminated land; (vi) the need to enhance biodiversity and provide for its conservation and enhancement, particularly for the City's flagship species and the City's priority habitats (urban green spaces, churchyards and cemeteries, built structures and the tidal Thames). 5. Incorporating climate change adaptation measures into development and the City's infrastructure, including street scene, transport and utility infrastructure, social and emergency infrastructure, and heritage assets, having regard to the need to protect their historic significance.																
cs	Policy CS16: Public Transport Streets and Walkways	To build on the City's strategic central London position and good transport infrastructure to further improve the sustainability and efficiency of travel in, to, from and through the City, by: 2. Facilitating further improvements to public transport capacity and step-free access at existing mainline rail and London Underground stations including Bank 3. Improving conditions for safe and convenient walking and cycling, incorporating adaptation to the City's anticipated future climate: (i) improving access routes and the streetscape around stations, with particular focus on Bank 4. Minimising congestion and reducing vehicle emissions: (v) requiring developers to demonstrate, through transport assessments, construction logistics plans, travel plans and delivery/servicing plans, how the environmental impacts of travel and servicing will be minimised, including through the use of river transport.																

Policy Doc	Policy/Para Number	Text	Townscape & Visual Effects	Transport, Movement, Access	Noise & Vibration	Built Heritage	Archaeology	Air Quality	Water Resources & Flood Risk	Land Contamination	Waste	Sustinability and Climate Change	Socio-economic effects (including retail & commercial)	Design & Public Realm	Daylight, Sunlight, Overshadowing & Microclimate	Development and site description	Planning	Health
CS	Policy CS17: Waste	To support City businesses, residents and visitors in making sustainable choices regarding the minimisation, transport and management of their waste,by: 1. Enabling waste minimisation and adherence to the waste hierarchy: (i) requiring the provision of facilities for waste segregation, handling and management within new developments; (iii)promoting improved waste management choices for businesses and residents																
cs	Policy CS18: Flood Risk	To ensure that the City remains at low risk from all types of flooding, by: 1. Minimising river flooding risk, requiring development in Flood Risk Areas to seek opportunities to deliver a reduction in flood risk compared with the existing situation: (i) applying the sequential test and exception test as set out in PPS25 and requiring Flood Risk Assessments to be submitted, in support of all planning applications in Flood Risk Areas (Environment Agency Flood Zones 2 and 3 and critical drainage areas) and for major development proposals elsewhere; 2. Reducing the risks of flooding from surface water throughout the City, ensuring that development proposals minimise water use and reduce demands on the combined surface water and sewerage network by applying the London Plan drainage hierarchy. 3. Reducing rainwater run-off, through the use of suitable Sustainable Urban Drainage Systems (SUDS), such as green roofs and rainwater attenuation measures, particularly in critical drainage areas.																
CS	Policy CS19: Open Spaces and Recreation	To encourage healthy lifestyles for all the City's communities through improved access to open space and facilities, increasing the amount and quality of open spaces and green infrastructure, while enhancing biodiversity, by: 1. Seeking to maintain a ratio of at least 0.06 hectares of high quality, publicly accessible open space per 1,000 weekday daytime population: (v) encouraging high quality green roofs, particularly those which are publicly accessible.																
CS	Policy CS20: Retailing	To improve the quantity and quality of retailing and the retail environment, promoting the development of the five Principal Shopping Centres and the linkages between them, by: 1 Encouraging movement between the Principal Shopping Centres by enhancing the retail environment in the links between them. Achieving a gross increase in retail floorspace within the PSCs and links of at least 136,000m2 by 2026. 2. Requiring developers of major shopping proposals to demonstrate a sequential approach to site selection, looking firstly at locations within the Principal Shopping Centres, secondly at sites immediately adjoining the PSCs and links between centres and, thirdly, other areas in the City. 3. Giving priority to shops (A1 uses) within the Principal Shopping Centres, with other retail facilities directed to the peripheries of the centres and the links between them resulting in an increase in the total A1 floorspace of 66,000m2 by 2026. 4. Enhancing the environment of Principal Shopping Centres and the links between them, specifically focusing on improving conditions for pedestrians, improving accessibility for all and ensuring a safe and secure retail environment. 5. Maintaining a scattered distribution of convenient local services elsewhere in the City by protecting existing retail facilities unless it is demonstrated that they are no longer required.																
City of Lor	ndon Corporation UDP, 2																:	
UDP	SHOP 2	To seek the replacement of retail uses in development schemes and to ensure that such replacements are primarily at the pedestrian level.																
UDP	SHOP 3	To seek, where appropriate, the provision of new or increased retail facilities, particularly where: i. existing retail facilities are being replaced on redevelopment in accordance with policy SHOP 2; ii. the site is in or close to a shopping centre; iii. the site is close to a public transport interchange; iv. there is riverside frontage.																
UDP	SHOP 4	To encourage retail uses in any new development scheme to provide a variety of unit sizes compatible with the character of the area in which they are situated and to encourage large retail units in suitable areas.																
UDP	UTIL 6	To require adequate provision within all developments for the storage, presentation for collection, and removal of waste, unless exceptional circumstances make it impractical; to encourage provision to allow for the separate storage of recyclable waste where appropriate.																
UDP	TRANS 15	To seek, where appropriate, the provision of off-street servicing facilities in such a way as: i. to ensure that the location and design of vehicular access and servicing arrangements minimise the adverse effects on the adjoining highway and pay due regard to the environment and the convenience and safety of pedestrians; ii. to ensure that vehicular servicing and servicing access is avoided on or onto Tier 1-3 roads, except where a practical alternative cannot be provided; and iii. to enable vehicles to enter and leave premises in a forward direction.																
UDP	TRANS 18	To resist the provision of private non-residential parking in excess of the current planning standards.																
UDP	TRANS 23	To provide parking facilities for motorcycles by: i. requiring the provision of private parking spaces for motorcycles in development schemes; ii. maintaining an adequate overall number of spaces for motorcycles in public offstreet car parks; and iii seeking to maintain on-street motorcycle parking at current levels, pending the approval of the Local Implementation Plan.																
UDP	ENV 8	To promote and ensure high standards in the layout, design, surface treatment and landscaping of open spaces and streets, and to seek the retention of existing surfaces and features which contribute positively to the character and appearance of the location and the City.																
UDP	ENV 11	To resist the demolition of buildings which make a positive contribution to the character or appearance of a conservation area and to encourage their sympathetic refurbishment.																
UDP	ENV 28	To ensure that building services are satisfactorily integrated into the architectural design of the building (with particular reference to its roof profile) and to resist installations which would adversely affect the character, appearance or amenities of the buildings or area concerned.																
UDP	ENV 29	To ensure that the provision of shopfronts is of a high standard of design and appearance and to resist inappropriate designs and alterations.																
UDP	ENV 35	To resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to levels which would be contrary to the Building Research Establishment's guidelines.																
UDP	ARC 1	To require planning applications which involve excavation or groundworks on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site including the impact of the proposed development.																
UDP	ARC 2	To require development proposals to preserve in situ, protect and safeguard important ancient monuments and important archaeological remains and their settings, and where appropriate, to require the permanent public display and/or interpretation of the monument or remains.																
UDP	ARC 3	To ensure the proper investigation, recording of sites, and publication of the results, by an approved organisation as an integral part of a development programme where a development incorporates archaeological remains or where it is considered that preservation in situ is not appropriate.																

Policy Doc	Policy/Para Number	Text	Townscape & Visual Effects	Transport, Movement, Access	Noise & Vibration	Built Heritage	Archaeology	Air Quality	Water Resources & Flood Risk	Land Contamination	Waste	Sustinability and Climate Change	Socio-economic effects (including retail & commercial)	Design & Public Realm	Daylight, Sunlight, Overshadowing & Microclimate	Development and site description	Planning	Health
City of Lo	ndon Corporation's Supp	lementary Planning Documents (SPDs), SPGs																
SPD		Protected Views, Jan 2012																
SPD		Bank Conservation Area - Character Summary and Management Strategy 2012																
PAN City of Lo	ndon Corporation's Strat	Archaeology in the City of London																
STRAT		Bank Area Enhancement Strategy 2012																
STRAT		City of London Air Quality Strategy (2011)																
STRAT		City of London Noise Strategy (2012)																
PLAN		Infrastructure Delivery Plan 2013																
STRAT		City of London Climate Change Adaptation Strategy 2007 & 2010 update																
City of Lo	ndon Corporation Local	mplementation Plan 2011																
	Chapter 2 Transport																	
LIP	Objectives	Contribution to the Implementation of the Mayor's Transport Strategy and the Central London Sub-Regional Transport Plan - Bank Station																
LIP		Delivery Plan for the Bank area as well as implementing the Bank Area Strategy																
Code of P	Practice for Deconstructio	n and Construction Sites (Seventh Edition) May 2013 The Code of Practice details the standards to which they expect development sites to be maintained and operated. The Code covers noise, air quality, contaminated land, waste & materials handling and storage, water, sustainability and preservation and light pollution.																
Emerging	CoL Policy			<u>.</u>			<u>.</u>	<u>.</u>	<u>.                                    </u>			<u>.</u>		<u> </u>			<u>.</u>	
City of Lo	ndon Corporation Local	Plan (consultation draft) December 2013																
		To encourage a mix of commercial uses within office developments which contribute to the City's economy and character and provide support services for its																
LP	DM1.5	businesses, workers and residents.																
<u>LP</u>	DM10.1	To require all developments, including alterations and extensions to existing buildings, to be of a high standard of design and to avoid harm to the townscape and public realm, by ensuring that: the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate satisfactorily to the character of streets, squares, lanes, alleys and passageways; • all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling • appropriate, high quality and durable materials are used; • the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm; • development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets; • the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints; • plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that would adversely affect the character, appearance or amenities of the buildings or area will be resisted; • servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design; • there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments; • there is provision of amenity space, where appropriate; • there is provision of amenity space, where appropriate; • there is the highest standard of accessible and inclusive design. 1) To encurage high quality roof gardens and terraces where they do not: • immediately overlook residenti																
LP	DM10.5	To ensure that shopfronts are of a high standard of design and appearance and to resist inappropriate designs and alterations																
	DMITO.5	1) To resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to unacceptable levels, taking account of the Building Research Establishment's guidelines.																
LP	DM10.7	2) The design of new developments should allow for the lighting needs of intended occupiers and provide acceptable levels of daylight and sunlight.																
LP	DM10.8	To achieve an environment that meets the highest standards of accessibility and inclusive design in all developments (both new and refurbished), open spaces and streets, ensuring that the City of London is: • inclusive and safe for of all who wish to use it, regardless of disability, age, gender, ethnicity, faith or economic circumstance; • convenient and welcoming with no disabling barriers, ensuring that everyone can experience independence without undue effort, separation or special treatment; • responsive to the needs of all users who visit, work or live in the City, whilst recognising that one solution might not work for all.																
LP	DM12.1	<ol> <li>To sustain and enhance heritage assets, their settings and significance.</li> <li>Development proposals, including proposals for telecommunications infrastructure, that have an effect upon heritage assets, including their settings, should be accompanied by supporting information to assess and evaluate the significance of heritage assets and the degree of impact caused by the development.</li> <li>Development will be required to respect the significance, character, scale and amenities of surrounding heritage assets and spaces and their settings.</li> <li>Proposals for sustainable development, including the incorporation of climate change adaptation measures, must be sensitive to heritage assets.</li> </ol>																
LP	DM12.2	<ol> <li>Development in conservation areas will only be permitted if it preserves and enhances the character or appearance of the conservation area.</li> <li>The loss of heritage assets that make a positive contribution to the character or appearance of a conservation area will be resisted.</li> <li>Where permission is granted for the demolition of a building in a conservation area, conditions will be imposed preventing demolition commencing prior to the approval of detailed plans of any replacement building, and ensuring that the developer has secured the implementation of the construction of the replacement building.</li> </ol>																

Policy Doc	Policy/Para Number	Text	Townscape & Visual Effects	Transport, Movement, Access	Noise & Vibration	Built Heritage	Archaeology	Air Quality	Water Resources & Flood Risk	Land Contamination	Waste	Sustinability and Climate Change	Socio-economic effects (including retail & commercial)	Design & Public Realm	Daylight, Sunlight, Overshadowing & Microclimate	Development and site description	Planning	Health
LP	DM12.4	<ol> <li>To require planning applications which involve excavation or ground works on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development.</li> <li>To preserve, protect, safeguard and enhance archaeological monuments, remains and their settings in development, and to seek a public display and interpretation, where appropriate.</li> <li>To require proper investigation and recording of archaeological remains as an integral part of a development programme, and publication and archiving of results to advance understanding.</li> </ol>																
LP	DM15.1	<ol> <li>Sustainability Statements must be submitted with all planning applications in order to ensure that sustainability is integrated into designs for all development.</li> <li>For major development (including new development and refurbishment) the Sustainability Statement should include as a minimum:</li> <li>BREEAM or Code for Sustainable Homes pre-assessments;</li> <li>an energy statement in line with London Plan requirements;</li> <li>demonstration of climate change resilience measures.</li> <li>BREEAM or Code for Sustainable Homes assessments should demonstrate sustainability in aspects which are of particular significance in the City's high density urban environment. Developers should aim to achieve the maximum possible credits to address the City's priorities.</li> <li>Innovative sustainability solutions will be encouraged to ensure that the City's buildings remain at the forefront of sustainable building design. Details should be included in the Sustainability Statement.</li> </ol>																
LP	DM15.3	<ol> <li>For development with a peak heat demand of 100 kilowatts or more developers should investigate the feasibility and viability of connecting to existing decentralised energy networks</li> <li>Where connection to offsite decentralised energy networks is not feasible, installation of on-site CCHP and the potential to create new localised decentralised energy infrastructure through the export of excess heat must be considered.</li> <li>Where connection is not feasible or viable, all development with a peak heat demand of 100 kilowatts or more should be designed to enable connection to potential future decentralised energy networks.</li> <li>Other low and zero carbon technologies must be evaluated. Non combustion-based technologies should be prioritised in order to avoid adverse impacts on air quality.</li> </ol>																
LP	DM15.4	<ol> <li>All feasible and viable on-site or near-site options for carbon emission reduction must be applied before consideration of offsetting</li> <li>Developers will be required to demonstrate through Sustainability Statements that all major developments are resilient to the predicted climate conditions during the building's lifetime.</li> </ol>																
LP	DM15.5	<ol> <li>2) Building designs should minimise any contribution to the urban heat island effect caused by heat retention and waste heat expulsion in the built environment.</li> <li>1) Developers will be required to consider the impact of their proposals on air quality and, where appropriate, provide an Air Quality Impact Assessment.</li> <li>2) Development that would result in deterioration of the City's nitrogen dioxide or PM10 pollution levels will be resisted.</li> <li>3) Major developments will be required to maximise credits for the pollution section of the BREEAM or Code for Sustainable Homes assessment relating to on-site NOx emissions.</li> <li>4) Developers will be encouraged to install non-combustion low- and zero-carbon energy technology. A detailed air quality impact assessment will be required for biomass or biofuel boilers, and necessary mitigation must be approved by the City Corporation.</li> <li>5) Construction and deconstruction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts.</li> <li>6) Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should terminate above the roof height of the tallest building in the development in order to ensure maximum dispersion of pollutants.</li> </ol>																
		<ol> <li>Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.</li> <li>Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.</li> <li>Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.</li> </ol>																
LP	DM15.7	4) Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment. Where development involves ground works or the creation of open spaces, developers will be expected to carry out a detailed site investigation to establish whether the site is contaminated and to determine the potential for pollution of the water environment or harm to human health and non-human receptors. Suitable mitigation must be identified to remediate any contaminated land and prevent potential adverse impacts of the development on human and non-human receptors, land or water quality.																
LP	DM16.1	<ul> <li>1) Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications during both construction and operation, in particular addressing impacts on:</li> <li>road dangers</li> <li>pedestrian environment and movement;</li> <li>cycling infrastructure provision;</li> <li>public transport;</li> <li>the street network.</li> <li>2) Transport Assessments and Travel Plans should be used to demonstrate adherence to the City Corporation's transportation standards.</li> </ul>																
LP	DM16.2	<ol> <li>Pedestrian movement must be facilitated by provision of suitable pedestrian routes through and around new developments, by maintaining pedestrian routes at ground level, and the upper level walkway network around the Barbican and London Wall.</li> <li>The loss of a pedestrian route will normally only be permitted where an alternative public pedestrian route of at least an equivalent standard is provided</li> </ol>																
LP LP	DM16.3 DM16.4	<ol> <li>On-site cycle parking must be provided in accordance with the local standards set out in Table 16.2 or, for other land uses, with the standards of the London Plan. Applicants will be encouraged to exceed the standards set out in Table 16.2.</li> <li>Ancillary facilities must be provided within new and refurbished buildings to support active transport modes such as walking, cycling and running. All commercial development should make sufficient provision for showers, changing areas and lockers/storage to cater for employees wishing to engage in active travel.</li> <li>Where facilities are to be shared with a number of activities they should be conveniently located to serve all proposed activities.</li> </ol>																

Policy Doc	Policy/Para Number	Text	Townscape & Visual Effects	Transport, Movement, Access	Noise & Vibration	Built Heritage	Archaeology	Air Quality	Water Resources & Flood Risk	Land Contamination	Waste	Sustinability and Climate Change	Socio-economic effects (including retail & commercial)	Design & Public Realm	Daylight, Sunlight, Overshadowing & Microclimate	Development and site description	Planning	Health
LP	DM16.5	<ol> <li>Developments in the City should be car-free except for designated Blue Badge spaces</li> <li>Designated parking must be provided for Blue Badge holders within developments in conformity with London Plan requirements and must be marked out and reserved at all times for their use</li> <li>On site servicing areas should be provided to allow all goods and refuse collection vehicles likely to service the development at the same time to be conveniently loaded and unloaded. Such servicing areas should provide sufficient space or facilities for all vehicles to enter and exit the site in a forward gear.</li> </ol>																
LP	DM17.1	<ol> <li>Waste facilities must be integrated into the design of buildings, wherever feasible, and allow for the separate storage and collection of recyclable materials, including compostable material.</li> <li>On-site waste management, through techniques such as recyclate sorting or energy recovery, which minimises the need for waste transfer, should be incorporated wherever possible.</li> </ol>																
LP	DM17.2	New development should be designed to minimise the impact of deconstruction and construction waste on the environment through: • reuse of existing structures; • building design which minimises wastage and makes use of recycled materials; • recycling of deconstruction waste for reuse on site where feasible; • transport of waste and construction materials by rail or river wherever practicable; • application of current best practice with regard to air quality, dust, hazardous waste, waste handling and waste management.																
LP		<ol> <li>The design of the surface water drainage system should be integrated into the design of proposed buildings or landscaping, where feasible and practical, and should follow the SuDS management train (Fig U) and London Plan drainage hierarchy.</li> <li>SuDS designs must take account of the City's archaeological heritage, complex underground utilities, transport infrastructure and other underground structures, incorporating suitable SuDS elements for the City's high density urban situation.</li> <li>SuDS should be designed, where possible, to maximise contributions to water resource efficiency, biodiversity enhancement and the provision of multifunctional open spaces.</li> </ol>																
LP	DM20.4	<ol> <li>Proposals for new retail uses should provide a variety of unit sizes compatible with the character of the area in which they are situated.</li> <li>Major retail units (over 1,000m2) will be encouraged in PSCs and, where appropriate, in the Retail Links in accordance with the sequential test.</li> </ol>																