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PHV.2.01	Figure 2.1	Figure 2.1 - The Key Diagram (MAP TO BE AMENDED)
PHV.2.02	SD1 A	<p>A</p> <p>To ensure that Opportunity Areas fully realise their growth and regeneration potential, the Mayor will:</p> <ol style="list-style-type: none"> 1) Provide support and leadership for the collaborative preparation and implementation of planning frameworks that: <ul style="list-style-type: none"> ... d) are prepared in an open and timely manner. e) encourage the strategic remediation of contaminated land 2) Bring together the range of investment and intervention needed to deliver the vision and ambition for the area 3) Support and implement adopted planning frameworks, in order to give them appropriate material weight in planning decisions ...
PHV.2.03		<p>B</p> <p>Boroughs, through Development Plans and decisions, should:</p>

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		<p>1) Cclearly set out how they will encourage and deliver the growth potential of Opportunity Areas</p> <p>2) Ssupport development which creates employment opportunities and housing choice for Londoners</p> <p>3) plan for and provide the necessary social and other infrastructure to sustain growth and create mixed and inclusive communities, working with infrastructure providers where necessary</p> <p>3A) recognise the role of heritage in place-making</p> <p>4) recognise that larger areas can define their own character and density establish the capacity for growth in the Opportunity Areas in accordance with Policy D2 Delivering good design and Policy D6 Optimising density establish the capacity for growth in Opportunity Areas, taking account of the indicative capacity for homes and jobs in Table 2.1.</p> <p>5) support and sustain Strategic Industrial Locations (SIL) and other industrial capacity by considering opportunities to intensify and make more efficient use of land in SIL, in accordance with <u>Policy E4 Land for industry, logistics and services to support London's economic function</u>, <u>Policy E5 Strategic Industrial Locations (SIL)</u>, <u>Policy E6 Locally Significant Industrial Sites</u> and <u>Policy E7 Industrial</u></p>

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		<p>Intensification, co-location and substitution of land for industry, logistics and services to support London's economic function</p> <p>6) meet or, where appropriate, exceed the indicative guidelines for housing and/or indicative estimates for employment capacity set out in Figures 2.4 to 2.12</p> <p>...</p> <p>9) ensure planning frameworks are subject to informed by public and stakeholder engagement consultation and collaboration at an early stage and throughout their development</p> <p>...</p> <p>11) take appropriate measures to deal with contamination that may exist.</p>
PHV.2.04	SD1 Paragraph 2.1.1	<p>Opportunity Areas are identified as the capital's most significant locations with development capacity to accommodate new housing, commercial development and infrastructure (of all types), linked to existing or potential improvements in public transport connectivity and capacity. Opportunity Areas typically contain capacity for at least 5,000 net additional jobs or 2,500 net additional homes or a combination of the two. When developing policies for development plans, allocations and frameworks, boroughs</p>

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		should use the indicative capacity figures as a starting point, to be tested through the assessment process.
PHV.2.05	SD1 Paragraph 2.1.2	The Mayor will provide the support and leadership to ensure Opportunity Areas deliver their growth potential for Londoners . He will promote and champion the areas as key locations for investment, and will intervene where required so that an ambitious, imaginative and inclusive approach is taken to accelerate and realise their growth and development. This approach should include understanding the existing character and context of an area, in accordance with Policy D1.
PHV.2.06	SD1 Paragraph 2.1.4A	The timescales in this diagram are indicative and based on the information available at the time it was compiled. While it may take some of the ‘nascent’ or ‘ready to grow’ OAs 10-15 years to fully mature, there will be potential for new homes and jobs to be delivered in earlier phases. This will vary by area according to the scale and complexity of infrastructure and delivery issues. The categories will be kept under review as frameworks are produced and/or transport and other infrastructure delivered.
PHV.2.07	SD1 Paragraph 2.1.6A	In order to make the best use of land, enable the development of brownfield sites, and contribute to creating a healthy city it is important that development proposals appropriately deal with contamination so land can be safely used. Strategic opportunities should be explored for addressing land contamination, particularly

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		<p>where there are cross boundary issues. A joined-up approach to remediation can enable the costs and benefits of this to be shared. The development of Opportunity Area Planning Frameworks will be a key means of achieving this.</p>
PHV.2.08	SD1 Paragraph 2.1.7	<p>The key growth corridors within London are set out below. <u>Policy SD2 Collaboration in the Wider South East</u> and Figure 2.15 include Strategic Infrastructure Priorities that link into the wider city region. The Mayor will work with authorities outside London on the cross-boundary implications of Opportunity Areas.</p>
PHV.2.09	SD1 Paragraph 2.1.10	<p>The Mayor's Transport Strategy seeks to ensure that dedicated public transport and walking and cycling provision are at the heart of planning for Opportunity Areas. It sets out that the Mayor will support growth in Opportunity Areas through transport investment and planning, and commits to the setting of sets-ambitious mode share targets.</p>
PHV.2.10	SD1 Paragraph 2.1.11	<p>In the Mayor's Transport Strategy a number of priority infrastructure schemes have been identified that would bring significant regeneration benefits, including the potential to unlock substantial homes and jobs growth in specific Opportunity Areas. The development value in these areas can, in some cases, also contribute to the funding of the schemes. In order to support these priorities, thisise Plan sets out further guidance on the se-specific Opportunity Areas below, grouped by growth corridor... Homes and jobs figures will be reviewed as infrastructure schemes are confirmed and delivery timescales become clearer so that they maximise the opportunities for additional growth. Where development proposals are</p>

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		emerging and transport investment is not yet fully secured, delivery of the long--term capacity for homes and jobs will need to be phased in a way that maximises the benefits from of major infrastructure and services investment whilst avoiding any unacceptable effects on existing infrastructure before the new infrastructure is available. schemes are delivered.
PHV.2.11	SD1 Table 2.1	Table 2.1 - Opportunity Area Indicative guidelines capacity for new homes and jobs <i>Updated table</i>
PHV.2.12	Figure 2.4	Figure 2.4 - Bakerloo Line Extension (BLE) (MAP AMENDED)
PHV.2.13	SD1 Paragraph 2.1.16	There remain significant opportunities for redevelopment especially around stations, which should complement the existing education, leisure, employment and retail offer in New Cross as well as provide additional housing alongside public realm and highways improvements. The proposal for an extension of the a Bakerloo Line extension station at New Cross Gate will enable delivery of these developments and improvements. The area has an established commercial centre capable of supporting commercial expansion and diversification, building on the existing assets such as Goldsmiths College, University of London and the emerging areas of artistic and cultural character. Development should

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		improve north-south connections and pedestrian and cycling movement across and along the traffic--dominated New Cross Road (A2) as well as connectivity between New Cross Gate and surrounding communities.
PHV.2.14	SD1 Paragraph 2.1.18	...To support the area, approximately 2,700 new homes can be accommodated in the heart of the town centre. The realignment of the A205 will assist in the transformation of the town centre. In the longer term, the potential routing of the Bakerloo Line Extension Phase 2 through Catford could unlock further development potential elsewhere in the town centre and beyond.
PHV.2.15	SD1 Paragraph 2.1.20	It is anticipated that Crossrail 2 will be operational It is anticipated that Crossrail 2 will be operational by the in the 2030s 2033
PHV.2.16	Figure 2.5	Figure 2.5 - South West London/Crossrail 2 South (MAP AMENDED)
PHV.2.17	SD1	In particular it identified four areas where there is scope for significant change: ...

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	Paragraph 2.1.22	<ul style="list-style-type: none"> • Norbiton, London Road and Cambridge Road Estate <p>...</p>
PHV.2.18	SD1 Paragraph 2.1.23	<p>...The Local Plan and/or Planning Framework should set out how Crossrail 2 will support and deliver further growth and intensification in these areas. It should also explore how the use of industrial land can be intensified to make more efficient use of land. Kingston town centre, with its ancient market is rich in heritage and forms an important part of the setting of Hampton Court Palace, its gardens, the Thames and surrounding Royal Parks.</p>
PHV.2.19	SD1 Paragraph 2.1.24	<p>In the longer term, and in line with following the opening of Crossrail 2 in 2033 the 2030s, there may be potential to accommodate growth for selective redevelopment in the following areas:</p> <ul style="list-style-type: none"> • Berrylands Station and Hogsmill Valley <p>...</p>
PHV.2.20	SD1	<p>Clapham Junction is Europe's busiest rail interchange station, and a designated Major town centre. serving key commuter routes from West London and Southern England, and is identified as one of London's four strategic interchanges expected to accommodate</p>

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	Paragraph 2.1.26	<p>rising levels of demand. However, the station is already operating at capacity in terms of rail services and passenger numbers and suffers from over-crowding at peak times. Reconfiguration of the existing rail infrastructure and the station is needed to increase capacity and substantially improve passengers' public transport experience. The proposal for a Crossrail 2 station represents a unique opportunity to make more efficient use of land surrounding the station for residential and commercial development, including new offices as part of the designated Major town centre. The station suffers from over-crowding at peak times, and requires significant investment to allow it to accommodate future growth in passenger numbers. ...</p>
PHV.2.21	SD1 Paragraph 2.1.33	<p>The Planning Framework should quantify the scale of development associated with Crossrail 2, promote the opportunity to build on the area's industrial heritage through new and refurbished workspace in the west of the area, and support retail provision. It should also set out how site assembly and provision of better links with the town centre and surrounding areas including Alexandra Palace and Alexandra Park hold the key to comprehensive development.</p>
PHV.2.22	Figure 2.7	<p>Figure 2.7 - Thames Estuary (MAP AMENDED)</p>

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PHV.2.23	SD1 Paragraph 2.1.49	The Planning Framework should also set out how to manage the opportunities for mixed-use development at Canning Town/West Ham, and Thameside West where there is or will be excellent public transport connectivity. Silo D is a heritage asset at risk which provides opportunities for heritage and cultural-led regeneration. ...
PHV.2.24	SD1 Paragraph 2.1.52	Alongside the opening of the Elizabeth Line in December 2018 , major investments in transport infrastructure such as the proposed DLR extension from Gallions Reach are also needed to support high density development and provide access to areas of significant employment growth, such as the Royal Docks for existing and new residents of Thamesmead. ...
PHV.2.25	SD1 Paragraph 2.1.54	Industrial and logistics uses will continue to play a significant role in the area. The Planning Framework should ensure that there is no net loss of industrial floorspace capacity, and that industrial uses are retained and intensified, and form part of the mix in redevelopment proposals. Belvedere is recognised as having potential as a future District centre.
PHV.2.26	Figure 2.8	Figure 2.8 - High Speed 2 / Thameslink (MAP AMENDED)

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PHV.2.27	SD1 Paragraph 2.1.57	...A Local Plan has been published which recognises the huge regeneration potential of the area and sets out a clear strategy for how redevelopment should help to optimise economic growth and regeneration potential, create a new town centre and bring tangible benefits for local communities and Londoners. Positive masterplanning will be used to create an attractive new town centre with distinctive character.
PHV.2.28	SD1 Paragraph 2.1.60	The Elizabeth Line will open in 2019 and transform connectivity along the route. It is already leading to increased development in central London and has the potential to bring forward growth and development from Stratford eastwards. This includes the area of the London Legacy Development Corporation, which continues to secure the legacy of the 2012 Olympic and Paralympic Games.
PHV.2.29	Figure 2.9	Figure 2.9 - Elizabeth Line East (MAP AMENDED)
PHV.2.30	SD1 Paragraph 2.1.63	The Mayor will therefore review and clarify the area's potential contribution to London's growth when expansion proposals and their spatial and environmental implications are clearer. This will include reviewing the housing and jobs targets for opportunity areas and working with boroughs to support more detailed plans, such as through Opportunity Area Planning Frameworks or Local Plans.

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PHV.2.31	SD1 Paragraph 2.1.63A	As the implications of Heathrow also go beyond London's boundaries, the Mayor will work with local authority partners beyond London's boundaries on related challenges and opportunities, in line with policies SD2 and SD3.
PHV.2.32	SD1 Paragraph 2.1.64A	Great West Corridor The Great West Corridor is one of London's key approaches and presents unique opportunities for place-making. It inspired high-quality Art Deco architecture in the 1930s, creating a distinctive local character. The route is surrounded by some of London's most significant historic landscapes including the River Thames, Syon Park, Gunnersbury Park, Osterley Park and The Royal Botanic Gardens Kew World Heritage Site. Masterplanning in the corridor should carefully consider these natural and historic assets, utilising the latest modelling techniques. The opportunities to integrate and draw inspiration from the area's heritage should be fully explored.
PHV.2.33	Figure 2.10	Figure 2.10 - Elizabeth Line West (MAP AMENDED)
PHV.2.34	SD1	Central London is a key driver for both London's economy and the UK economy as a whole, comprising both the CAZ and Northern Isle of Dogs (North) (see <u>Policy SD4 The Central</u>

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	Paragraph 2.1.65	<u>Activities Zone (CAZ) and Policy SD5 Offices, other strategic functions and residential development in the CAZ</u>) and the closely related areas of Canada Water and City Fringe/Tech City. ...
PHV.2.35	Figure 2.11	Figure 2.11 - Central London (MAP TO BE AMENDED)
PHV.2.36	Figure 2.12	Figure 2.12 - Trams Triangle (MAP AMENDED)
PHV.2.37	SD2 B	B To secure an effective and consistent strategic understanding of the demographic, economic, environmental and transport issues facing the WSE, the Mayor supports joint working with WSE partners to ensure that plan-making is, as far as possible, informed by up-to-date , consistent technical evidence and monitoring .
PHV.2.38	SD2 E	E The Mayor will work with WSE partners to find solutions to shared strategic concerns such as: barriers to housing and infrastructure delivery (including 'smart' solutions - see also paragraph 9.6.7); factors that influence economic prosperity; the need to tackle climate change (including water management and flood risk); improvements to the environment (including air quality, biodiversity and green infrastructure), and waste management, (including and the promotion of Circular Economies); wider needs for freight, logistics and port facilities; and scope for the substitution of business and industrial capacity where mutual benefits can be achieved.

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PHV.2.39	SD2 Paragraph 2.2.1	London is not an island. There are 130 authorities in the WSE outside London. ...
PHV.2.40	SD2 Paragraph 2.2.5	The new structure provides the basis for coordinated approaches to Government on pan-regional, general issues referred to in part E of the policy. Opportunities to collaborate should be considered where mutual benefits can be achieved. The scope of these opportunities may vary depending on circumstances including proximity to London. The promotion of good links to/from potential employment locations outside London by the Mayor to help realise corresponding employment opportunities within and outside London is an example of such how mutual benefits can be achieved. The Golden Triangle (life science sector collaboration with Oxford and Cambridge) and the Thames Estuary Production Corridor (delivering large-scale cultural infrastructure) are good examples of collaboration that is already underway.
PHV.2.41	SD2 Paragraph 2.2.6	This non-statutory structure for collaboration that is in place complements the GLA Act requirement for the spatial development strategy to address matters of strategic importance to Greater London (GLA Act, VIII, S.334 (5)) and the Mayor's statutory Duties to Inform and Consult (GLA Act, VIII, S.335 'with adjoining counties and districts', S.339 'authorities outside London', S.348 'authorities in the vicinity of London').

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PHV.2.42	SD2 Paragraph 2.2.7	...In addition, Planning Practice Guidance ⁸ states that ‘cooperation between the Mayor, boroughs and local planning authorities bordering London will be vital to ensure that important strategic issues, such as housing delivery and economic growth, are planned effectively’. The Mayor will share his responses to Local Plans outside the capital with interested London boroughs.
PHV.2.43	SD2 Paragraph 2.2.8	The Mayor supports and encourages collaborative regional working through his planning activities. However, locally-specific cross-border matters between individual London boroughs and authorities beyond London may should be addressed most effectively by the relevant local authorities on the basis of their Duties to Cooperate.
PHV.2.44	SD3 A	A The Mayor will work with relevant WSE partners strategic and local authorities , Government and other agencies interested partners to realise the growth potential of the wider city region WSE and beyond through investment in strategic infrastructure to support housing and business development in particular in growth locations to meet need and secure mutual benefits for London and relevant partners.
PHV.2.45	SD3 B	B The Mayor supports recognition of these growth locations with links to London in relevant Local Plans outside London.

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PHV.2.46	SD3 Paragraph 2.3.1	This Plan aims to accommodate all the vast majority of London's growth within its boundaries without intruding on its Green Belt or other protected open spaces. ...
PHV.2.47	SD3 Paragraph 2.3.3	The GLA's new Strategic Housing Market Assessment shows that London has a need for approximately 66,000 additional homes a year. The new Strategic Housing Land Availability Assessment suggests that London has the capacity for around 65,000 additional homes a year and the housing targets in this Plan reflect this.
PHV.2.48	SD3 Paragraph 2.3.4	Despite Although this Plan is seeking to accommodate the vast majority of London's future growth within its boundary , some migration will continue. G iven the pressure for growth in both London and the WSE, the barriers to housing delivery that need to be overcome to avoid a further increase of the backlog, and potential changes to projections over time, it is prudent to also plan for longer-term contingencies. ...
PHV.2.49	SD3 Paragraph 2.3.5	...Recognising that investment in public transport can often bring significant benefits to wider areas, such partnerships could focus on optimising rail capacity between London, the wider region and beyond. Crossrail 2 and HS2 are examples with such potential. Another area of focus could be proposals for new/garden settlements with good links to London. Government has already indicated support for a similar approach ⁹ . The Mayor

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		could help will seek to investigate and secure mutually beneficial infrastructure funding to unlock these opportunities.
PHV.2.50	SD3 Paragraph 2.3.6	<i>Moved to below 2.3.8</i>
PHV.2.51	SD3 Paragraph 2.3.7	Collaboration with willing partners can help alleviate some of the pressure on London while achieving local ambitions in the WSE for growth and development, recognising that this may require further infrastructure. The Mayor will work with key willing partners , including local authorities, Local Enterprise Partnerships, Sub-national Transport Bodies , the National Infrastructure Commission and Government, to explore strategic growth opportunities where planning and delivery of strategic infrastructure (in particular public transport) improvements can unlock development that supports the wider city region.
PHV.2.52	SD3 Paragraph 2.3.8	It will be important to ensure that growth in the WSE contributes to local vibrancy and economic activity at all times of the day and week, and that the scale of planned growth is proportional to public transport capacity in the area. Where appropriate, the Mayor will respond to Local Plans outside London and support for example Memoranda of Understanding or other mechanisms to formalise partnership agreements /commitments between relevant authorities. ...

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PHV.2.53	SD3 Paragraph 2.3.8A	Figure 2.15 shows London in its wider regional setting. 13 WSE Strategic Infrastructure Priorities have been endorsed by the WSE partners for initial delivery. Eight of these are radial priorities that connect directly to Growth Corridors within London. The remaining five are orbital priorities that can help reduce transit through London and stimulate the WSE economy beyond the capital. The schemes within these areas are at different planning stages. Their delivery will have to be phased. Some of these orbital priorities may have more capacity to accommodate additional growth than the radial ones.
PHV.2.54	SD4 A	A The unique international, national and London-wide roles of the CAZ, based on an agglomeration and rich mix of strategic functions and as well as local uses, should be promoted and enhanced.
PHV.2.55	SD4 F	F The vitality, and viability, adaptation and diversification of the international shopping and leisure destinations of the West End (including Oxford Street, Regent Street, Bond Street and the wider West End Retail and Leisure Special Policy Area) and Knightsbridge together with other CAZ retail clusters including locally-oriented retail and related uses should be supported.
PHV.2.56	SD4 H	H The attractiveness and inclusiveness of the CAZ to residents, visitors and businesses should be enhanced, including through public realm improvements and

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		the reduction of traffic dominance, as part of the Healthy Streets Approach (see <u>Policy T2 Healthy Streets</u>).
PHV.2.57	SD4 K	K The quality and character attractions of predominantly residential neighbourhoods, where more local uses predominate, should be conserved and enhanced .
PHV.2.58	SD4 M	M Sufficient capacity for industry and logistics should be identified and protected, including last mile distribution, freight consolidation and other related service functions within or close to the CAZ and Northern Isle of Dogs (North) to support the needs of businesses and activities within these areas.
PHV.2.59	SD4 N	N In Development Plans, boroughs should: <ul style="list-style-type: none"> 1) define the detailed boundaries of the CAZ, the Northern Isle of Dogs (North), town centres (including the International centres), CAZ retail clusters, Special Policy Areas and specialist clusters of strategic functions having regard to the CAZ Diagram shown in Figure 2.16 ... 3) define the detailed boundaries of the CAZ satellite and reserve locations.

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PHV.2.60	SD4 Paragraph 2.4.3	<p>For the purposes of CAZ policies, the Northern Isle of Dogs (North) (NIODN) is recognised as a CAZ 'satellite'¹⁰ location for world city office functions. Future potential reserve¹¹ locations for CAZ office functions are Stratford and Old Oak Common.</p> <p>10 The term 'satellite' is used to indicate that the NIODN is geographically separate from the CAZ but it is treated as part of the CAZ in London Plan policy.</p> <p>11 These locations are not formally within the CAZ and are identified as future strategic reserves for nationally significant office functions in the event that future demand for office space exceeds development capacity in the CAZ. Specific policy directions for Stratford and Old Oak Common are contained within supporting text to Policy SD1 (Opportunity Areas) and Annex 1 (Town Centre Network).</p>
PHV.2.61	SD4 Paragraph 2.4.4A	Development Plans should set out the appropriate balance between the various CAZ strategic functions in different parts of the CAZ having regard to local circumstances.
PHV.2.62	SD4 Paragraph 2.4.5	Alongside the range of strategic functions, † The CAZ also contains housing, social infrastructure and community uses to address the needs of residents, visitors and workers. Whilst they are not strategic functions of the CAZ, these locally orientated uses also play

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		an important role in the character and function of the Zone as a vibrant mixed-use area, ensuring activity and vitality at different times of the day and week.
PHV.2.63	SD4 Paragraph 2.4.5A	The City of London and the Northern Isle of Dogs (North) are nationally important locations for globally-oriented financial and business services. The West End is a vibrant mixed-use business location, an internationally-renowned shopping, cultural and visitor destination and home to several world-leading academic institutions as well as a significant residential population. The unique roles of these locations and their strategic contribution to the economy, culture and identity of the capital should be promoted and enhanced.
PHV.2.64	SD4 Paragraph 2.4.7	The distinct environment and heritage of the CAZ should be sustained and enhanced through development decisions, Local Plans and other initiatives ¹⁴ such as the transformation of the Oxford Street district (including pedestrianisation of Oxford Street itself) 14 Mayor's Environment Strategy 2017 2018
PHV.2.65	SD4 Paragraph 2.4.8	The Mayor is taking practical steps to improve air quality in the CAZ including the T-charge and stricter Ultra-Low Emission Zone which will impose charges on the most polluting vehicles ¹⁵ .

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		15 Details on the TfL website: https://tfl.gov.uk/modes/driving/emissions-surcharge , https://tfl.gov.uk/modes/driving/ultra-low-emission-zone ; See also the Mayor's Environment Strategy 2018 7
PHV.2.66	SD4 Paragraph 2.4.10	<p>The CAZ contains a vibrant, successful and diverse retail offer at a scale and quality that makes it a shopping destination of global significance. It contains a range of unique centres and mixed-use clusters with a predominant retail function which perform different roles in the wider London Plan town centre network (see Policy SD8 Town Centre network policies) including:</p> <p>...</p> <p>e. Specialist retail destinations / clusters – including for example Covent Garden, arcades, street markets, covered and specialist markets, and niche retailing, and retail and related facilities that serve specific communities (see Policy E9 Retail, markets and hot food takeaways)</p> <p>...</p>
PHV.2.67	SD4 Paragraph 2.4.11	Wider trends in consumer expenditure and the emergence of multi-channel retailing present both challenges and opportunities for retailing within the CAZ. Overall, the CAZ is projected to have demand for approximately 375,000 sq m of additional comparison goods retail floorspace over the period 2016-2041 ¹⁶ (after the committed pipeline of retail development is taken into account). Within this context the vitality and viability of the

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		international shopping centres and other CAZ retail clusters above should be enhanced, supporting their adaptation and diversification , along with improvements to the quality of the environment and public realm.
PHV.2.68	SD4 Paragraph 2.4.12	<p>The CAZ contains several other important specialist clusters of activity which contribute towards the capital's international and national roles. These clusters include contain significant concentrations of strategic functions of arts and culture, state, health, law and education and are represented spatially in the CAZ Diagram (Figure 2.16). Many of these clusters have developed organically over time and the dynamic nature of the CAZ means that this process is continually evolving. It will be important to promote and sustain certain clusters such as Tech City; the arts, cultural and creative clusters in Soho/West End, Barbican/Smithfield/Farringdon, Shoreditch, South Kensington museums complex, King's Cross, Angel and London Bridge/Southbank; and the centres of medical excellence and life sciences research clusters around the Euston Road including the University College Hospital, the Wellcome Trust and the Francis Crick Institute (and on the CAZ fringe^{16A} at Whitechapel and White City).</p> <p>16A The CAZ fringe refers to areas that have a functional relationship with the CAZ and lie within reasonable proximity to the CAZ but do not lie within the Zone itself</p>
PHV.2.69	SD4	Special Policy Areas are supported , may be defined locally in specific and exceptional circumstances particularly where development pressures and market conditions could lead

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	Paragraph 2.4.13	to the loss of valued specialist clusters of uses or functions identified as having particular significance to London's unique identity, economic function or cultural heritage. Examples include St James's (art and antiques), Savile Row (bespoke tailoring), Denmark Street (musical instrument retail) and Hatton Garden (jewellery). Given the operation of the Use Classes Order and permitted development rights, Special Policy Areas often require the collaboration of landowners to achieve their objectives. They should only be defined in the above exceptional circumstances to avoid stifling innovation and change that is one of the defining features of the CAZ.
PHV.2.70	Figure 2.16	Figure 2.16 - CAZ Diagram (MAP TO BE AMENDED)
PHV.2.71	SD4 Paragraph 2.4.15	Digital connectivity and associated infrastructure is a key consideration in the CAZ where densities of commercial development in particular are high. Where necessary, applicants development proposals should seek to aggregate demand in areas not currently served by high-speed connectivity and liaise jointly with providers to ensure that infrastructure requirements can be planned and delivered appropriately (see <u>Policy SI6 Digital connectivity infrastructure</u>).
PHV.2.72	SD4 Paragraph 2.4.16	Local Plans and development proposals should respond to issues related to climate change taking into account the distinct circumstances of the CAZ including the urban heat island effect (whereby the CAZ suffers from higher local temperatures than surrounding parts of

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		London) and its vulnerability to surface water flooding due to low-lying land and the high proportion of impermeable surfaces.
PHV.2.73	SD5 B	B Residential development is not appropriate in defined parts the commercial core of the City of London and Northern Isle of Dogs (detailed boundaries to be defined by boroughs in Development Plans).
PHV.2.74	SD5 C	C Offices and other CAZ strategic functions are to be given greater weight relative to new residential development in all other core commercial areas of the CAZ except including: <ol style="list-style-type: none"> <li data-bbox="698 900 1980 975">1) other parts of the City of London and Northern Isle of Dogs (outside core areas in part B above) <li data-bbox="698 1018 1895 1134">2) the West End, Knightsbridge and other core commercial areas in the City of Westminster including Soho, Covent Garden, its Opportunity Areas and commercial parts of Marylebone and Fitzrovia <li data-bbox="698 1177 1935 1252">3) commercial core areas identified in the City Fringe/Tech City Opportunity Area Planning Framework <li data-bbox="698 1295 1973 1370">4) all other Opportunity Areas (except Vauxhall, Nine Elms, Battersea and Elephant & Castle)

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		5) identified clusters of specialist CAZ strategic functions, CAZ retail clusters and locally identified Special Policy Areas.
PHV.2.75	SD5 D	<p>D Offices and other CAZ strategic functions are given equal weight relative to new residential in other parts of the CAZ not covered in parts B or C above including:</p> <ol style="list-style-type: none"> 1) the Vauxhall, Nine Elms, Battersea Opportunity Area and the 2) Elephant & Castle Opportunity Areas, where offices and other CAZ strategic functions are given equal weight relative to new residential; and 3) wholly residential streets or predominantly residential neighbourhoods or wholly residential streets (with exceptions in appropriate circumstances – for example clusters of specialist CAZ strategic functions, Special Policy Areas and CAZ retail clusters).
PHV.2.76	SD5 E	E In Development Plans, boroughs should develop local policies and define detailed boundaries for the areas in parts B, and C and D above and identify the areas in Part C.
PHV.2.77	SD5 G	G In areas where offices and other CAZ strategic functions are given greater or equal weight relative to new residential development (as defined in Policy

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		<p>SD5C), Mmixed-use office/residential proposals should be are supported in principle in areas defined in parts C and D above where there is an equivalent or net increase in office floorspace.</p>
PHV.2.78	SD5 H	<p>H Residential or mixed-use development proposals should not lead to a net loss of office floorspace in any part the CAZ unless there is no reasonable and demonstrable prospect of the site being used for offices. and/or To achieve this, alternative provision is made for the provision of equivalent or net additional office space can be made near the development (including through swaps and credits – see part I below). This should be within the CAZ and near the development.</p>
PHV.2.79	SD5 I	<p>I Local approaches to mixed-use development of offices with housing should take into account the potential to use land use swaps, credits and off-site contributions to sustain strategically-important clusters of commercial activities within the CAZ such as those in the City of London, other parts of the commercial core of the CAZ and the Northern Isle of Dogs. and consider the potential to use land use swaps, credits and off-site contributions.</p>
PHV.2.80	SD5 Paragraph 2.5.2	<p>The provision of a range of office floorspace in terms of size, quality and cost should be supported through a combination of intensification, redevelopment and refurbishment whilst ensuring a suitable supply of secondary stock, which provides relatively affordable lower-</p>

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		cost market provision of business space (see <u>Policy E2 Low-cost Providing suitable business space</u> and <u>Policy E3 Affordable workspace</u>).
PHV.2.81	SD5 Paragraph 2.5.3	The agglomerations of offices and other CAZ strategic functions should not be compromised by new residential development. Given their strategic importance, as a general principle, offices and other CAZ strategic functions are given greater weight relative to new residential development in the Zone (with exceptions set out in policy). The principle of greater weight is designed to ensure that the agglomerations of offices and other CAZ strategic functions are not compromised by new residential development. The principle should inform Local Plan preparation and development management. In particular, r Residential development is considered inappropriate in defined parts the commercial core areas of the City of London and Northern Isle of Dogs reflecting the prominent role of these locations in providing capacity for world city business functions. ...
PHV.2.82	SD5 Paragraph 2.5.4	Offices and other CAZ strategic functions are given greater weight relative to new residential development in the West End and other core commercial areas of the CAZ reflecting the importance attached to CAZ strategic functions in these locations.
PHV.2.83	SD5	Development Plans will play a key role in setting out detailed office policies for the CAZ and the appropriate balance between CAZ strategic functions (including offices) and residential

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	Paragraph 2.5.6	in mixed-use areas and in identifying locations or sites where residential development is appropriate. Evidence required to demonstrate no reasonable prospect of a site being used for offices is set out in paragraph 6.1.7 of this Plan.
PHV.2.84	SD5 Paragraph 2.5.8	Land use swaps, and credits and off-site contributions can be used to support local balances between CAZ strategic functions and housing. ...
PHV.2.85	SD6	Policy SD6 Town centres and high streets
PHV.2.86	SD6 A	<p>A The vitality and viability of London's varied town centres and their vitality and viability should be promoted and enhanced as-by:</p> <p>1) encouraging strong, resilient, accessible, and inclusive and viable hubs for with a diverse range of uses that meet the needs of Londoners, including main town centre uses, including employment, business space, shopping, culture, leisure, night-time economy, tourism, civic, community, social infrastructure and residential development uses</p>

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		<p>2) identifying locations for mixed-use or housing-led intensification and to optimise residential growth potential higher-density renewal, securing a high-quality environment and complementing local character and heritage assets</p> <p>3) the structure for delivering sustainable access by walking, cycling and public transport to a competitive range of services and activities by walking, cycling and public transport</p> <p>4) strengthening the role of town centres as the a main focus for Londoners' sense of place and local identity in the capital</p> <p>5) ensuring town centres are the primary locations for commercial activity beyond the CAZ and important contributors to the local as well as London-wide economy</p> <p>6) a key mechanism for supporting the role of town centres in building sustainable, healthy, and walkable neighbourhoods with the Healthy Streets Approach embedded in their development and management.</p>
PHV.2.87	SD6 B	<p>B The adaptation and restructuring diversification of town centres should be supported in response to the challenges and opportunities presented by multi-channel shopping and changes in technology and consumer behaviour, including improved management of servicing and deliveries.</p>

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PHV.2.88	SD6 C	<p>C The potential for new housing within and on the edges of town centres should be realised through higher-density mixed-use or residential development that makes best use of land, capitalising on the availability of services within walking and cycling distance, and their current and future accessibility by public transport.</p> <p>Residential-only schemes in town centres may be appropriate outside of primary and secondary shopping frontages where it can be demonstrated that they would not undermine local character and the diverse range of uses required to make a town centre vibrant and viable.</p>
PHV.2.89	SD6 D	<p>D The particular suitability of town centres to accommodate a diverse range of housing should be considered and encouraged, including for smaller households, Build to Rent, older people's housing and student accommodation should be considered and encouraged.</p>
PHV.2.90	SD6 E	<p>E The redevelopment, change of use and intensification of identified surplus office space to other uses including housing should be supported, taking into account the impact of office to residential permitted development rights (see <u>Policy E1 Offices</u>) and the need for affordable and low-cost suitable business space (<u>Policy E2 Low-cost Providing suitable business space</u>, <u>Policy E3 Affordable workspace</u>).</p>
PHV.2.91	SD6 HA	<p>HA The varied role of London's high streets should be supported and enhanced.</p>

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PHV.2.92	SD6 I	I The provision of social infrastructure should be enhanced, particularly where it is necessary to support identified need from town centre and local residents , and facilities should be located in places that maximise footfall to surrounding town centre uses.
PHV.2.93	SD6 Paragraph 2.6.1	<p>London's town centres are central to the lives of Londoners. They provide a focus for the local community, both geographically and in relation to the sense of identity and broad mix of uses they provide. Policy <u>SD6 Town centres and high streets</u> does not apply to CAZ Retail Clusters or any town centres located wholly within the Central Activities Zone (CAZ)^{19A}. The CAZ contains a rich mix of functions, including a substantial quantity and variety of main town centre uses, and will continue to play a crucial role in supporting London's growth. Policies <u>SD4 The Central Activities Zone (CAZ)</u> and <u>SD5 Offices, other strategic functions and residential development in the CAZ</u> guide development of the CAZ and set out how the development of main town centre uses in the CAZ should be brought forward.</p> <p>^{19A} Policy SD6 Town centres and high streets applies to the entirety of Angel town centre and Elephant and Castle town centre.</p>
PHV.2.94	SD6	The spaces within and around town centres have an important public function, with high streets, public squares, markets, parks, gardens and other open spaces providing opportunities for people to gather, meet, socialise, and be entertained. Town centres are

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	Paragraph 2.6.1A	usually transport hubs, served by rail, tram and bus networks, and are accessible for people walking and cycling. Town centres and high streets have social value, providing access to a range of shops and services, employment opportunities, social contact, and information and support. The agglomeration of town centres gives rise to formal and informal networks of businesses, supply chains, customers, employees, institutions, and volunteers that can provide mutual support, advice and economic benefit. Many town centres in London are of historic interest and contain high concentrations of heritage assets.
PHV.2.95	SD6 Paragraph 2.6.1B	High streets are one of London's most characteristic urban features which play an important role in terms of local economic and social infrastructure, providing employment opportunities and promoting community and cultural exchange. The character and function of high streets within town centres should be promoted and enhanced.
PHV.2.96	SD6 Paragraph 2.6.2	Over the years Ttown centres have over the years absorbed change and new technologies. To continue to thrive they will need to evolve and diversify in response to current and future economic trends, technological advances, consumer behaviours, and the development of the 24-hour city. This need for adaptation and diversification , together with their good public transport accessibility, makes many town centres appropriate locations for residential-led intensification or mixed-use high-density development that makes best use of land. ...

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PHV.2.97	SD6 Paragraph 2.6.3	...Overall, household expenditure on retail is projected to rise but this demand will be spread unevenly across London's town centres, reflecting trends towards the polarisation of retail space towards the larger and stronger centres in London ²⁰ . Approximately 76 per cent of the gross comparison goods retail floorspace requirement is anticipated to be focused in the International, Metropolitan and Major town centres and CAZ frontages retail clusters , with 11 per cent in District centres ²¹
PHV.2.98	SD6 Paragraph 2.6.4A	Residential development plays an important role in ensuring town centre vitality, particularly through the delivery of diverse housing. Residential-only schemes in town centres may be appropriate outside the primary shopping area and primary and secondary shopping frontages where it can be demonstrated that they would not undermine local character and the diverse range of uses required to make a town centre vibrant and viable.
PHV.2.99	SD 87	Policy SD87 Town centres: development principles and Development Plan Documents <i>(Supporting text paragraph numbers amended accordingly)</i>
PHV.2.100	SD 87 A	A Development Plans and When considering development proposals, boroughs should take a town centres first approach, by:

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		<p>2) Firmly resisting discouraging out-of-centre development of main town centre uses in line accordance with Parts A(1)-A(4) the sequential approach in A(1) above, with limited exceptions for existing viable office locations in outer London (see <u>Policy E1 Offices</u>). Boroughs should:</p> <p>1) adopting a applying the sequential approach test to applications for accommodating main town centre uses, including retail, commercial, offices, leisure, entertainment, culture, tourism and hotels such that new development of these uses is focused locating requiring them to be located on sites within town centres, or then (if no suitable town centre sites are available or expected to become available within a reasonable period, suitable or viable) on consideration should be given to sites on the edges of centres that are, or can be, well integrated with the existing centre, local walking and cycle networks, and public transport. Out of centre sites should only be considered if it is demonstrated that no suitable sites are (or are expected to become) available within town centre or edge of centre locations. Applications that fail the sequential test should be refused.</p> <p>2) <i>moved up</i></p> <p>3) providing require an impact assessment on proposals for new, or extensions to existing, edge or out-of-centre development for town centre retail, leisure and office uses in part A(1) above that are not in accordance with the</p>

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		<p>Development Plan. Applications that are likely to have a significant adverse impact should be refused.</p> <p>4) realising the full potential of existing out of centre retail and leisure parks to deliver housing intensification through redevelopment and ensure such locations become more sustainable in transport terms, by securing improvements to public transport, cycling and walking. This should not result in a net increase in retail or leisure floorspace in an out-of-centre location unless the proposal is in accordance with the Development Plan or can be justified through the sequential test and impact assessment requirements in having regard to parts A(1), (2) and A(3) above.</p>
PHV.2.101	SD87 AB	<p>AB Boroughs should support the town centres first approach in their Development Plans by:</p> <ol style="list-style-type: none"> 1) assessing the need for main town centre uses, taking into account capacity and forecast future need 2) allocating sites to accommodate identified need within town centres, considering site suitability, availability and viability, with limited exceptions for existing viable office locations in outer London (see Policy E1 Offices). If suitable and viable town centre sites are not available, boroughs should allocate appropriate edge-of-centre sites that

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		<p style="text-align: center;">are, or can be, well integrated with the existing centre, local walking and cycle networks, and public transport.</p> <p>3) reviewing town centre boundaries where necessary</p> <p>4) setting out policies, boundaries and site allocations for future potential town centres to accommodate identified deficiencies in capacity (having regard to Policy SD8 Town centre network and the future potential town centre classifications in Annex 1).</p>
PHV.2.102	SD87 B	<p>B In Development Plans, boroughs should:</p> <p>...</p> <p>1A) consider the protection of out-of-centre high streets as neighbourhood centres, local parades or business areas and develop appropriate policies to support and enhance the role of these high streets, subject to local evidence, recognising the capacity of low-density commercial sites, car parks and retail parks for housing intensification and mixed-use redevelopment (see Policy H1 Increasing housing supply)</p> <p>2) develop policies through strategic and local partnership approaches (<u>Policy SD9 Town centres: Local partnerships and implementation</u>) to meet the objectives for town centres set out in <u>Policy SD6 Town centres and high streets</u> to support the</p>

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		<p>development, intensification and enhancement of each centre, having regard to the current and potential future role of the centre in the network (<u>Policy SD78 Town centre network</u>)</p> <p>3) develop policies for the edge and fringes of town centres areas, revising the extent of shopping frontages where surplus to forecast demand and introducing greater flexibility, permitting a range of non-residential uses particularly in secondary frontages taking into account local circumstances</p> <p>4) identify centres that have particular scope to accommodate new commercial development and higher density housing, having regard to the growth potential indicators for individual centres in Annex 1. Criteria to consider in assessing the potential for intensification in town centres include:</p> <p>...</p> <p>dA) capacity and proximity of social infrastructure</p> <p>...</p>
PHV.2.103	SD87 C	<p>C Development proposals should:</p> <p>...</p>

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		<p>2) ensure that commercial space is appropriately located having regard to Part A and AB above, and is fit for purpose, with at least basic fit-out and not compromised in terms of layout, street frontage, floor to ceiling heights and servicing, and marketed at rental levels that are related to demand in the area or similar to surrounding existing properties</p> <p>...</p>
PHV.2.104	SD 8 7 Paragraph 2.7.1A	<p>Borough's local development plan documents should proactively plan to meet forecast need for main town centre uses by allocating sites within or (where justified) on the edge of town centres and through town centre boundary reviews, in order to support the town centres first approach. Where town centre and edge of centre sites are not available, local development plan documents should identify future potential town centres that could accommodate the forecast additional need, and set appropriate policies, boundaries and site allocations for these areas (having regard to <u>Policy SD8 Town centre network</u> and the future potential town centre classifications in Annex 1). This approach will deliver a sustainable pattern of development by focusing main town centre uses to existing town centres or through the creation of new centres.</p>

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PHV.2.105	SD 8 7 Paragraph 2.7.1B	<p>Policy SD7 Town centres: development principles and Development Plan Documents does not apply to CAZ Retail Clusters or any town centres located wholly within the Central Activities Zone (CAZ)^{21A 21B}.</p> <p>21A Policy SD7 Town centres: development principles and Development Plan Documents applies to the entirety of Angel town centre and Elephant and Castle town centre.</p> <p>21B See paragraph 2.6.1 for further information.</p>
PHV.2.106	SD 8 7 Paragraph 2. 8 7.2	<p>Where edge-of-centre developments of town-centre-retail, leisure and office uses are proposed, and are not in accordance with the Development Plan, these should be accompanied by a robust and detailed impact assessment. This applies to retail, leisure and office development greater than a locally set floorspace threshold, or 2,500 sq m if a local floorspace threshold has not been set. An impact assessment may also be required for developments below this threshold, for example where a borough has set a proportionate, local floorspace threshold. Impact assessment may also be required where a proposal is likely to give rise to development at a scale not related to the role and function of a centre, such as a large retail store in or on the edge of a neighbourhood or local centre. Assessments should consider the impact on existing, committed and planned</p>

21A Policy SD7 Town centres: development principles and Development Plan Documents applies to the entirety of Angel town centre and Elephant and Castle town centre.

21B See paragraph 2.6.1 for further information.

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		public and private investment in a centre or centres in the catchment area of the proposal, and the impact on town centre vitality and viability.
PHV.2.107	SD87 Paragraph 2.7.3A	It is important that boroughs plan positively to meet the needs of their communities. Being able to access convenience retail, specialist shops and services is important for supporting the daily lives of Londoners and for creating and sustaining strong and inclusive communities. Many town centres and high streets serve specific communities, for example they may provide specialist food or clothing that meet the cultural or religious needs of one or more particular group. Boroughs should use their evaluation of the area and engagement with local communities and stakeholders to draw up local development plan policies, designations and site allocations, and develop town centre strategies that seek to meet the needs of their communities.
PHV.2.108	SD87 Paragraph 2.87.4	The location, design, type, and level of fit-out of commercial uses, particularly those in mixed-use development, should support the town centres first approach and ensure that commercial premises make a positive contribution to the vitality of the area and are quickly occupied. Out-of-centre housing-led developments should seek to maximise the provision of housing and create active frontages and welcoming streetscapes through the provision of ground floor windows, front doors and front gardens where appropriate. ...

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PHV.2.109	SD78	<p>Policy SD78 Town centre network</p> <p><i>(Supporting text paragraph numbers amended accordingly)</i></p>
PHV.2.110	SD78 B	<p>B Identified deficiencies in the London town centre network can be addressed by promoting centres to function at a higher level in the network, designating new centres (see Annex 1) or reassessing town centre boundaries (see <u>Policy SD87 Town centres: development principles and Development Plan Documents</u>).</p> <p>Diversification in C centres with current or projected declining demand for commercial, particularly retail, floorspace should be supported. These centres may be reclassified at a lower level in the hierarchy through a coordinated approach with local planning authorities.</p>
PHV.2.111	SD78 C	<p>C The classification of International, Metropolitan and Major town centres (see Annex 1) can only be changed through the London Plan. Potential future changes to the strategic town centre network are set out in Figure A1.1 in Annex 1. Changes to District, Local, and Neighbourhood centres and CAZ Retail Clusters can be brought forward through Local Plans where supported by evidence in development capacity assessments and town centre health checks and subject to assessments of retail impact where appropriate (see <u>Policy SD87 Town centres: development principles and Development Plan Documents</u>).</p>

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PHV.2.112	SD78 E	E District centres should focus on the consolidation of a viable range of functions, particularly convenience retailing, leisure, social infrastructure , local employment and workspace, whilst addressing the challenges of new forms of retailing and securing opportunities to realise their potential for higher density mixed-use residential development and improvements to their environment.
PHV.2.113	SD78 Figure 2.17	Figure 2.17 - Town Centre Network (MAP AMENDED)
PHV.2.114	SD78 Paragraph 2.78.4	These c Centres with a future potential network classification in Table A1.1 (Town Centre Network) are not recommended for immediate reclassification, however it is recognised that they may be appropriate for future reclassification, subject to strategic and Local Plan policies and conditional on matters such as capacity analysis, impact assessments, land use, public transport, walking and cycling, planning approvals and full implementation. Many of the areas identified as future potential town centres, and centres with the potential to be reclassified at a higher level in the town centre hierarchy (see Annex 1), currently contain retail parks, dominated by large format stores and heavily reliant on travel by car. For these areas to be reclassified, a clear strategy should be developed and implemented (<u>see Policy SD9 Town centres: Local partnerships and implementation</u>) that secures a broader mix of store sizes and formats and a variety of

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		town centre uses including retail, leisure, employment and social infrastructure, subject to demand, capacity and impact. ...
PHV.2.115	SD9 A	<p>A Strategic and local partnership approaches should be supported and encouraged to develop strong, resilient and adaptable town centres, fulfilling their full potential to accommodate growth and development. ., strategic and local partnership approaches, community engagement, These partnerships may be in the form of town centre management, business associations, Neighbourhood Forums, trader associations and Business Improvement Districts, and should be inclusive and representative of the local community. should be supported and encouraged. Each town centre should have a Town Centre Strategy produced in partnership at the local level in a way that is inclusive and representative of the local community.</p>
PHV.2.116	SD9 AA	<p>AA The development of Town Centre Strategies is encouraged, particularly for centres that are undergoing transformative change, have projected declining demand, have significant infrastructure planned or are identified as future potential centres in Table A1.1. Town Centre Strategies should be produced in partnership at the local level in a way that is inclusive and representative of the local community.</p>

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PHV.2.117	SD9 A Paragraph 2.9.1	<p>...All town centres, however, will change – many of them significantly – due to the restructuring of the retail sector and other changes in the wider economy. It is therefore crucial that a strategy is developed for each town centres that are experiencing significant change, such as projected declining demand, or significant planned infrastructure, or town centres that are identified as future potential centres in Table A1.1. This is necessary to ensure that the local community continues to be well served and that the network of town centres across London continues to function successfully.</p>
PHV.2.118	SD9 A Paragraph 2.9.2	<p>Town Centre Strategies should be tailored to each town centre, with a clear vision should be developed with the local community, taking account of the town centre's strategic role, opportunities for growth, and potential to support regeneration, spatial characteristics, economic challenges, and location in inner or outer London. They should be developed with input from relevant stakeholders, including TfL, commercial landlords and investors, Business Improvement Districts and business associations, social infrastructure providers, Historic England, and community and amenity groups. Town Centre Strategies should pay particular regard to the social and economic benefits of high streets and as well as their function and character within town centres, especially the formal and informal networks that support local communities, and They should also have regard to commercial and social activity that serves particular groups and communities.</p>

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PHV.2.119	SD10 AA	AA The Mayor will provide leadership and support for regeneration through this Plan and his other strategies and programmes.
PHV.2.120	SD10 A	<p>A Boroughs should:</p> <p>1) identify Strategic Areas for Regeneration (see Figure 2.19) in Local Plans and develop policies that are based on a thorough understanding of the demographics of communities and their needs</p> <p>2) seek to identify Local Areas for Regeneration taking into account local circumstances.</p> <p>2A) engage and collaborate with communities, particularly those in Strategic and Local Areas for Regeneration, at an early stage and throughout the development of local development documents, strategies and regeneration programmes.</p>
PHV.2.121	SD10 B	<p>B Development Plans, Opportunity Area Planning Frameworks and development proposals should contribute to regeneration by tackling spatial inequalities and the environmental, economic and social barriers that affect the lives of people in the area, especially in Strategic and Local Areas for Regeneration.</p>

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PHV.2.122	SD10 Paragraph 2.10.2	<p>In order for regeneration initiatives to contribute to Good Growth it is important that they tackle poverty, disadvantage, inequality and the causes of deprivation, address social, economic and environmental barriers and benefit existing residents and businesses in an area. Regeneration can take many forms, and involve changes of different scale and with different impacts, depending on the needs of local communities and the character of the area. Often regeneration will take the form of incremental improvements over a number of years, involving a range of projects and initiatives, such as providing affordable workspace, creating more accessible and welcoming public realm, or investing in training and employment opportunities for local residents. Where proposed, large-scale development in Areas for Regeneration should seek to reduce spatial inequalities.</p>
PHV.2.123	SD10 Paragraph 2.10.3	<p>...There should be a focus on these areas in strategies, decisions, and bids for funding undertaken by the boroughs, the GLA family and other stakeholders to ensure these areas benefit from investment in strategic infrastructure, social infrastructure, and regeneration initiatives. In order to be effective in improving the lives of those most affected by inequality, regeneration initiatives must be undertaken in collaboration with local communities, involving a broad spectrum of groups, businesses and individuals, to develop a shared vision for the area. Successful regeneration requires all stakeholders to operate in a collaborative way, pooling resources and creating partnerships. There should be a shared understanding of how the regeneration area needs to change, and how that change will be secured, managed, embedded within and supported by the community. By</p>

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		taking an integrated, spatial approach to a wide range of issues, Development Plans and Opportunity Area Planning Frameworks have a key role to play in tackling spatial inequalities and the causes of deprivation. It is important that these are developed through engagement with local communities.
PHV.2.124	SD10 Paragraph 2.10.4	In identifying preparing plans, strategies and initiatives for the Strategic and Local Areas for Regeneration, boroughs should use their local knowledge and that of their communities to identify and understand the particular needs of these areas . The individual measures of deprivation that make up the IMD and other evidence, including baseline social, economic and environmental information should be used to identify specific areas that are affected by particular issues, and inform the preparation and monitoring of Local Plans and regeneration strategies., investment and the approach taken in Local Plans should be tailored to reflect these. Local Plans Boroughs should include policies that identify also look closely at the Strategic and Local Areas for Regeneration in Local Plans and include policies that address the particular issues that affect them and the surrounding areas.
PHV.2.125	SD10 Paragraph 2.10.6	The Areas for Regeneration are home to many established and varied communities, and there is likely to be a strong sense of place, local identity, and character that is reflected in the buildings, streets and spaces in the area, the lives of the people that live there and the activities that take place. Local Plans, Opportunity Area Planning Frameworks, and regeneration strategies should identify, protect and promote the places and spaces that

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		are particularly valued by local communities and other stakeholders , including cultural venues, heritage assets, community facilities and social infrastructure, as well as creating new spaces for people to enjoy.