The London Plan – Examination in Public 2018 - 2019

Matters for Consideration at the Examination in Public

Matter 88 – Town Centre Network

Reference ID: 2572/Canary Wharf Group Plc

1 March 2019

Written Statement on behalf of Canary Wharf Group Plc ("CWG")

TOWN CENTRES AND RETAILING

Matter 88: Town Centre Network

M88: Is the town centre network set out in the Plan justified and would it be effective in ensuring that identified needs for main town centre use developments are met in appropriate locations in accordance with national policy? In particular:

a) Is the existing town centre network classification of (i) international, (ii) metropolitan, (iii) major and (iv) district centres illustrated on Figure 2.17 and set out in Table A1.1 justified?

b) Given the definitions of the classifications of town centres set out in Annex 1 and Figure 2.18, is the identification of centres other than "international" and "metropolitan" in the Plan justified and consistent with national policy relating to town centres and compliant with legislation relating to the purpose of a spatial development strategy?

c) Are the future potential changes to the town centre network illustrated on Figure A1.1 and set out in Table A1.1 justified?

d) Are the classifications, as set out in Table A1.1 and described in Annex 1, for (i) night-time economy functions, (ii) commercial growth potential, and (iii) residential growth potential justified?

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a) Is the existing town centre network classification of (i) international, (ii) metropolitan, (iii) major and (iv) district centres illustrated on Figure 2.17 and set out in Table A1.1 justified?

1. CWG strongly support the identification in the Draft London Plan (Figure 2.17 and Table A1.1) of Canary Wharf as a Metropolitan Town Centre. The Canary Wharf town centre has been fulfilling for some time the "role" of a Metropolitan centre as described in Annex 1 of the Draft London Plan:

> *"Metropolitan centres – serve wide catchments which can extend over several boroughs and into parts of the Wider South East. Typically they contain at least 100,000 sqm of retail, leisure and service floorspace with a significant proportion of high-order comparison goods relative to convenience goods. These centres*

generally have very good accessibility and significant employment, service and leisure functions. Many have important clusters of civic, public and historic buildings."

2. Canary Wharf's town centre boundary has 116,072m² of retail, leisure and service floorspace (as of November 2016) and a substantially higher amount in the wider Canary Wharf commercial area (142,262m² as of November 2016). The Canary Wharf estate also includes further strategic development sites (such as North Quay) and when they come forward will further increase the quantum of retail and leisure floorspace within the town centre boundary.

3. Canary Wharf also has a significant proportion of high-order comparison goods relative to convenience goods (89% as of November 2016); excellent accessibility (PTAL 6); and significant employment, service and leisure functions.

4. With regard to catchment area, Canary Wharf has a 59% inflow of visitors, with the centre's catchment extending across all London borough's and across the wider South East Region.

5. The Draft London Plan's evidence base also clearly justifies Canary Wharf's classification as a Metropolitan Town Centre. For example, the 2017 London Town Centre Health Check Analysis Report (January 2018) (Evidence Base reference: NLP/EC/013) includes a review of the London Plan town centre network and the various town centre classifications and guidelines and recommends in Table A and Table 3 as well as 'Recommendation 3' the reclassification of Canary Wharf from a Major to Metropolitan Centre. The analysis describes in para. 15.2.2:

   "Canary Wharf has shown significant growth in total floorspace (excluding offices) which has increased from around 68,000 sqm in 2007 to around 105,000 sqm in 2016, making it the largest Major centre. In addition to this, the centre has over 37,000 sqm of additional retail floorspace in the pipeline, and further permissions for a substantial amount of other (non-office) commercial uses, much of which is under construction. The centre will see significant improvements to public transport connectivity with the opening of the Elizabeth Line, and has strong retail rents and retail rent growth. Canary Wharf's unique position as a centre of office-based businesses also provides substantial commercial activity."

6. The analysis concludes (15.1.1):

   "Canary Wharf continues its growth at significant pace, with further development under construction and planned to come forward. By the time of adoption of the new London Plan, it will effectively be operating as a Metropolitan centre…"

7. Through the recent London Borough of Tower Hamlets (LBTH) Local Plan Examination, modifications have been made to the LBTH Draft Local Plan to specifically support the re-designation of Canary Wharf to a Metropolitan Centre in the London Plan. This additional wording is included as a Post Submission Modification to the LBTH Draft Local Plan:

> ***"Support the re-designation of Canary Wharf to a Metropolitan Centre in the London Plan and promote the expansion of retail, leisure and complementary commercial employment provision to support its continued role as a higher order town centre." (Post Submission Minor Modification 160)***

8. This followed from LBTH's own Town Centre Retail Capacity Study (2016) which identifies the potential to regrade Canary Wharf from 'Major' to 'Metropolitan' centre status given the scale of development planned for the area and the nature of current retail and leisure offer supported by the centre (para. 22.22). As such, the Draft London Plan's identification of Canary Wharf as a Metropolitan Centre is completely consistent with the approach being taken at borough level.

9. In conclusion, our own analysis, the Draft London Plan evidence base and LBTH Local Plan process all support the reclassification of Canary Wharf from a Major to Metropolitan Town Centre. The classifications illustrated on Figure 2.17 and set out in Table A1.1 are therefore justified.