



**London Borough of Wandsworth**  
**Local Plan Consultation - Proposed Main Modifications**  
3rd February 2023 to 17th March 2023

**Local Plan Consultation - Proposed Main Modifications**

The Publication Local Plan was submitted to the Secretary of State on 29 April 2022. Following the Hearing Sessions as part of the Examination in Public during November, the Planning Inspectors, Jameson Bridgwater PGDipTP MRTPI and Graham Wyatt BA(Hons) MRTPI, have proposed a list of Main Modifications to the Plan. The proposed Main Modifications and Policies Map Changes (See separate document PSD-030) have been subject to updated Sustainability Appraisal and Habitats Regulation Assessment. The proposed Main Modifications and Policies Map Changes documents are subject to consultation from 3rd February 2023 to 17th March 2023.

This consultation is on the proposed Main Modifications and Policies Map Changes (See separate document PSD-030) and not other aspects of the Plan. Main Modifications are those which the Inspector considers are necessary to make the plan sound and/or legally compliant. Main Modifications and Policies Map Changes are proposed without prejudice to the Inspector's final conclusion on the Local Plan which will take account of all representations submitted in response to this consultation.

This consultation is not an opportunity to raise matters relating to other parts of the submitted Local Plan that have already been considered by the Inspectors during the Examination process and/or hearing sessions. Any representations received not relating to the Main Modifications or Policies Map Changes will not be forwarded to the Inspector as they will only consider representations from this consultation which relate to the Main Modifications and Policies Map Changes.

Whilst the proposed Additional Modifications are available for information (See separate Document PSD-029) they are not put before the Inspectors for consideration and do not form part of this consultation.

Copies of the proposed Main Modifications, Policies Map Changes and updated Sustainability Appraisal and Habitats Regulations Assessment supporting documents, are available as follows:

- On the Council's website at [www.wandsworth.gov.uk/draft-local-plan-examination](http://www.wandsworth.gov.uk/draft-local-plan-examination)
- In the Borough's main libraries
- At the Town Hall reception, Town Hall, Wandsworth High Street, London, SW18 2PU

If you wish to make representations on the Main Modifications or Policies Map Changes only, please send us your response by 5pm on 17th March 2023.

You can respond either:

- by email to [planningpolicy@wandsworth.gov.uk](mailto:planningpolicy@wandsworth.gov.uk)
- by post to Planning Policy, Environment and Community Services, Town Hall, Wandsworth High Street, London, SW18 2PU

Please note that your response will not be treated as confidential. If you have any queries, please email [planningpolicy@wandsworth.gov.uk](mailto:planningpolicy@wandsworth.gov.uk) or phone 020 8871 6000. Responses to the Main Modifications and Policies Map Changes will be forwarded to the Inspectors, who will take them into account before issuing their report. The general expectation is that issues raised on the consultation of the Main Modifications and Policies Map Changes will be considered through the written representations process. If the Inspectors find the Plan sound, the Council will adopt it later in 2023. Further information about the Local Plan and Examination are on the website at [www.wandsworth.gov.uk/draft-local-plan-examination](http://www.wandsworth.gov.uk/draft-local-plan-examination)

### **How to use this document**

The items below are set out in the order of the Local Plan, as identified under the heading 'Section of the Plan'. The Main Modifications (MM) take the format that proposed additions to the text are recorded in italicised and underlined text, and proposed deletions are recorded with a strikethrough. For example: 'This text is to be retained and this text is to be added ~~but this text is to be deleted.~~' All paragraph and policy numbers are referenced according to the submitted version of the Local Plan and will be updated as necessary as part of a final adopted version.

Throughout this document illustrative mapping changes have been included at the appropriate parts of the main modifications table e.g. below the modifications to Map 3.2 Site Allocations a map depicting the proposed version of the map has been included. To view the former version of each map please consult the Regulation 19 Version of the Local Plan on the Council's website.

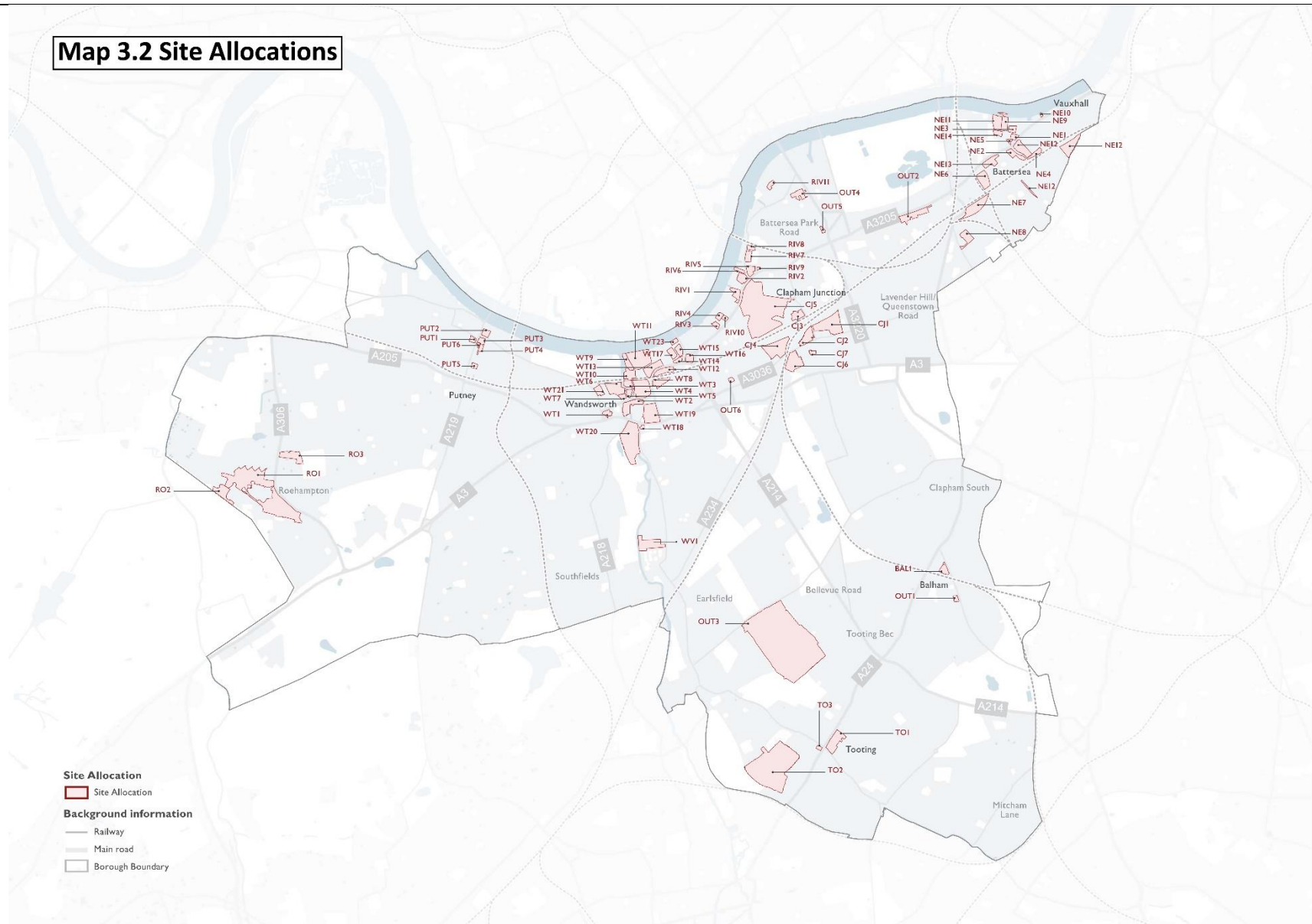
Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM1	Introduction	<p>Add, to the list of strategic policies at para 1.12:</p> <ul style="list-style-type: none"> <li><i><u>‘LP4 Tall and Mid-rise buildings’</u></i></li> </ul>	To recognise LP4 as a strategic policy in accordance with NPPF Paragraphs 20 – 23.	As a result of Regulation 19 Reps and Hearing discussion to consider LP4 as a Strategic Policy.
MM2	SDS1 Spatial Development Strategy 2023 - 2038	<p>Amend paragraph 2.96 as follows:</p> <p>‘There are significant opportunities to capitalise on the investment that is being made within the VNEB Opportunity Area and in parts of the <u>Queenstown Road, Battersea Strategic Industrial Location (SIL); and Battersea Design and Technology Quarter LSIA</u> <del>comprised of Havelock Terrace, Ingate Place, and Silverthorne Road, which will be transformed into the Battersea Design and Technology Quarter (BDTQ).</del> This includes through maximising the ‘Apple effect’ and building on the existing creative economy within the wider area to establish a creative and technology hub in Battersea.’</p>	To reflect the changes of the removal of Site Allocation NE8 (Silverthorne Road) from the Battersea Design and Technology Quarter cluster of sites, the creation of a new BDTQ LSIA resulting in an amended Queenstown Road, Battersea SIL boundary, and the creation of a new Site Allocation at Battersea Studios which lies within the SIL.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
MM3	SDS1 Spatial Development Strategy 2023 - 2038	<p>Amend Policy SDS1 A as follows:</p> <p>‘...The small sites provision across the entire Plan period will account for a minimum of 414 new homes per year <u>(see also Policy LP7)</u>. <del>The new homes will be allocated in accordance with the following sequential approach:</del> <u>The new homes are allocated in the following categories:</u>’</p>	To clarify the approach to housing distribution as non-sequential.	As a result of the Home Builders’ Federation Reg 19 Reps and Hearing discussion to consider housing matters.

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MM4	SDS1 Spatial Development Strategy 2023-2038	<p>Amend para 2.104 as follows:</p> <p>‘The number of new homes to be provided between 2023 and 2038, as set out in SDS1, has had regard to the housing target for the borough set out in the London Plan of a minimum of 1,950 dwellings per annum to 2028/29. The Council’s latest Authority Monitoring Report, <u>2021/22</u>, demonstrates that there is sufficient capacity provided for through the Wandsworth Local Plan <del>2016</del> (taking into account Site Allocations, extant and implemented planning permissions which have yet to be completed) to deliver 1,950 dwellings per annum for the period 2019/20 (which is the start date of the London Plan) to 2022/23 – i.e. the period prior to the start date of this Plan. <u>It also demonstrates an expectation to meet the 10 year London Plan target.</u></p> <table border="1" data-bbox="577 807 1496 1366"> <thead> <tr> <th data-bbox="577 807 1014 847">Year</th> <th data-bbox="1014 807 1496 847">Completions</th> </tr> </thead> <tbody> <tr> <td data-bbox="577 847 1014 887">2015/2016</td> <td data-bbox="1014 847 1496 887">2,735</td> </tr> <tr> <td data-bbox="577 887 1014 927">2016/2017</td> <td data-bbox="1014 887 1496 927">2,710</td> </tr> <tr> <td data-bbox="577 927 1014 967">2017/2018</td> <td data-bbox="1014 927 1496 967">2,025</td> </tr> <tr> <td data-bbox="577 967 1014 1007">2018/2019</td> <td data-bbox="1014 967 1496 1007">1,877</td> </tr> <tr> <td data-bbox="577 1007 1014 1046">2019/2020</td> <td data-bbox="1014 1007 1496 1046">1,359</td> </tr> <tr> <td data-bbox="577 1046 1014 1086">2020/2021</td> <td data-bbox="1014 1046 1496 1086">1,422 <u>1,470</u></td> </tr> <tr> <td data-bbox="577 1086 1014 1126">2021/2022</td> <td data-bbox="1014 1086 1496 1126">2,571 (projected) <u>1,974</u></td> </tr> <tr> <td data-bbox="577 1126 1014 1166">2022/2023</td> <td data-bbox="1014 1126 1496 1166">2,169 <u>2,108</u> (projected)</td> </tr> <tr> <td data-bbox="577 1166 1014 1206">2023/2024</td> <td data-bbox="1014 1166 1496 1206">2,392 <u>3,712</u> (projected)</td> </tr> <tr> <td data-bbox="577 1206 1014 1246">2024/2025</td> <td data-bbox="1014 1206 1496 1246">2,460 <u>2,846</u> (projected)</td> </tr> <tr> <td data-bbox="577 1246 1014 1286">2025/2026</td> <td data-bbox="1014 1246 1496 1286">1,414 <u>4,008</u> (projected)</td> </tr> <tr> <td data-bbox="577 1286 1014 1326"><u>2026/2027</u></td> <td data-bbox="1014 1286 1496 1326"><u>2,424 (projected)</u></td> </tr> <tr> <td data-bbox="577 1326 1014 1366"><u>2027/2028</u></td> <td data-bbox="1014 1326 1496 1366"><u>2,957 (projected)</u></td> </tr> </tbody> </table>	Year	Completions	2015/2016	2,735	2016/2017	2,710	2017/2018	2,025	2018/2019	1,877	2019/2020	1,359	2020/2021	1,422 <u>1,470</u>	2021/2022	2,571 (projected) <u>1,974</u>	2022/2023	2,169 <u>2,108</u> (projected)	2023/2024	2,392 <u>3,712</u> (projected)	2024/2025	2,460 <u>2,846</u> (projected)	2025/2026	1,414 <u>4,008</u> (projected)	<u>2026/2027</u>	<u>2,424 (projected)</u>	<u>2027/2028</u>	<u>2,957 (projected)</u>	To provide update to current AMR position, and to illustrate a how the London Plan target will be met over the London Plan period.	In response to the Homebuilders Federation and to provide a clear target and trajectory in the plan to assist with monitoring the Local Plan’s performance.
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		<table border="1"> <tr> <td><u>2028/2029</u></td> <td><u>1,934 (projected)</u></td> </tr> </table> <p>Table 2.3 Housing Delivery (Source: <del>2019/20</del> <u>2021/22</u> Authority Monitoring Report)'</p> <p>Add to the beginning of para 2.105 as follows:</p> <p><i><u>'The Local Plan sets out a housing trajectory for the ten-year period of the London Plan, 2019/20 – 2028/29, which identifies an annualised target against which the Council will monitor progress. This is included at Appendix 1.'</u></i></p>	<u>2028/2029</u>	<u>1,934 (projected)</u>		
<u>2028/2029</u>	<u>1,934 (projected)</u>					
MM5	PM1 Area Strategy and Site Allocations Compliance	<p>Delete Policy PM1 criteria B as follows:</p> <p><del>'B. Proposals which do not comply with the relevant development plan policies, Area Strategy and Site Allocations will be resisted unless it is clearly evidenced that an alternative type of development can be justified. In such circumstances, the development must not prejudice the delivery of the Local Plan's Vision and Objectives, the Objectives of the Area Strategy, or Site Allocations on neighbouring sites.'</del></p>	Delete as repetition of section 38(6) of the Planning and Compulsory Purchase Act 2004.	As a result of Reg 19 Reprs.		
MM6	Map 3.2 Site Allocations	Include boundary and key for new site allocation NE14 Battersea Ring Main Site, south of NE11 and Cringle Street and east of Battersea Power Station, west of Kirtling Street and north of Pump House Lane.	New site allocation NE14 is proposed in response to Thames Tideway Reg19 comments as a new development site, in recognition of a previously unidentified suitable site allocation to complement	As a result of Reg 19 Reprs.		

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			the existing cluster of nearby site allocations.	
		Amend map to show updated boundary of NE2 41-49 Nine Elms Lane, and 49-59 Battersea Park Road which includes area to the north east.	To correctly show the site ownership boundary.	As a result of Reg 19 Reps.
		Update site allocation boundary of NE9 Kirtling Wharf to include area to the south east of the existing boundary.	To align with Safeguarded Wharves Directions map from February 2021.	As a result of Reg 19 Reps.
		Amend boundary to 'NE8 Silverthorne Road' to reflect new boundary for 'NE8 Battersea Studios' which encompasses Battersea Studios site only.	New separate Site Allocation (new NE8 Battersea Studios) in response to GLA London Plan conformity.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
		Amend the boundary to 'NE6 Havelock Terrace' to remove area north of Palmerston Way.	To correctly identify the area of significance to the site allocation.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
		Update boundary for WT11 Western Riverside Waste Transfer Station to include the Household Waste and Recycling Centre to the east.	In response to comments from the Western Riverside Waste Authority regarding accuracy of land ownership and operation the Household Waste and Recycling Centre.	As a result of Reg 19 Reps and the Statement of Common Ground with the Western Riverside Waste Authority.

**Map 3.2 Site Allocations**

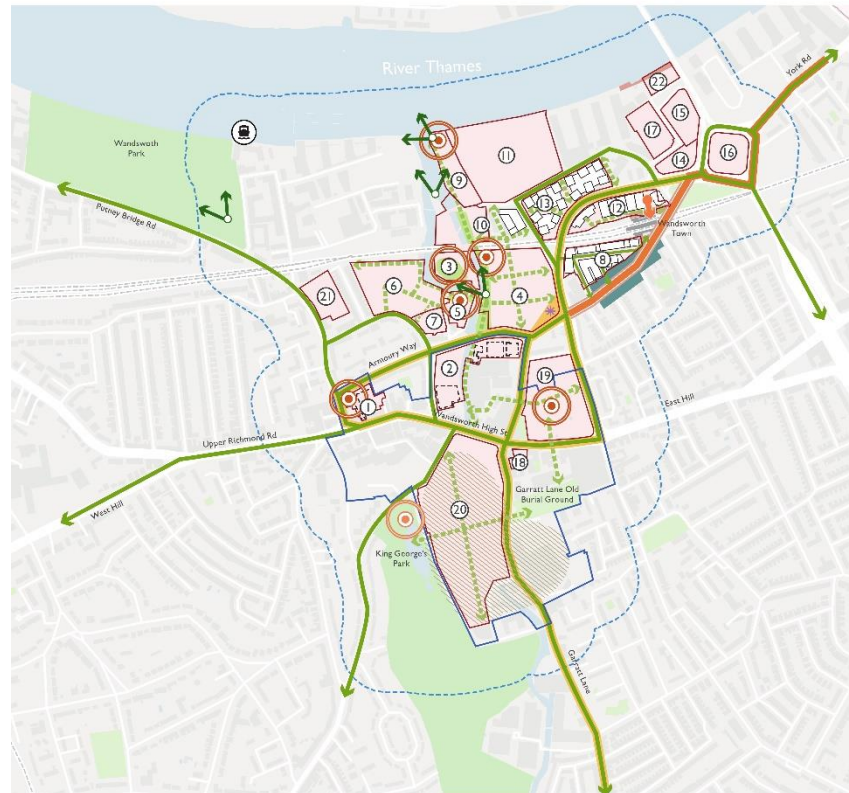


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MM7	PM2 Wandsworth Town	Deleted criteria of PM2 A.1. b. and amend policy numbering. <del>'b. height and massing reflect local context, or conforms with the approach for tall buildings in Wandsworth Town.'</del>	For clarification purposes. Criteria PM2 A.1 (b) is proposed to be deleted as it could cause confusion with the interpretation of Policy LP4 and criteria PM2 A5.	As a result of Reg 19 Reps.
MM8	PM2 Wandsworth Town	Amend wording PM2 Wandsworth Town A.6 as follows:  'Development proposals will be required to respect and enhance the valued views and vistas established in <u>Map 4.1 Spatial Area Map: Wandsworth Town. the Urban Design Study (2021)</u> '	To ensure there is greater clarity as to which views are considered as part of the development process by removing the consideration of the views analysis of the Urban Design study which is not considered to be robust.	As a result of Reg 19 Reps.
MM9	Map 4.1 Spatial Area Map: Wandsworth Town	Remove 'Proposed New Public Open Space' (Green shape) from WT9 Feather's Wharf.	To correct an illustrative error as the map already identifies an area of open space at the very north of the site.	As a result of Reg 19 Reps and the Statement of Common Ground with the Western Riverside Waste Authority.
		Update boundary for WT11 Western Riverside Waste Transfer Station which includes the Household Waste and Recycling Centre to the east.	It is recognised that there is merit in extending the boundary to the east to include the remainder of the Safeguarded Wharf	As a result of Reg 19 Reps and the Statement of Common Ground with the



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			<p>designation and the HWRC land to assist the comprehensive redevelopment of the area should that be realised in the future.</p>	<p>Western Riverside Waste Authority.</p>
		<p>Amend map 4.1 key to read:  <i>'Proposed and</i> existing valued views and vistas'</p>	<p>To clarify that several of the viewpoints are proposed and would need to be factored in as part of the development of site allocations.</p>	<p>As a result of Hearing discussion.</p>

Map 4.1 Spatial Area Map: Wandsworth Town



- Public realm and active travel**
- Suggested location for new public open space
  - Open space enhancement
  - ▬ Proposed new public open space
  - ▬ Existing route
  - ▬ Suggested/ proposed new route
  - ▬ Active travel enhancement
  - ▬ Cycle Superhighway
  - ▬ Suggested public realm improvement
  - ▬ Suggested building frontage
  - ▬ Proposed new building frontage
  - ▬ Proposed and existing valued views and vistas
  - ▬ Main shopping areas
  - ▬ Important local parade
  - ✳ Potential land required for the realignment of the Wandsworth one-way system

- Growth location**
- ▭ Site Allocation Boundary
- ① Chelsea Cars and KwikFit, Armory Way, SW18 (Ref: WT1)
  - ② Ram Brewery/Capital Studios/Former Odeon/Duvel site, Ram Street/Armory Way, Wandsworth, SW18 (Ref: WT2)
  - ③ Cussey's Island including land to the east, SW18 (Ref: WT3)
  - ④ Gasheider Site, Armory Way, SW18 (Ref: WT4)
  - ⑤ Kellbray site, Wandsworth House and adjacent land at Dormay Street, SW18 (Ref: WT5)
  - ⑥ Frogmore Depot, Dormay Street, SW18 (Ref: WT6)
  - ⑦ Pinoramas Antennas, 41 Frogmore, SW18 (Ref: WT7)
  - ⑧ Ferrier Street Industrial Estate, Ferrier Street, SW18 (Ref: WT8)
  - ⑨ Feather's Wharf, The Causeway, SW18 (Ref: WT9)
  - ⑩ Land at the Causeway, SW18 (Ref: WT10)
  - ⑪ Western Riverside Waste Transfer Station, SW18 (Ref: WT11) (Safeguarded Wharf)
  - ⑫ Homebase, Swandon Way, SW18 (Ref: WT12)
  - ⑬ B&Q, 5 mugglers Way, SW18 (Ref: WT13)
  - ⑭ McDonalds, Swandon Way, SW18 (Ref: WT14)
  - ⑮ Mercedes Benz and Bemco, Bridgend Road, SW18 (Ref: WT15)
  - ⑯ Wandsworth Bridge Roundabout, SW18 (Ref: WT16)

- ⑰ Wandsworth Bus Garage, Jews Row, SW18 (Ref: WT17)
- ⑱ 45-71 Wandsworth High Street incl. Spread Eagle Public House, Wandsworth High Street and 5 Garratt Lane, SW18 (Ref: WT18)
- ⑲ Wandsworth Town Hall, Wandsworth High Street, SW18 (Ref: WT19)
- ⑳ Southside Shopping Centre, Wandsworth High Street, SW18 (Ref: WT20)
- ㉑ 70 - 90 Pinner Bridge Road and 1-2 Adelaide Road, SW18 (Ref: WT21)
- ㉒ Pier Wharf, SW18 (Ref: WT22) (Safeguarded Wharf)
- Transport infrastructure**
- ▬ Wandsworth Town Station
  - ▬ Potential access improvements to Wandsworth Town Station
  - Riverbus terminal
- Background information**
- ▬ Metropolitan Open Land
  - ▬ Other open space
  - ▬ Wandsworth Town Centre
  - ▬ Area Strategy Boundary

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MM10	WT1, Chelsea Cars and KwikFit, Armoury Way, SW18	<p>Amend paragraph 4.24 as follows:</p> <p>‘In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-G1-09, and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.’</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM11	WT2, Ram Brewery / Capital Studios / Former Dexion /Duvall site, Ram Street / Armoury Way, Wandsworth, SW18	<p>Amend paragraph 4.33 as follows:</p> <ul style="list-style-type: none"> <li>‘In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-G1-03. The maximum appropriate height range for the zone is 7 to 10 storeys, and the maximum appropriate height range for the site <del>must</del> <i>should</i> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).</li> <li>In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-G1-08, and the maximum appropriate height for the zone is 5 storeys. The height of developments</li> </ul>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.

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		<p>within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).</p> <ul style="list-style-type: none"> <li>In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-G1-11, and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).'</li> </ul>		
MM12	Gasholder Cluster (WT4)	<p>Amend paragraph 4.50 as follows:</p> <p>'Works <del>to the banks of</del> <i>along</i> the River Wandle will be expected to contribute to the biodiversity of the area. Consideration should be given to the special ecological and wildlife habitats and allowance for the sensitivity of these should be made in the siting, height and design of the buildings and the riverside walk dimensions. <u>Consideration should be given to historic contamination to ensure that any works undertaken to the river edge do not inadvertently create new routes for contamination to migrate to sensitive receptors.</u>'</p>	To improve the biodiversity of the area, it may not just be works to the riverbanks that is required and that historic contamination would need to be taken into account when proposing works to the river edge.	As a result of Reg 19 Repts.

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MM13	Gasholder Cluster (WT4)	<p>Amend paragraph 4.51 as follows:</p> <p>‘In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-G1d-02. The maximum appropriate height range for the zone is 7 to 10 storeys, and the appropriate height range for the site <del>must</del> <u>should</u> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <u>should</u> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).</p> <p>In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-G1d-03 (which acts as a transition zone to tall building zone TB-G1d-02), and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and <u>should</u> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).’</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM14	Frogmore Cluster	<p>Amend wording of paragraph 4.62 as follows:</p> <p>‘4.62 Open Space...Another area of open space should be created at the northern end of Dormay Street adjoining Bell Lane Creek (WT5), <u>which connects the riverside walk to the Causeway providing a link to Causeway Island with a new bridge linking this to the proposed open space on Causeway Island. Hard landscaped open space is required around the</u></p>	To provide greater clarity.	As a result of Reg 19 Repts and the Statement of Common Ground with Thames Tideway.

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		<i>Thames Tideway shaft. The use of soft landscaping should be used where it is possible.'</i>		
MM15	Frogmore Cluster	Amend wording of paragraph 4.65 as follows:  '4.65 Built Form ... New development should consider the <u>setting of Wentworth House as well as</u> the Thames <u>Tideway</u> Tunnel structures, <del>and</del> easements and <u>space required for future maintenance where built form will likely not be appropriate</u> <del>the setting of Wentworth House.'</del>	To provide greater clarity.	As a result of Reg 19 Reps and the Statement of Common Ground with Thames Tideway.
MM16	Frogmore Cluster	Amend wording of paragraph 4.66 as follows:  '4.66 Movement: A riverside walk incorporating provision for cyclists will be required on both sides of Bell Lane Creek. The new walk should incorporate riverbank improvements to enhance biodiversity <u>but should not impact the maintenance access requirements for the Thames Tideway Tunnel infrastructure</u> . New connections to the riverside walk, in particular; access under the railway bridge and bridge crossing to Causeway Island will be sought.'	To provide greater clarity.	As a result of Reg 19 Reps and the Statement of Common Ground with Thames Tideway.
MM17	Frogmore Cluster	Amend wording to paragraph 4.66 bullet point 2 as follows:  'Provision should be made for the <u>retention and making permanent of the existing temporary active travel bridge to the northeast of Dormay Street</u> <del>installation of an active travel bridge to cross Bell Lane Creek from the northern end of Dormay Street to the Causeway Island site (WT3)</del> . Provision <del>should be made for another</del> <u>A second</u> active travel bridge crossing Bell Lane Creek immediately south of the railway viaduct to Causeway Island (WT3) from the Frogmore <u>Depot</u> site (WT6) should also be provided. This active travel bridge will then lead <u>across Causeway Island to a third active travel</u>	To provide greater clarity.	As a result of Reg 19 Reps and the Statement of Common Ground with Thames Tideway.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		<p><i>bridge which connects to the Gasholder Cluster (WT4) as well as to the riverside walk and then which leads north, under the viaduct, to the Thames Path. A final footbridge should be added on the eastern edge of the proposed open space at the northern end of Dormay Street (WT5) which connects eastwards to the Gasholder cluster to the east (WT4).'</i></p>		
MM18	Frogmore Cluster	<p>Amend paragraph 4.71 as follows:</p> <p>'In accordance with the tall building maps in Appendix 2, part of the cluster is located in tall building zone TB-G1d-01. The maximum appropriate height range for the zone is 7 to 10 storeys, and the appropriate height range for the cluster <del>must</del> <i>should</i> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).'</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM19	WT8, Ferrier Street Cluster	<p>Amend wording to paragraph 4.79 Movement as follows:</p> <p>'4.79 Movement - Proposals should allow for a connection <i>to a proposed new pedestrian/ cyclist crossing, across Swandon Way to the Gasholder cluster (WT4).</i> <del>across Swandon Way to the Gasholder cluster (WT4) with a new pedestrian/ cyclist crossing that</del> <i>This connection should be either through or to the south of Morie Street Studios and,</i> would provide a direct and safe connection to Old York Road and Wandsworth Town Station.'</p>	The existing wording is considered sufficiently flexible and in keeping with the aims of the Wandle Delta Masterplan SPD, however, to ensure there is complete clarity as to what should come forward additional wording could be added to the site allocation.	As a result of Reg 19 Reps.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM20	WT8, Ferrier Street Cluster	<p>Amend paragraph 4.83 as follows:</p> <p>‘In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-G1d-03. The maximum appropriate height range for the zone is 7 to 15 storeys, and the maximum appropriate height range for the site <del>must</del> <i>should</i> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).’</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM21	Feathers Wharf/ Smugglers Way Cluster	<p>Amend wording to para 4.89 bullet point 3 as follows:</p> <p>‘4.89 Uses - ... There are appropriate temporary uses for the short to medium term including potential use of the southern part of the site for waste management purposes that do not compromise the long-term development of the site. <u><i>Due to the new requirements for waste management set out in the Environment Act 2021, the Council will work with the WRWA and consider any potential opportunity to plan for waste management on WT9 Feather’s Wharf in accordance with any future expansion plan for the WRWA.</i></u> Temporary use of the site should also include the safeguarding of, and extension to, the riverside walk adjoining the Thames and the River Wandle.’</p>	Given the future implications of the Environment Act it is recommended that wording is added to para 4.89 to say that the Council will work with the WRWA to consider any potential opportunity to plan for waste management on WT9 Feather’s Wharf in accordance with any future expansion plans for the WRWA.	As a result of Reg 19 Repts and the Statement of Common Ground with Western Riverside Waste Authority.



Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM22	Feathers Wharf / Smugglers Way cluster	Amend paragraph 4.99 as follows:  'In accordance with the tall building maps in Appendix 2, part of the cluster is located in tall building zone TB-G1d-03. The maximum appropriate height range for the zone is 7 to 15 storeys, and the maximum appropriate height range for the cluster <del>must</del> <u>should</u> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <u>should</u> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).'	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM23	WT11 Western Riverside Waste Transfer Station	Amend wording to para 4.101 as follows:  <i>'The majority of the site is designated as a <u>Ssafeguarded wharf, except for the south-east corner</u>, with potential for residential led mixed-use development above including commercial/ business ... Development must not result in conflicts of use between wharf operations and the other land uses, nor constrain the long-term use and viability of the safeguarded wharf <u>area</u>.'</i>	It is recognised that there is merit in extending the boundary to the east to include the remainder of the Safeguarded Wharf designation and the HWRC land to assist the comprehensive redevelopment of the area should that be realised in the future.	As a result of Reg 19 Repts and the Statement of Common Ground with the Western Riverside Waste Authority.
MM24	Map 4.8 Western Riverside Waste Transfer	Update boundary for WT11 Western Riverside Waste Transfer Station which includes the Household Waste and Recycling Centre to the east.	It is recognised that there is merit in extending the boundary to the east to include the remainder of the Safeguarded Wharf	As a result of Reg 19 Repts and the Statement of Common Ground with the

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
	Station, SW18		designation and the HWRC land to assist the comprehensive redevelopment of the area should that be realised in the future.	Western Riverside Waste Authority.



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Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM25	WT11, Western Riverside Waste Transfer Station	Amend paragraph 4.105 as follows:  '4.105 Site Layout – Should the safeguarded wharf be <del>de-designated</del> <u>decommissioned (in line with LP40 – Safeguarding Wharves)</u> then a mixed-use residential scheme could come forward with built frontages on to the River Thames and The Causeway.'	Clarification that it is unlikely that the safeguarded wharf is to be de-designated.	As a result of Hearing discussion.
MM26	WT11, Western Riverside Waste Transfer Station	Amend paragraph 4.106 as follows:  'In accordance with the tall building maps in Appendix 2, part of the cluster is located in tall building zone TB-G1d-03. The maximum appropriate height range for the zone is 7 to 15 storeys, and the maximum appropriate height range for the cluster <del>must</del> <u>should</u> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <u>should</u> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).'	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM27	Swandon Way cluster	Amend paragraph 4.117 as follows:  'In accordance with the tall building maps in Appendix 2, the cluster is located in tall building zone TB-G1d-03. The maximum appropriate height range for the zone is 7 to 15 storeys, and the maximum appropriate height range for the cluster <del>must</del> <u>should</u> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <u>should</u> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).'		
MM28	Wandsworth Bridge cluster	<p>Amend paragraph 4.134 as follows:</p> <p>'In accordance with the tall building maps in Appendix 2, the cluster is located in tall building zone TB-G1d-03. The maximum appropriate height range for the zone is 7 to 15 storeys, and the maximum appropriate height range for the cluster <del>must</del> <u>should</u> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <u>should</u> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).'</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM29	WT16, Wandsworth Bridge roundabout	<p>Amend paragraph 4.145 as follows:</p> <p>'In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-G1d-03. The maximum appropriate height range for the zone is 7 to 15 storeys, and the maximum appropriate height range for the site <del>must</del> <u>should</u> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <u>should</u> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).'</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM30	WT19, Wandsworth Town Hall, Wandsworth High Street, SW18	<p>Amend paragraph 4.157 as follows:</p> <p>‘In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-G1-07, and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.’</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM31	WT20, Southside Shopping Centre, Wandsworth High Street, SW18	<p>Amend paragraph 4.164 as follows:</p> <p>‘In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-G1a-01. The maximum appropriate height range for the zone is 7 to 20 storeys, and the appropriate height range for the site <del>must</del> <i>should</i> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).</p> <p>In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-G1a-01 (which acts as a transition zone to tall building zone TB-G1a-01) and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).'		
MM32	WT21, 70 -90 Putney Bridge Road and 1 – 2 Adelaide Road, SW18	Amend paragraph 4.170 as follows:  'In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-G1d-01, and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.'	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM33	Nine Elms Cover Page	Amend Nine Elms Cover Page as follows:  'NE11 Cringle Dock, Nine Elms  <u>NE14 Battersea Ring Main Site, Cringle Street'</u>	New site allocation NE14 is proposed in response to Thames Tideway Reg19 comments as a new development site, in recognition of a previously unidentified suitable site allocation to complement the existing cluster of nearby site allocations.	As a result of Reg 19 Reps and the Statement of Common Ground with Thames Tideway.



Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM34	05 Area Strategy for Nine Elms	<p>Amend paragraph 5.11 as follows:</p> <p>‘The borough has identified the opportunity to capitalise on the investment that is being made within the VNEB OA to transform the parts of the Queenstown Road, Battersea SIL <u>and the Battersea Design and Technology quarter LSIA</u> <del>composed of Havelock Terrace, Ingate Place, and Silverthorne Road into the Battersea Design and Technology Quarter (BDTQ).</del> This seeks to leverage the ‘Apple effect’, and to build on the existing creative economy within the wider area to support the intensification of the existing industrial capacity by attracting a cluster of start-ups and micro-businesses in the creative, tech and digital sectors; establishing an economic synergy with the larger tenants that are locating within the CAZ. In support of this, We Made That were commissioned in 2019 to undertake an economic appraisal of the area, and to provide guidance on a physical development framework that would support the Council’s ambitions. The resultant study has informed this Area Strategy.’</p>	To reflect the changes of the removal of Site Allocation NE8 (Silverthorne Road) from the Battersea Design and Technology Quarter cluster of sites, the creation of a new BDTQ LSIA resulting in an amended Queenstown Road, Battersea SIL boundary, and the creation of a new Site Allocation at Battersea Studios which lies within the SIL.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
MM35	05 Area Strategy for Nine Elms	<p>Amend paragraph 5.12 as follows:</p> <p>‘...A key component in the realisation of this objective is that the location has been identified, <u>subject to further detailed design</u>, as the <del>preferred</del> <u>indicative</u> landing site for the proposed Nine Elms Pimlico pedestrian and cycle bridge, ...’</p>	To recognise that other locations may be appropriate.	As a result of Hearing discussion.
MM36	Map 5.1 Creative Clusters	Include boundary for new site allocation NE14 Battersea Ring Main Site, south of NE11 and Cringle Street and east of Battersea Power Station, west of Kirtling Street and north of Pump House Lane.	New site allocation NE14 is proposed in response to Thames Tideway Reg19 comments as a new development site, in recognition of a previously	As a result of Reg 19 Repls and the Statement of Common Ground with the Thames Tideway.



Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
			unidentified suitable site allocation to complement the existing cluster of nearby site allocations.	
		Update site allocation boundary of NE9 Kirtling Wharf to include area to the south east of the existing boundary.	To align with Safeguarded Wharves Directions map from February 2021.	As a result of Reg 19 Reps.
		Amend map to show updated boundary of NE2 41-49 Nine Elms Lane, and 49-59 Battersea Park Road which includes area to the north east.	To show the correct site ownership boundary.	As a result of Reg 19 Reps.
		Amend boundary to 'NE8 Silverthorne Road' to reflect new boundary for 'NE8 Battersea Studios' which encompasses Battersea Studios site only and remove 'suggested building frontages' outside of the new boundary.	New separate Site Allocation (new NE8 Battersea Studios) in response to GLA London Plan conformity.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
		Move title 'BDTQ' further north between Ingate Place and Havelock Terrace and update the shape of the blue faded graphic to encompass these two site allocations.	To clarify the area which is now captured as the BDTQ LSIA.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
		Amend the boundary to 'NE6 Havelock Terrace' to remove area north of Palmerston Way and remove 'suggested building frontages' outside of the new boundary.	To correctly identify the area of significance to the site allocation.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.

Map 5.1 Creative Clusters



**Creative cluster**

- Battersea Design and Technology Quarter (BDTO)
- Food and Horticulture Quarter
- Visual Arts Quarter
- Cultural use
- The Turbine Theatre
- Archlight Cinema
- R.O.S.E. Community Clubroom & Garden
- NCGMA Flower Market
- 503Studio
- Chocolate Films
- Yeppie Carr Centre

- Food Exchange & Mission Kitchen
- Max's Gallery
- World Heart Beat Academy
- Arch 42
- Nine Elms Pavilion
- Public art
- Growth location**
- Site Allocation Boundary

**Public realm and built form**

- Proposed Nine Elms Park
- Suggested building frontage
- Proposed new building frontage
- Transport infrastructure**
- Existing station
- Proposed underground station entrance
- Riverbus terminus
- Background information**
- Metropolitan Open Land
- Other open space

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM37	PM3 Nine Elms	<p>Amend wording to PM3 A.4 as follows:</p> <p>'Consented development schemes should take place in accordance with their respective existing approved Design Codes. New or amended development proposals will be expected to meet the Vision for Nine Elms and to protect and enhance important views and vistas in the area, including:</p> <ul style="list-style-type: none"> <li>a. the views of the Battersea Power Station and its setting (see Local Views SPD); and</li> <li>b. views from/of the Westminster World Heritage Site (WWHS); and</li> <li>c. the <u>valued</u> views and vistas established in <u>Maps 5.2 Spatial Area Map: Nine Elms; Map 5.3 Spatial Area Map: Kirtling Street Cluster; and Map 5.4 Spatial Area Map: Battersea Design and Technology Quarter</u> <del>the Urban Design Study (2021).</del>'</li> </ul>	<p>To ensure there is greater clarity as to which views are considered as part of the development process by removing the consideration of the views analysis of the Urban Design study which is not considered to be robust.</p>	<p>As a result of Reg 19 Repls.</p>
MM38	PM3 Nine Elms	<p>Amend PM3 B.6. as follows:</p> <p>'The Council will support the development of the BDTQ to support creative, design and technology SMEs in Wandsworth. Proposals within this location:</p> <ul style="list-style-type: none"> <li>a. must not adversely impact industrial operations and businesses within the <u>Battersea Design and Technology Quarter and the nearby</u> Queenstown Road, Battersea SIL; and</li> <li>b. should have reference to the BDTQ EADF; and</li> <li>c. must deliver intensified industrial floorspace as part of any mixed-use scheme, including provision for industrial uses on the ground floor <u>which</u></li> </ul>	<p>To reflect the changes of the removal of Site Allocation NE8 (Silverthorne Road) from the Battersea Design and Technology Quarter cluster of sites, the creation of a new BDTQ LSIA resulting in an amended Queenstown Road, Battersea SIL boundary, and the creation of a new Site Allocation at Battersea</p>	<p>In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.</p>

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		<p><i>should be designed to accommodate a range of industrial occupiers with preference given to B8 uses in accordance with LP34 and LP35;</i> and</p> <p>d. must provide affordable workspace in line with the requirements of Policy LP38 (Affordable and Open Workspace); and</p> <p>e. must support the objectives of the Cultural Strategy for Battersea and Nine Elms.'</p>	Studios which lies within the SIL.	
MM39	PM3 Nine Elms	<p>Amend wording of PM3 C.5 as follows:</p> <p>'PM3 - People First 5. The continuity of the Thames Path along the riverside is key to enhancing active travel and ease of movement in the area, and will be a requirement of development proposals around Kirtling St and Cringle St, whilst retaining service access to the Power Station and waste transfer station and protecting the safe-guarded wharves <u>and Thames Tideway Tunnel infrastructure.</u>'</p>	Amendment to provide greater clarity as to the protection of Thames Tideway Tunnel Infrastructure.	As a result of Reg 19 Repls and the Statement of Common Ground with the Thames Tideway.
MM40	PM3 Nine Elms	<p>Amend wording of PM3 C.6 as follows:</p> <p>'...will work with partners to bring forward the proposals for the Nine Elms Pimlico Bridge at the <del>preferred</del> <u>current indicative</u> location.'</p>	To recognise that other locations may be appropriate.	As a result of Hearing discussion.
MM41	Map 5.2 Spatial Area Map: Nine Elms	Include boundary and key for new site allocation NE14 Battersea Ring Main Site, south of NE11 and Cringle Street and east of Battersea Power Station, west of Kirtling Street and north of Pump House Lane.	New site allocation NE14 is proposed in response to Thames Tideway Reg19 comments as a new development site, in recognition of a previously unidentified suitable site	As a result of Reg 19 Repls and the Statement of Common Ground with the Thames Tideway.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
			allocation to complement the existing cluster of nearby site allocations.	
		Amend map to show updated boundary of NE2 41-49 Nine Elms Lane, and 49-59 Battersea Park Road which includes area to the north east.	To show the correct site ownership boundary.	As a result of Reg 19 Repls
		Update site allocation boundary of NE9 Kirtling Wharf to include area to the south east of the existing boundary.	To align with Safeguarded Wharves Directions map from February 2021.	As a result of Reg 19 Repls
		Prefix, ' <i>Indicative location of...</i> ' to key 'proposed Pimlico to Nine Elms Pedestrian and Cycle Bridge.'	To recognise that other locations may be appropriate.	As a result of Hearing discussion.
		Amend boundary to 'NE8 Silverthorne Road' to reflect new boundary for 'NE8 Battersea Studios' which encompasses Battersea Studios site only and remove 'suggested building frontages' outside of the new boundary.  Amend the key as follows: '13. <del>Silverthorne Road</del> <i>Battersea Studios</i> , SW8 (Ref:NE8)	New separate Site Allocation (new NE8 Battersea Studios) in response to GLA London Plan conformity.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
		Amend the boundary to 'NE6 Havelock Terrace' to remove the area north of Palmerston Way and remove 'suggested building frontages' outside of the new boundary.	To correctly identify the area of significance to the site allocation.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		Amend the Battersea Design and Technology Quarter boundary to only include Havelock Terrace and Ingate Place, with the removal of the area north of Palmerston Way and the removal of the area south of Ingate Place.	To correctly reflect the area of significance for the cluster.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
		Amend the Queenstown Road Battersea SIL boundary to remove the area including Ingate Place and Havelock Terrace north of the railway line.	To correctly reflect the area of significance for this designation.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
		Redesignate the area of the Queenstown Road Battersea SIL which includes Havelock Terrace and Ingate Place north of the railway line to the LSIA to be titled 'Battersea Design and Technology Quarter LSIA'.	To correctly reflect the area of significance for this designation.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.

Map 5.2 Spatial Area Map: Nine Elms





Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM42	Map 5.3 Spatial Area Map: Kirtling Street Cluster	Amend map to show updated boundary of NE2 41-49 Nine Elms Lane, and 49-59 Battersea Park Road which includes area to the north east.	To show the correct site ownership boundary.	As a result of Reg 19 Reprs.
		Move the Thames Tideway Tunnel Shaft icon to the north east corner of NE9 Kirtling Wharf.	To clarify the correct location of the shaft access site.	As a result of Reg 19 Reprs.
		Update site allocation boundary of NE9 Kirtling Wharf to include area to the south east of the existing boundary.	To align with Safeguarded Wharves Directions map from February 2021.	As a result of Reg 19 Reprs.
		Include boundary and key for new site allocation NE14 Battersea Ring Main Site, south of NE11 and Cringle Street and east of Battersea Power Station, west of Kirtling Street and north of Pump House Lane.	New site allocation NE14 is proposed in response to Thames Tideway Reg19 comments as a new development site, in recognition of a previously unidentified suitable site allocation to complement the existing cluster of nearby site allocations.	As a result of Reg 19 Reprs and the Statement of Common Ground with the Thames Tideway.
		Prefixing ' <i>indicative location of...</i> ' to key 'proposed Pimlico to Nine Elms Pedestrian and Cycle Bridge.'	To recognise that other locations may be appropriate.	As a result of Hearing discussion.
		Remove icon for 'Suggested Location for new public open space' at NE9 Kirtling Wharf.	To clarify that the area won't be expected to bring forward new public open space.	As a result of Reg 19 Reprs; the Statement of Common Ground with the Western Riverside



<b>Main Modification Number</b>	<b>Section of the Plan</b>	<b>Proposed Main Modification</b>	<b>Justification</b>	<b>Reason for change</b>
				Waste Authority and discussions in Hearing 2: Achieving high quality places, Wandsworth Town, Nine Elms.

**Map 5.3 Spatial Area Map: Kirtling Street Cluster**



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|---|---|--|
| <p><b>Public realm and active travel</b></p> <ul style="list-style-type: none"> <li>○ Suggested location for new public open space</li> <li>⋯ Indicative location of the proposed Pavilco to Nine Elms Pedestrian and Cyclic Bridge</li> <li>Proposed Nine Elms Park</li> <li>Existing route</li> <li>Suggested/ proposed new pedestrian route</li> <li>Active travel enhancement</li> <li>Suggested public realm improvement</li> <li>Suggested building storage</li> <li>Proposed new building footprint</li> <li>Valued view and vista</li> <li>NLE zone of influence</li> <li>Potential CAZ retail cluster</li> </ul> | <p><b>Growth location</b></p> <ul style="list-style-type: none"> <li>Site Allocation Boundary</li> <li>○ Cable and Wireless, Ballymore Site 6, Unit 2a, Battersea Park Road, SWB (Ref: NE1)</li> <li>○ Securicor Site, 80 Kirtling Street, SW8 (Ref: NE3)</li> <li>○ Brooks Court, Kirtling Street, SW8 (Ref: NE3)</li> <li>○ Kirtling Wharf, Nine Elms, SW8 (Ref: NE9)(Safeguarded Wharf)</li> <li>○ Cringle Dock, Nine Elms, SW8 (Ref: NE11)(Safeguarded Wharf)</li> <li>○ Battersea Ring Main (Ref: NE14)</li> </ul> | <p><b>Transport infrastructure</b></p> <ul style="list-style-type: none"> <li>Energy centre</li> <li>Proposed police facility</li> <li>Proposed health centre</li> <li>Proposed school</li> <li>Thames Tideway Tunnel Shaft</li> <li>Existing station</li> <li>Proposed underground station entrance</li> <li>Riverbus terminal</li> </ul> <p><b>Background information</b></p> <ul style="list-style-type: none"> <li>Metropolitan Open Land</li> <li>Other open space</li> </ul> |
|---|---|--|

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM43	Map 5.4 Spatial Area Map: Battersea Design and Technology Quarter	<p>Amend boundary to 'NE8 Silverthorne Road' to reflect new boundary for 'NE8 Battersea Studios' which encompasses Battersea Studios site only and remove 'suggested building frontages' outside of the new boundary.</p> <p>Amend the key as follows: '13. <del>Silverthorne Road</del> <u>Battersea Studios, SW8</u> (Ref:NE8)</p>	<p>New separate Site Allocation (new NE8 Battersea Studios) in response to GLA London Plan conformity.</p>	<p>In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.</p>
		<p>Amend the boundary to 'NE6 Havelock Terrace' to remove area north of Palmerston Way and remove 'suggested building frontages' outside of the new boundary.</p>	<p>To correctly identify the area of significance to the site allocation.</p>	<p>In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.</p>
		<p>Amend the Battersea Design and Technology Quarter boundary to only include Havelock Terrace and Ingate Place, with the removal of the area north of Palmerston Way and the removal of the area south of Ingate Place.</p>	<p>To correctly reflect the area of significance for the cluster.</p>	<p>In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.</p>
		<p>Amend the Queenstown Road Battersea SIL boundary to remove the area including Ingate Place and Havelock Terrace north of the railway line.</p>	<p>To correctly reflect the area of significance for this designation.</p>	<p>In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.</p>
		<p>Redesignate the area of the Queenstown Road Battersea SIL which includes Havelock Terrace and Ingate Place north of the railway line to the LSIA to be titled 'Battersea Design and Technology Quarter LSIA'.</p>	<p>To correctly reflect the area of significance for this designation.</p>	<p>In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.</p>

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		Amend map to place the focus on Ingate Place NE7 and Havelock Terrace NE6.	To correctly focus on the area of importance for this map.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.

**Map 5.4 Spatial Area Map: Battersea Design and Technology Quarter**



Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM44	Kirtling Street Cluster	<p>Amend wording of the site allocation titles as follows:</p> <p>'NE11 Cringle Dock, Nine Elms, SW8</p> <p><u>NE14 Battersea Ring Main Site, Cringle Street, SW8'</u></p>	<p>New site allocation NE14 is proposed in response to Thames Tideway Reg19 comments as a new development site, in recognition of a previously unidentified suitable site allocation to complement the existing cluster of nearby site allocations.</p>	<p>As a result of Reg 19 Reps and the Statement of Common Ground with the Thames Tideway.</p>
MM45	Kirtling Street Cluster	<p>Insert new paragraph after paragraph 5.26 as follows:</p> <p><u>'NE14: This site is south of NE11 and Cringle Street and east of Battersea Power Station. It is west of Kirtling Street north of Pump House Lane.'</u></p>	<p>New site allocation NE14 is proposed in response to Thames Tideway Reg19 comments as a new development site, in recognition of a previously unidentified suitable site allocation to complement the existing cluster of nearby site allocations.</p>	<p>As a result of Reg 19 Reps and the Statement of Common Ground with the Thames Tideway.</p>
MM46	Kirtling Street Cluster	<p>Amend paragraph 5.27 as follows:</p> <p>'The cluster is appropriate for a mixed-use development with commercial <del>uses on the ground floor,</del> and residential uses. <u>Ground floor uses should have consideration of</u> <del>to upper floors due to</del> the proximity to heavily trafficked streets and flood zone parameters, <u>and should accord with the relevant Design Code (July 2021, or successor document)</u>. Proposals for mixed-use development should retain or enhance wharf capacity...'</p>	<p>For clarity.</p>	<p>As a result of Reg 19 Reps and the Statement of Common Ground with the Thames Tideway.</p>

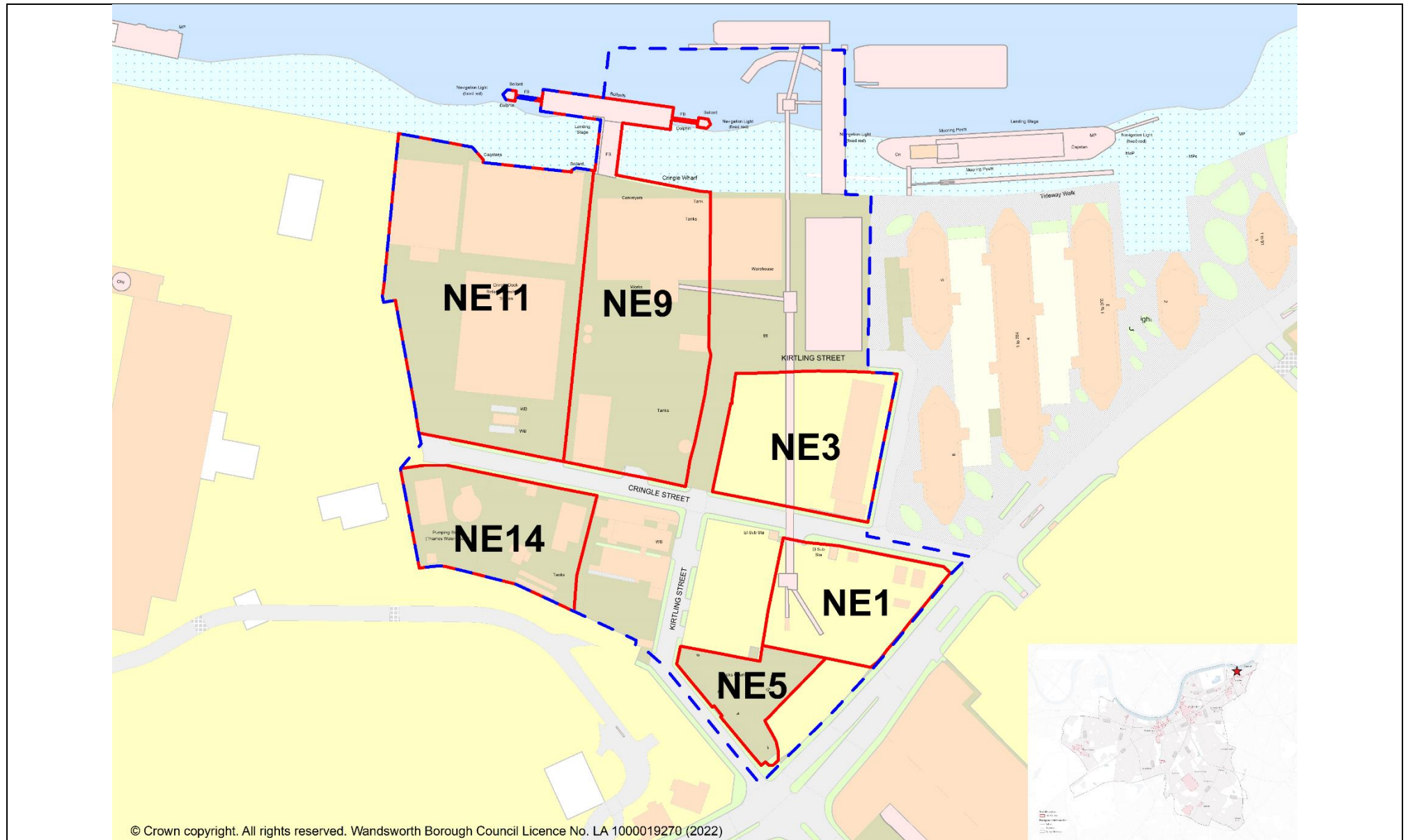
Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM47	Kirtling Street Cluster	<p>Insert a new bullet point into paragraph 5.29 as follows:</p> <p>‘5.29 Uses – New Bullet Point: <u>Development on NE14 will need to account for and incorporate the existing Thames Water infrastructure within any mixed use development proposal.</u>’</p>	<p>New site allocation NE14 is proposed in response to Thames Tideway Reg19 comments as a new development site, in recognition of a previously unidentified suitable site allocation to complement the existing cluster of nearby site allocations.</p>	<p>As a result of Reg 19 Reps and the Statement of Common Ground with the Thames Tideway.</p>
MM48	Kirtling Street Cluster	<p>Amend wording to Para 5.29 (bullet point 2) as follows:</p> <p>‘Para 5.29 Uses ... Development proposals should maximise the <u>development</u> potential for the Kirtling Wharf and Cringle Dock sites (NE9, NE11), having regard to their safeguarded wharf status (in line with LP40 – <del>Protected</del> <u>Safeguarding</u> Wharves) and their important function in the transhipment of freight, waterborne freight handling use and freight-related activities. <u>Proposals should consider the feasibility of the comprehensive and combined development of both sites.</u> Development of these or adjacent sites will require further discussions with relevant parties, <del>in particular</del> <u>including the agreement of</u> the Port of London Authority (PLA), the Greater London Authority (GLA) and Thames Water.’</p>	<p>For clarity as to how the site could be developed and certainty that relevant stakeholders are required to be in agreement with any proposal.</p>	<p>As a result of Reg 19 Reps and the Statement of Common Ground with the Western Riverside Waste Authority.</p>
MM49	Kirtling Street Cluster	<p>Amend wording to Para 5.30 as follows:</p> <p>‘5.30 <del>Open Space</del> <u>Public Realm</u> – Proposals to the north of the cluster <del>in at</del> the Kirtling Wharf and Cringle Dock sites (NE9, NE11) will be required to provide <u>a publicly accessible landscaped area</u> <del>open space</del> that connects to the</p>	<p>To clarify that public realm is required and not a designated open space. To recognise the operation and</p>	<p>Following Reg 19 Reps, Statement of Common Ground with WRWA and Thames Tideway</p>

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		<p>proposed Nine Elms Pimlico Bridge, the Thames Path and <u>subject to operation and maintenance requirements, the open space above</u> the Thames Tideway Tunnel access shaft. It will need to consider the Nine Elms Pimlico Bridge structure, its future access and maintenance requirements, the users of the bridge, the river walk as well as providing a welcoming gateway to the area that takes into account views to and from the bridge. <u>Proposals will be required to comply with the London Plan Policy SI15 Water transport and public realm landscaping should not conflict with the safeguarded wharf use.</u></p>	<p>maintenance requirements of the Thames Tunnel. To emphasise the importance of the safeguarded wharf status.</p>	<p>and Hearing discussions.</p>
MM50	Kirtling Street Cluster	<p>Amend wording of paragraph 5.31 as follows:            ‘5.31 Access - ‘... Additionally, <u>the Battersea Ring Main site includes access to the existing Thames Water infrastructure and</u> the Kirtling Wharf site (NE9) includes access to a Thames Tideway shaft and ongoing maintenance access will be required <u>to both</u>. The <u>Thames Water infrastructure and the</u> shaft maintenance regime and associated necessary access should be considered as part of any development proposal <u>on either site.</u>’</p>	<p>Reference to new site allocation.</p>	<p>As a result of Reg 19 Repts and the Statement of Common Ground with the Thames Tideway.</p>
MM51	Kirtling Street Cluster	<p>Amend paragraph 5.37 (bullet point 2) as follows:            ‘This cluster of sites and other adjacent sites are located in the vicinity of the <u>indicative</u> landing site of the proposed Nine Elms Pimlico Bridge.’</p>	<p>To recognise that other locations may be appropriate.</p>	<p>As a result of Hearing discussion.</p>
MM52	Kirtling Street Cluster	<p>Amend paragraph 5.39 as follows:            ‘Identity and Architectural Expression - NE9 is adjacent to <del>the proposed Nine Elms Pimlico Bridge,</del> the Thames Path, <del>and</del> new public open space, <u>and potentially the southern landing point for the proposed Nine Elms-Pimlico Bridge.</u>’</p>	<p>To recognise that other locations may be appropriate.</p>	<p>As a result of Hearing discussion.</p>



Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM53	Kirtling Street Cluster	Amend wording of paragraph 5.39 as follows:  ‘Identity and Architectural Expression ... It would be appropriate for a landmark building to be located here as a gateway into Wandsworth <u>subject to the ongoing maintenance and access requirements of the Thames Tideway Tunnel’s infrastructure as well as the requirements of the safeguarded wharf designation.</u> ’	For clarity.	As a result of Reg 19 Reps and the Statement of Common Ground with the Thames Tideway.
MM54	Kirtling Street Cluster	Amend paragraph 5.41 as follows:  ‘In accordance with the tall building maps in Appendix 2, the cluster is located in tall building zone TB-B3-01. The maximum appropriate height range for the zone is 8 to 25 storeys, and the maximum appropriate height range for the cluster <del>must</del> <u>should</u> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be <u>should</u> in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).’	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM55	Map 5.5 Kirtling Street Cluster	Include boundary and key for new site allocation NE14 Battersea Ring Main Site, south of NE11 and Cringle Street and east of Battersea Power Station, west of Kirtling Street and north of Pump House Lane. Amend cluster boundary to include this site allocation.	New site allocation NE14 is proposed in response to Thames Tideway Reg19 comments as a new development site, in recognition of a previously unidentified suitable site allocation to complement	As a result of Reg 19 Reps and the Statement of Common Ground with the Thames Tideway.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
			the existing cluster of nearby site allocations.	
		Update site allocation boundary of NE9 Kirtling Wharf to include area to the south east of the existing boundary and pier to the north. Amend cluster boundary to include this updated site allocation boundary.	To align with Safeguarded Wharves Directions map from February 2021.	As a result of Reg 19 Repls.



Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM56	Picture 5.5 NE2 41-49 Nine Elms Lane, and 49- 59 Battersea Park Road, SW8	Amend map to show updated boundary of NE2 41-49 Nine Elms Lane, and 49-59 Battersea Park Road which includes area to the north east.	To correctly show the site ownership boundary.	As a result of Reg 19 Repls.

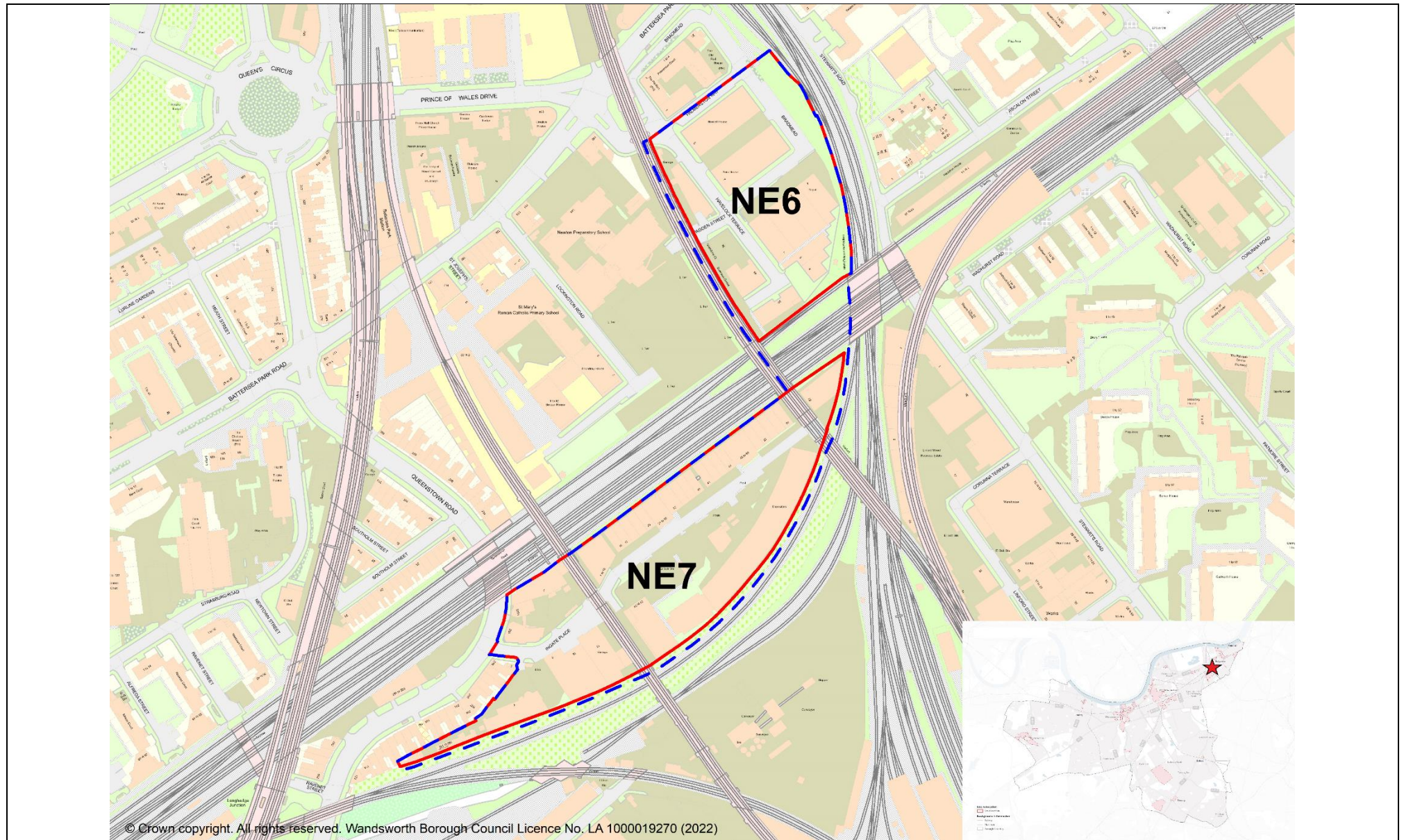


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Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM57	NE2, Nine Elms Lane, and 49-59 Battersea Park Road, SW8	<p>Amend paragraph 5.55 as follows:</p> <p>‘In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B3-01. The maximum appropriate height range for the zone is 8 to 25 storeys, and the maximum appropriate height range for the site <del>must</del> <i>should</i> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).’</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM58	NE4, Metropolitan Police Warehouse Garage, Ponton Road, SW8	<p>Amend paragraph 5.63 as follows:</p> <p>‘In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B3-01. The maximum appropriate height range for the zone is 8 to 25 storeys, and the maximum appropriate height range for the site <del>must</del> <i>should</i> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).’</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM59	Map 5.7 Battersea Design and	Amend boundary to ‘NE8 Silverthorne Road’ to reflect new boundary for ‘NE8 Battersea Studios’ which encompasses Battersea Studios site only.	New separate Site Allocation (new NE8 Battersea Studios) in	In response to the GLA to ensure general conformity with the

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
	Technology Quarter	Amend the key as follows: '13. <del>Silverthorne Road</del> <u>Battersea Studios</u> , SW8 (Ref:NE8)	response to GLA London Plan conformity.	London Plan policies E4 and E7.
		Amend the boundary to 'NE6 Havelock Terrace' to remove area north of Palmerston Way.	To correctly identify the area of significance to the site allocation.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
		Amend the Battersea Design and Technology Quarter cluster boundary to only include Havelock Terrace and Ingate Place, with the removal of the area north of Palmerston Way and the removal of the area south of Ingate Place.	To correctly reflect the area of significance for the cluster.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
		Amend map to place focus on Ingate Place NE7 and Havelock Terrace NE6.	To correctly focus on the area of importance for this map.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.





Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM60	Battersea Design and Technology Quarter Cluster	Amend paragraph 5.70 as follows:  <b>'Uses</b> – Industrial ( <i>including logistical</i> ) uses must be provided within ground floor units, <del>unless specified within the BDTQ EADF document (e.g. hub sites),</del> with the opportunity for industrial and office uses on upper floors. Existing <del>B2 industrial uses (such as the <i>Safestore site</i>) Tarmac and London Concrete sites) and the bus depot must be retained and protected, which can include their re-provision within the SIL in order to provide more efficient site use and access. Should these sites become surplus to requirements, they should provide for intensified industrial uses. With the exception of the Palmerston Court site located within Havelock Terrace (NE6), which lies outside of the designated SIL and has an existing permission in place for the provision of student housing,</del> <b>R</b> esidential uses are not permitted in any areas of the site allocations NE6, and NE7, <del>and NE8.'</del>	To reflect the removal of Site Allocation NE8 from the Battersea Design and Technology Quarter cluster of sites.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
MM61	Battersea Design and Technology Quarter	Amend paragraph 5.72 as follows:  <b>'Access</b> - Keep service routes close to the building line in the Ingate Place site (NE7) and recess service access points within building footprints. <del>Reduce access point and servicing at Queenstown Road junction for the Silverthorne Road site (NE8).</del> Create clear servicing routes and access points to the rear of buildings, this will help reduce potential conflict between vehicles, pedestrians and cyclists at the junction <i>between Ingate Place and</i> <del>with</del> Queenstown Road.'	To reflect the removal of Site Allocation NE8 from the Battersea Design and Technology Quarter cluster of sites.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
MM62	Battersea Design and Technology Quarter	Amend paragraph 5.73 as follows:  <b>'Public Transport</b> - Opportunities should be taken to enhance bus journey times especially on Battersea Park Road-Nine Elms Lane and Queenstown Road corridors. Proposals within and to the north of the Havelock Terrace	To reflect the removal of Site Allocation NE8 from the Battersea Design and Technology Quarter cluster of sites.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		site (NE6) will be required to provide road space along with financial contributions to design and construct TfL’s Nine Elms Corridor proposal that will deliver consistent bus infrastructure, whilst the Ingate Place <u>site</u> and Silverthorne Road sites (NE7, NE8) will be expected to contribute to any proposals to improve bus journey times along Queenstown Road.’		
MM63	Battersea Design and Technology Quarter	Amend paragraph 5.75 as follows:  ‘ <b>Relevant Management Plans</b> – The Battersea Design and Technology Quarter Economic Appraisal Development Framework provides detailed guidance for this cluster of site allocations, which proposals should <del>adhere to</del> <u>align with.</u> ’	For clarification and to address the uncertainty of whether the current Masterplan will be progressed in its current form.	As a result of Hearing discussion.
MM64	Battersea Design and Technology Quarter	Delete the third bullet point of paragraph 5.76 as follows:  • <del>For the Silverthorne Road site (NE8), building frontages will be required on to Silverthorne Road, the access road off Silverthorne Road and new street frontages. Entrances to buildings should be directly accessible from streets. Blocks structured around working yards and amenity spaces with active and positive frontage to amenity spaces and Queenstown Road</del>	To reflect the removal of Site Allocation NE8 from the Battersea Design and Technology Quarter cluster of sites.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
MM65	Battersea Design and Technology Quarter Cluster	Amend paragraph 5.76 as follows:  ‘A high-quality public realm is required in accordance with the Nine Elms Public Realm Design Guide <del>and the BDTQ EADF.</del> ’	For greater consistency.	As a result of Reg 19 reps.
MM66	Battersea Design and Technology Quarter	Amend paragraph 5.77 as follows:  ‘ <b>Movement</b> - A permeable network of streets needs to be formulated using perimeter block principles. The Havelock Terrace site (NE6) lies opposite the	To reflect the removal of Site Allocation NE8 from the Battersea Design and	In response to the GLA to ensure general conformity with the

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		Battersea Power Station underground station and accessibility to this site and connections across Battersea Park Road should be enhanced. Future development will need to improve accessibility and connections to Queenstown Road Station. The Council will support the creation of a pedestrian and cycling tunnel between Havelock Terrace (NE6) and Ingate Place (NE7), subject to feasibility, <del>and consideration should be given to the pedestrian use of the existing footbridge connecting Stewarts Lane to Heathbrook Park / Portslade Road (NE8).</del>	Technology Quarter cluster of sites.	London Plan policies E4 and E7.
MM67	Battersea Design and Technology Quarter	Amend paragraph 5.78 as follows:  <b>'Identity and Architectural Expression</b> - The buildings <del>closest fronting on to</del> Battersea Park Road will need to be distinctive in architectural expression to act as a marker or gateway to the BDTQ and should incorporate a hub space to invite permeability. Proposals will need to deliver well designed marker buildings at the junction of Queenstown Road and Ingate Place to improve legibility and navigation to the BDTQ. Architectural expression should denote the use of the quarter as a place for production, creativity and innovation.'	To reflect the amendment to the northern boundary of Site Allocation NE6.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
MM68	Battersea Design and Technology Quarter	Amend paragraph 5.79 as follows:  'In accordance with the tall building maps in Appendix 2, part of the cluster is located in tall building zone TB-B3a-01. The maximum appropriate height range for the zone is 7 to 13 storeys, and the appropriate height range for the cluster <del>must</del> <i>should</i> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.

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		buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).'		
MM69	Battersea Design and Technology Quarter	<p>Delete second bullet point of paragraph 5.79 as follows:</p> <ul style="list-style-type: none"> <li>• <del>In accordance with the tall building maps in Appendix 2, part of the cluster is located in tall building zone TB-B3a-02. The maximum appropriate height range for the zone is 7 to 11 storeys, and the appropriate height range for the cluster must be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).</del></li> </ul>	To reflect the removal of Site Allocation NE8 from the Battersea Design and Technology Quarter cluster of sites. This para is now proposed to be contained within the new Battersea Studios Site Allocation.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
MM70	NE8 Battersea Studios	<p>Insert new map within NE8 Battersea Studios site allocation show boundary as part of new site allocation.</p> <p>Map reference number to be added upon adoption of the Plan</p>	New separate Site Allocation (new NE8 Battersea Studios) in response to GLA London Plan conformity.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.





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MM71	<p>Text to be added to create new separate Site Allocation NE8.</p> <p>To be inserted into the Plan after the Battersea Design and Technology Quarter cluster of sites.</p> <p>Paragraph number to be re-ordered accordingly.</p>	<p>Add the following wording of new site allocation NE8 to be inserted after the BDTQ cluster of sites as follows:</p> <p>Title box: <i>'NE8 Battersea Studios, SW8'</i></p> <p><b><u>'Site Description:</u></b> <i><u>The site is located in the Queenstown Road Strategic Industrial Location and is surrounded by industrial buildings including a bus depot to the east, Stewarts Land Good Depot to the south, and a Bidfood distribution centre to the west. The northwest boundary is defined by Stewarts Lane which serves the nearby cement works, bus depot and other industrial uses.</u></i></p> <p><b><u>Site Allocation:</u></b> <i><u>A mix of workshops and studio uses, office space for SMEs, industrial uses including yard space and amenity space.</u></i></p> <p><b><u>Development Considerations</u></b></p> <p><b><u>Uses:</u></b> <i><u>Industrial uses must be provided within the ground floor units which should be designed to accommodate a range of industrial occupiers with preference given to B8 uses to contribute to the 30,500 sqm demand for B8 uses as per the ELPS 2020. Office and research and development accommodation to meet the needs of SMEs should be provided on the upper floors.</u></i></p> <p><b><u>Open Space</u></b> – <i><u>Soft and hard landscaping features should be incorporated into the Silverthorne Road access frontage.</u></i></p>	<p>New separate Site Allocation (new NE8 Battersea Studios) in response to GLA London Plan conformity. The site is removed from the BDTQ cluster of sites and becomes a new separate site allocation.</p>	<p>In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.</p>

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		<p><b><u>Access</u></b> - Create clear servicing routes and access points to buildings, this will help reduce potential conflict between vehicles, pedestrians and cyclists at the junction with Silverthorne Road.</p> <p><b><u>Public Transport</u></b>- Development will be expected to contribute to any proposals to improve bus journey times along Queenstown Road.</p> <p><b><u>Active Travel</u></b> - Contributions to upgrade pedestrian routes to/from Battersea Park Station and Queenstown Road Station and improve accessibility to the new Northern Line station at Battersea Power Station, will be required.</p> <p><b><u>Built Form</u></b> –</p> <ul style="list-style-type: none"> <li>• <u>Development must avoid material harm to the amenity of neighbouring occupiers or the operations of neighbouring uses.</u></li> <li>• <u>where possible, blocks should be structured around working yards and amenity spaces with active and positive frontages to those spaces.</u></li> <li>• <u>A high-quality public realm is required in accordance with the Nine Elms Public Realm Design Guide and the BDTQ EADF.</u></li> <li>• <u>Architectural expression should denote the use of the site as a place for production, creativity and innovation.</u></li> </ul> <p><b><u>Building heights</u></b>: In accordance with the tall building maps in Appendix 2, part of the cluster is located in tall building zone TB-B3a-02. The maximum appropriate height range for the zone is 7 to 11 storeys, and the appropriate height range for the cluster should be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and should be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or</p>		

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		<i>mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).'</i>		
MM72	NE10, Middle Wharf, Nine Elms, SW8	Amend wording to para 5.81 as follows:  ‘5.81 Development must not result in conflicts of use between wharf operations and the other land uses, nor constrain the long-term use and viability of the safeguarded wharf. <u>Development should also be designed to facilitate the operation and maintenance of Thames Tideway Tunnel infrastructure.</u> ’	For greater clarification.	As a result of Reg 19 Reps and the Statement of Common Ground with Thames Tideway.
MM73	NE10, Middle Wharf, Nine Elms, SW8	Amend wording to para 5.82 as follows:  ‘5.82 Uses - Due to the heavily trafficked Nine Elms Lane, commercial uses are suitable on the ground floor. <u>Development of this site could extend westwards to include Heathwall Pumping Station, as part of a combined mixed-use proposal that does not conflict with the wharf operations and the other land uses, nor constrain the long-term use and viability of the safeguarded wharf.</u> Maximising the potential for this site will require further discussions with relevant parties, in particular the PLA and the GLA, and a co-ordinated approach including with the adjacent sites.’	The Development Considerations could be amended to provide greater opportunity for mixed use development as part of a combined site approach if possible, in light of the constraints of the safeguarded wharf site.	As a result of Reg 19 Reps and the Statement of Common Ground with Thames Tideway.
MM74	NE10, Middle Wharf, Nine Elms	Amend paragraph 5.82 as follows:  ‘...will require further discussions with relevant parties, <del>in particular</del> <u>including the agreement of</u> the PLA and the GLA, and a...’	It is agreed that reference to requiring the agreement of the PLA, GLA and Thames Water is appropriate.	In response to changes agreed with the GLA in the Statement of Common Ground.



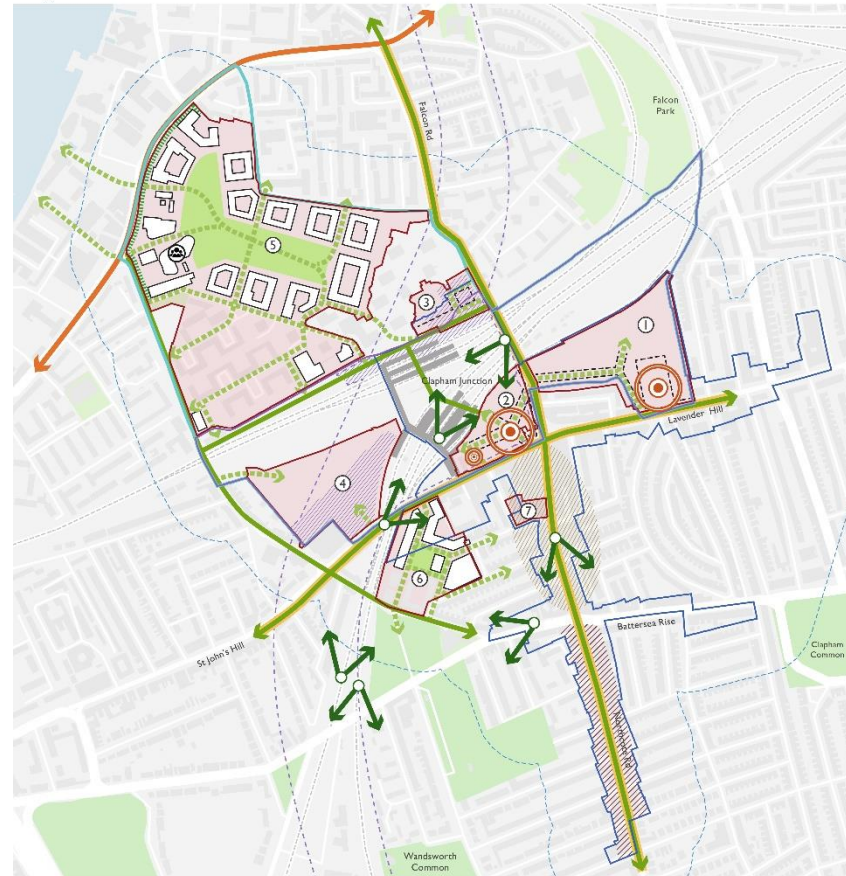
Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM75	NE12a, New Covent Garden Market (NCGM), SW8	<p>Amend paragraph 5.101 as follows:</p> <p>‘In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B3-01. The maximum appropriate height range for the zone is 8 to 25 storeys, and the maximum appropriate height range for the site <del>must</del> <i>should</i> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the tall building maps in Appendix 2, which sets out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).’</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM76	NE12b, New Covent Garden Market (NCGM), SW8	<p>Amend paragraph 5.115 as follows:</p> <p>‘In accordance with the mid-rise building maps in Appendix 2, the site is located in mid-rise building zone MB-B3a-02, and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.’</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM77	NE12c, New Covent Garden Market (NCGM), SW8	<p>Amend paragraph 5.129 as follows:</p> <p>‘In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B3a-03. The maximum appropriate height range for the zone is 7 to 10 storeys, and the appropriate height range for</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		<p>the site <del>must</del> <u>should</u> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <u>should</u> be in accordance with, the tall building maps in Appendix 2 which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).</p> <p>In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-B3a-02, which acts as a transition zone to tall building zone TB-B3a-03. The maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and <u>should</u> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.'</p>		
MM78	NE13, Battersea Park Road (between Stewarts Road and Thessaly Road), SW8	<p>Amend paragraph 5.136 as follows:</p> <p>'In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B3a-01. The maximum appropriate height range for the zone is 7 to 13 storeys, and the maximum appropriate height range for the site <del>must</del> <u>should</u> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <u>should</u> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).'		
MM79	Area Strategy for Clapham Junction and York Road/ Winstanley Regeneration Area	<p>Include wording after para 6.7 as follows:</p> <p><i><u>'Thames Water's Falconbrook Pumping Station and associated Tideway Tunnel Infrastructure is located within the regeneration area. Any development will need to be designed to facilitate the operation and maintenance of this infrastructure.'</u></i></p>	The wording in the site allocation could be amended to provide greater clarity as to the operation and maintenance of the Thames Tideway Tunnel Infrastructure.	As a result of Reg 19 Reps and the Statement of Common Ground with Thames Tideway.
MM80	Area Strategy for Clapham Junction and York Road/ Winstanley Regeneration Area	<p>Amend wording in paragraph 6.16 as follows:</p> <p>'Development will be design-led and will be required to respect the existing character of the area and heritage and landmark buildings, as well as identified <u>valued</u> views and vistas, and incorporate these into schemes to retain and enhance the distinctive identity of the area.'</p>	To ensure there is greater clarity as to which views are considered as part of the development process by removing the consideration of the views analysis of the Urban Design study which is not considered to be robust.	As a result of Reg 19 Reps.
MM81	PM4 Clapham Junction and York Road/ Winstanley Regeneration Area	<p>Amend wording in PM4 Clapham Junction and York Road/ Winstanley Regeneration Area A.7 as follows:</p> <p>'Development proposals will be required to respect and enhance the <u>valued</u> views and vistas established in <u>Map 6.1 Spatial Area Map: Clapham Junction and York Road/ Winstanley Regeneration Area</u>. <del>the Urban Design Study (2021)</del>'</p>	To ensure there is greater clarity as to which views are considered as part of the development process by removing the consideration of the views analysis of the Urban	As a result of Reg 19 Reps.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
			Design study which is not considered to be robust.	
MM82	Map 6.1 Spatial Area Map: Clapham Junction and Winstanley/ York Road Regeneration Area	Amend key to retitle as follows: 'Clapham Junction <del>Urban Heart</del> Station Masterplan Boundary'	To clarify the correct title of the Masterplan.	As a result of Reg 19 Reprs.
		Switch the numbers '3' and '4' over site allocations CJ3 and CJ4.	To correct inaccuracy.	As a result of Reg 19 Reprs.

**Map 6.1 Spatial Area Map: Clapham Junction and Winstanley/ York Road Regeneration Area**



**Public realm and active travel**

- Suggested location for new public open space
- Proposed new public open space
- Existing route
- Suggested/ proposed new route
- Active travel enhancement
- Cycle Superhighway
- Suggested building frontage
- Proposed new building frontage
- Proposed active frontage
- Valued view and vista

**Growth location**

- Site Allocation Boundary
- ASDA, LIDL and Boots sites, Falcon Lane, SW11 (Ref: CJ1)
- Clapham Junction Station Approach, SW11 (Ref: CJ2)
- Land at the corner of Grant Road and Falcon Road, SW11 (Ref: CJ3)
- Land at Clapham Junction station, SW11 (Ref: CJ4)
- Winstanley / York Road Regeneration Area, SW11 (Ref: CJ5)
- Peabody Estate, St John's Hill (Ref: CJ6)
- 36-46 St. John's Road and 17 Severus Road (Ref: CJ7)
- Main shopping area
- Northcote Road (Specialist retail and evening economy)
- Community Centre
- Clapham Junction Opportunity Area Boundary
- Clapham Junction Urban Heart Masterplan Boundary

**Transport infrastructure**

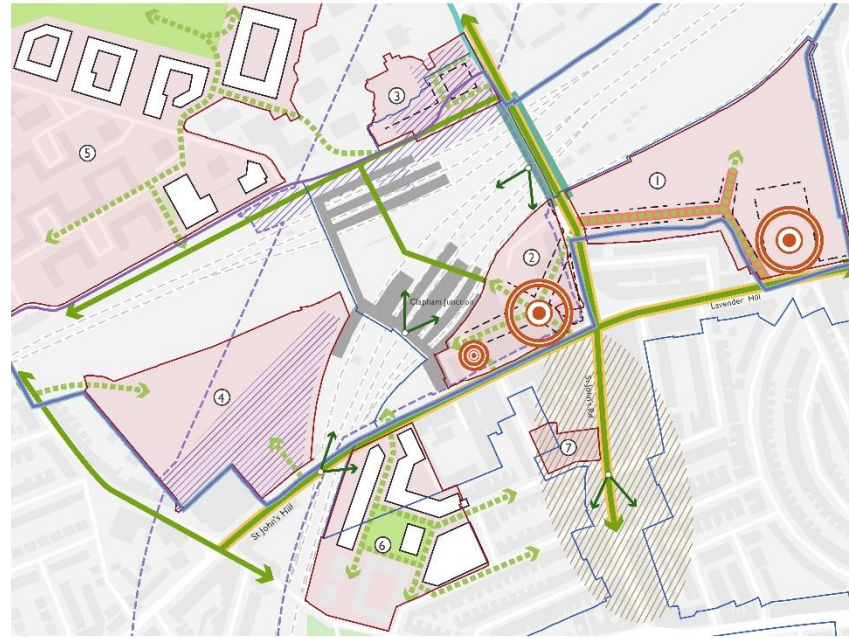
- Clapham Junction Railway Station
- Crossrail 2 Safeguarding Area (2015 Direction)
- Crossrail 2 Area of Surface Interest

**Background information**

- Metropolitan Open Land
- Other open space
- Clapham Junction Town Centre
- Area Strategy Boundary

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM83	Map 6.2 Spatial Area Map: Clapham Junction and Winstanley/ York Road Regeneration Area - Inset Map	Amend key to retitle as follows: 'Clapham Junction <del>Urban Heart</del> Station Masterplan Boundary'	To clarify the correct title of the Masterplan.	As a result of Reg 19 Reps.

**Map 6.1 Spatial Area Map: Clapham Junction and Winstanley/ York Road Regeneration Area - Inset Map**



- Public realm and active travel**
- ⊙ Suggested location for new public open space
  - ▭ Proposed new public open space
  - Existing route
  - Suggested/ proposed new route
  - Active travel enhancement
  - Suggested building frontage
  - ▭ Proposed new building frontage
  - ▭ Improved pedestrian environment under bridge
  - ↔ Valued view and vista

- Growth location**
- ▭ Site Allocation Boundary
  - ⊙ ASDA, LIDL and Boots sites, Falcon Lane, SW11 (Ref: CJ1)
  - ⊙ Clapham Junction Station Approach, SW11 (Ref: CJ2)
  - ⊙ Land on the corner of Grant Road and Falcon Road, SW11 (Ref: CJ3)
  - ⊙ Land at Clapham Junction station, SW11 (Ref: CJ4)
  - ⊙ Winstanley / York Road Regeneration Area, SW11 (Ref: CJ5)
  - ⊙ Peabody Estate, St John's Hill (Ref: CJ6)
  - ⊙ 38-46 St John's Road and 17 Severus Road (Ref: CJ7)
  - ▨ Main shopping area
  - ▭ Clapham Junction Opportunity Area Boundary
  - ▭ Clapham Junction Urban Heart Masterplan Boundary

- Transport infrastructure**
- ▭ Clapham Junction Railway Station
  - ▭ Crossrail 2 Safeguarding Area (2015 Direction)
  - ▭ Crossrail 2 Area of Surface Interest
- Background information**
- ▭ Metropolitan Open Land
  - ▭ Other open space
  - ▭ Clapham Junction Town Centre



Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM84	CJ1, ASDA, LIDL and Boots sites, Falcon Lane, SW11	<p>Amend paragraph 6.21 as follows:</p> <p>‘6.21 ...The site provides the opportunity to deliver comprehensive redevelopment and should be considered as part of the <i>future</i> Urban Heart Masterplan.’</p>	<p>For clarification and to address the uncertainty of whether the current Masterplan will be progressed in its current form.</p>	<p>As a result of Hearing discussion.</p>
MM85	CJ1, ASDA, LIDL and Boots sites, Falcon Lane, SW11	<p>Amend paragraph 6.30 as follows:</p> <p>‘In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B5b-01. The maximum appropriate height range for the zone is 7 to 15 storeys, and the appropriate height range for the site <del>must</del> <i>should</i> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).</p> <p>In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-B5b-01 (which acts as a transition zone to tall building zone TB-B5b-01), and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.’</p>	<p>To align with the wording of Policy LP4 D. and H to provide greater clarity.</p>	<p>As a result of Hearing discussion.</p>



Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM86	CJ2, Clapham Junction Station Approach, SW11	Amend paragraph 6.32 as follows:  ‘6.32...The site provides the opportunity to deliver comprehensive redevelopment and should be considered as part of the <i>future</i> Urban Heart Masterplan.’	For clarification and to address the uncertainty of whether the current Masterplan will be progressed in its current form.	As a result of Hearing discussion.
MM87	CJ2, Clapham Junction Station Approach, SW11	Amend paragraph 6.43 as follows:  ‘In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B5-01. The maximum appropriate height range for the zone is 7 to 15 storeys, and the appropriate height range for the site <del>must</del> <i>should</i> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).  In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-B5-02 (which acts as a transition zone to tall building zone TB-B5-01), and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.'		
MM88	CJ3, Land on the corner of Grant Road and Falcon Road, SW11	Amend paragraph 6.45 as follows:  '6.45... The site provides the opportunity to deliver comprehensive redevelopment and should be considered as part of the <u>future</u> Urban Heart Masterplan.'	For clarification and to address the uncertainty of whether the current Masterplan will be progressed in its current form.	As a result of Hearing discussion.
MM89	CJ3, Land on the corner of Grant Road and Falcon Road, SW11	Amend paragraph 6.52 as follows:  'In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B5-01. The maximum appropriate height range for the zone is 7 to 15 storeys, and the appropriate height range for the site <del>must</del> <u>should</u> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <u>should</u> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).  In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B1-01. The maximum appropriate height range for the zone is 7 to 20 storeys, and the appropriate height range for the site <del>must</del> <u>should</u> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <u>should</u> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).'		
MM90	CJ4, Land at Clapham Junction station, SW11	Amend paragraph 6.54 as follows:  '6.54... The site provides the opportunity to deliver comprehensive redevelopment and should be considered as part of the <i>future</i> Urban Heart Masterplan.'	For clarification and to address the uncertainty of whether the current Masterplan will be progressed in its current form.	As a result of Hearing discussion.
MM91	CJ4, Land at Clapham Junction station, SW11	Amend paragraph 6.60 as follows:  'In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B5a-01. The maximum appropriate height range for the zone is 7 to 15 storeys, and the appropriate height range for the site <del>must</del> <i>should</i> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).  In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-B5a-02 (which acts as a transition zone to tall building zone TB-B5a-01), and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.'		
MM92	CJ5, Winstanley / York Road Regeneration Area	Amend paragraph 6.63 as follows:  '6.63. The <i>uses for the site should be informed by the</i> approved York Road / Winstanley Regeneration Area Masterplan <del>sets out detailed uses for the site.</del> '	For clarification and to address the uncertainty of whether the current Masterplan will be progressed in its current form.	As a result of Hearing discussion.
MM93	CJ5, Winstanley / York Road Regeneration Area	Include after paragraph 6.64 a new paragraph as follows:  <b><i>'Public Transport - Development may need to improve York Road in terms of public transport as well as provide and maintain facilities for sustainable travel include bus standing and turning on site.'</i></b>	For greater clarity.	As a result of Reg 19 Reps and a Statement of Common Ground with Transport for London.
MM94	CJ5, Winstanley / York Road Regeneration Area	Amend paragraph 6.65 as follows:  <b>'Relevant Management Plans – Any proposals <i>should have regard to</i> will be <del>required to comply with</del> the guidance set out in the approved York Road / Winstanley Regeneration Area Masterplan and the Lombard Road / York Road Riverside Focal Point Supplementary Planning Guidance (2015).'</b>	For clarification and to address the uncertainty of whether the current Masterplan will be progressed in its current form.	As a result of Hearing discussion.
MM95	CJ5, Winstanley / York Road Regeneration Area, SW11	Amend paragraph 6.71 as follows:  'In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B1-01. The maximum appropriate height range for the zone is 7 to 20 storeys, and the appropriate height range for the site	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		<del>must</del> <i>should</i> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).'		
MM96	CJ6, Peabody Estate, St. John's Hill	Amend paragraph 6.80 as follows:  'In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B5-02. The maximum appropriate height range for the zone is 7 to 12 storeys, and the appropriate height range for the site <del>must</del> <i>should</i> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).'	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM97	CJ7, 36-46 St Johns Road and 17 Severus Road	Amend paragraph 6.82 as follows:  'Mixed use <i>development</i> including residential and <del>ground floor</del> commercial uses.'	For greater clarity.	As a result of Reg 19 Reps.
MM98	CJ7, 36-46 St Johns Road and 17 Severus Road	Amend paragraph 6.89 as follows:  'The site has frontages on to St. John's Road, Eckstein Road and Severus Road. The ground floor of St John's Road is a <del>primary</del> <i>Core</i> retail frontage.'	To rationalise paragraphs and make clearer.	As a result of Reg 19 Reps.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		The Severus Road frontage currently has an office <i>a back of house</i> frontage associated with the retail use. Severus Road is part residential. A retail frontage on to St John's Road is required <i>on the ground floor</i> with upper floors of class E or residential. For Eckstein Road a commercial frontage at ground floor is possible with residential or offices/hotel above. For Severus Road frontage residential or hotel uses to all floors is appropriate.'		
MM99	PM5 Putney	Amend wording in PM5 Putney A.2 as follows:  'Development proposals will be required to respect and enhance the <i>valued</i> views and vistas established in <i>Map 7.1 Spatial Area Map: Putney, the Urban Design Study (2021)</i> '	To ensure there is greater clarity as to which views are considered as part of the development process by removing the consideration of the views analysis of the Urban Design study which is not considered to be robust.	As a result of Reg 19 Reps.
MM100	PM5 Putney	Amend the wording to PM5 Putney Area Strategy C (9) as follows:  'Proposals to create a secondary entrance to Putney Rail Station and improve pedestrian accessibility will be supported. <del>The Council will seek to relocate the existing taxi rank from outside the railway station to another nearby location where its presence does not contribute to congestion and delays in traffic flows.</del> '	Update based on change of Council objectives.	A factual update as proposed by the Council.
MM101	PUT1, Wereldhave site, 56-66 Putney High Street	Amend wording to paragraph 7.18 as follows:  'Parking - <del>Consider provision of public car parking on the site with 2-hour limit and improve access to the site.</del> Car club provision for residential/commercial use and surrounding area would be appropriate.'	To provide greater clarity.	To match the latest agreement between LBW and TfL.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM102	PUT1, Wereldhave site, 56-66 Putney High Street, SW15	Amend paragraph 7.22 as follows:  ‘In accordance with the mid-rise building maps in Appendix 2, the site is located in mid-rise building zone MB-D1-05, and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.’	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM103	PUT2, Jubilee House and Cinema, Putney High Street, SW15	Amend paragraph 7.31 as follows:  ‘In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-D1-01, where the maximum appropriate height range is 7 to 8 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings)’	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM104	PUT3, Corner of Putney Bridge Road and Putney	Amend paragraph 7.41 as follows:  ‘In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-D1-01. The maximum appropriate height range for the zone is 7 to 8 storeys, and the appropriate height range for the	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
	High Street, SW15	<p>site <del>must</del> <i>should</i> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).</p> <p>In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-D1-04 (which acts as a transition zone to tall building zone TB-D1-01), and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.'</p>		
MM105	PUT5, Sainsbury's Supermarket, 2-6 Werter Road, Putney, SW15	<p>Amend paragraph 7.52 as follows:</p> <p>'In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-D1-01, and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.'</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.



Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM106	PUT6, 55-61 Putney High Street, SW15	<p>Amend paragraph 7.61 as follows:</p> <p>'In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-D1-04, and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.'</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM107	PM6 Tooting	<p>Amend wording in PM6 Tooting A (4) as follows:</p> <p>'Development proposals will be required to respect and enhance the <i>valued</i> views and vistas established in <u>Map 8.1 Spatial Area Map: Tooting</u>.<del>the Urban Design Study (2021)</del>'</p>	To ensure there is greater clarity as to which views are considered as part of the development process by removing the consideration of the views analysis of the Urban Design study which is not considered to be robust.	As a result of Reg 19 Reprs.
MM108	TO1, Market Area, Tooting High Street, Tooting SW17	<p>Amend paragraph 8.21 as follows:</p> <p>'In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-F1-01, and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		<p>appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.'</p>		
MM109	TO2, St Georges Hospital, Blackshaw Road, SW17	<p>Amend paragraph 8.31 as follows:</p> <p>'In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-F2-01. The maximum appropriate height range for the zone is 7 to 8 storeys, and the appropriate height range for the site <del>must</del> <i>should</i> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).</p> <p>In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-F2-04, and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.</p> <p>In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-F2-05, and the maximum appropriate</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.'		
MM110	TO3, 50 – 56 Tooting High Street, Tooting,	Amend paragraph 8.34 as follows:  '8.34 Access – The parking and access to the west should be <i>redeveloped</i> <del>retained</del> with public realm enhancements provided for pedestrians.'	To be in general conformity with the London Plan.	As a result of Reg 19 Repls and a Statement of Common Ground with Transport for London.
MM111	TO3, 50 – 56 Tooting High Street, Tooting,	Amend paragraph 8.35 as follows: <del>'Parking – Servicing should take place directly from the Garratt Lane frontage subject to the constraints of the bus bays.'</del>	To be in general conformity with the London Plan.	As a result of Reg 19 Repls and a Statement of Common Ground with Transport for London.
MM112	PM7 Roehampton and Alton Estate Regeneration Area	Amend wording in PM7 Roehampton and Alton Estate Regeneration Area A.5 as follows:  'Development proposals will be required to respect and enhance the <i>valued</i> views and vistas established in <i>Map 9.1 Spatial Area Map: Roehampton and Alton Estate Regeneration Area</i> . <del>the Urban Design Study (2021)'</del>	To ensure there is greater clarity as to which views are considered as part of the development process by removing the consideration of the views analysis of the Urban Design study which is not considered to be robust.	As a result of Reg 19 Repls

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM113	PM7 Roehampton and Alton Estate Regeneration Area	Amend paragraph 9.20 as follows:  '9.20 Relevant Management Plan – Proposals should <del>seek make reference to</del> <u>follow</u> the regeneration principles <del>outlined</del> <u>identified in within</u> the Alton Area Masterplan <u>or any subsequent masterplan.</u> '	For clarification and to address the uncertainty of whether the current Masterplan will be progressed in its current form.	As a result of Hearing discussion.
MM114	PM7 Roehampton and Alton Estate Regeneration Area	Amend paragraph 9.22 as follows:  ' <b>9.22 Built Form</b> – Development of the site should <del>conform with the regeneration principles outlined</del> <u>seek to follow the principles identified within</u> in the Alton Area <u>Masterplan or any subsequent masterplan.</u> '	For clarification and to address the uncertainty of whether the current Masterplan will be progressed in its current form.	As a result of Hearing discussion.
MM115	RO1, Alton West Intervention Areas, Roehampton, SW15	Amend paragraph 9.27 as follows:  'In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-E2-01. The maximum appropriate height range for the zone is 7 to 9 storeys, and the appropriate height range for the site <del>must</del> <u>should</u> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <u>should</u> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).  In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-E2-02 (which acts as a transition zone to tall building zone TB-E2-01), and the maximum appropriate height for the	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		<p>zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.</p> <p>In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-E2-04 (which acts as a transition zone to tall building zone TB-E2-01), and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.'</p>		
MM116	RO3, Queen Mary's Hospital car park, SW15	<p>Amend paragraph 9.44 as follows:</p> <p>'In accordance with the mid-rise building maps in Appendix 2, the site is located in mid-rise building zone MB-E1-02, and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.'</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM117	PM8 Balham	<p>Amend wording in PM8 Balham A.8 as follows:</p> <p>'Development proposals will be required to respect and enhance the <u>valued</u> views and vistas established in <u>Map 10.1 Spatial Area Map: Balham</u>. <del>the Urban Design Study (2021)</del>'</p>	<p>To ensure there is greater clarity as to which views are considered as part of the development process by removing the consideration of the views analysis of the Urban Design study which is not considered to be robust.</p>	<p>As a result of Reg 19 Reps.</p>
MM118	Map 10.1 Spatial Area Map: Balham	<p>Move the valued view and vista at the junction of Balham Station Road and Bedford Hill to more accurately point along those roads.</p>	<p>To more accurately show valued view and vista.</p>	<p>As a result of Reg 19 Reps.</p>

Map 10.1 Spatial Area Map: Balham



- |  |   |  |
|--|---|--|
| <p><b>Public realm and active travel</b></p> <ul style="list-style-type: none"> <li> Suggested location for new public open space</li> <li> Existing route</li> <li> Active travel enhancement</li> <li> Suggested public realm improvement</li> <li> Cycle Superhighway</li> <li> Suggested building frontage</li> <li> Value view and vista</li> </ul> | <p><b>Growth location</b></p> <ul style="list-style-type: none"> <li> Site Allocation Boundary</li> <li> Sainsbury's Car Park, Bedford Hill, SW12 (Ref: BA1)</li> <li> Balham Health Centre, 120 - 124 Bedford Hill, London, SW12 (Ref: OUTH)</li> <li> Main shopping area</li> <li> Hilbreth Street (pedestrianised street with all fresco cafes, restaurant and independent shops)</li> </ul> | <p><b>Transport Infrastructure</b></p> <ul style="list-style-type: none"> <li> Balham Railway Station</li> </ul> <p><b>Background information</b></p> <ul style="list-style-type: none"> <li> Metropolitan Open Land</li> <li> Other open space</li> <li> Balham Town Centre</li> <li> Area Strategy Boundary</li> </ul> |
|--|---|--|



Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM119	BA1, Sainsbury's Car Park, Bedford Hill, SW12	<p>Amend para 10.24 as follows:</p> <p>' In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-A1a-01. The maximum appropriate height range for the zone is 7 to 8 storeys, and the appropriate height range for the site <del>must</del> <i>should</i> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-A1a-01 (which acts as a transition zone to tall building zone TB-A1a-01) and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements 225 of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.'</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM120	Area Strategy for Wandsworth's Riverside	<p>Amend wording to para 11.8 as follows:</p> <p>'11.8 ... Due for completion in 2024<sup>5</sup> the sewer will replace London's 150-year-old sewer network and prevent tens of millions of tonnes of sewage from polluting the River Thames every year. The project, which has six large construction sites mainly located in the riverside area, will provide positive lasting legacy delivering environmental improvements, jobs, skills and</p>	To account for the necessary protection of Thames Tideway's infrastructure and facilities.	As a result of Reg 19 Repts and a Statement of Common Ground with Thames Tideway.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		economic investment. <i>Alongside operation and maintenance requirements, the sites will be transformed into new public open spaces, including new promontories in the Thames at Putney embankment and Nine Elms (Heathwall Pumping Station), and opening up new areas of riverside walk in Nine Elms (whilst maintaining safe access and operation of infrastructure).</i>		
MM121	Map 11.1 Overarching Spatial Area: Wandsworth's Riverside	Change the third site allocation under the Growth Locations heading from '41-47 Chatfield Road, SW11 (Ref: RIV3)' to ' <u>11-25 Chatfield Road and 41-47 Mendip Road, SW11 (Ref: RIV3)</u> '	To correct typographical error.	As a result of Reg 19 Reprs.
		Amend the map to show the proposed Diamond Jubilee Bridge adjacent (south) to the Battersea Railway Bridge rather than Battersea Bridge.	To correct illustrative error.	As a result of Reg 19 Reprs.

**Map 11.1 Overarching Spatial Area: Wandsworth's Riverside**



**Public realm and active travel**

- Existing route
- Active travel enhancements
- ↔ Valued view and vista
- ↔ Proposed new pedestrian and cycle/bridge

**Transport infrastructure**

- Crossrail 2 Safeguarding Area (2015 Directions)
- Crossrail 2 Area of Surface Interest

**Growth location**

- Focal Point of Activity
- Site Allocation Boundary
- ① Former Prico Candles Factory, 110 York Road, Batterssea, SW11 (Ref: RIV1)
- ② Dovercourt site, York Road, SW11 (Ref: RIV2)
- ③ 11-25 Chisfield Road and 41-47 Chisfield Road, SW11 (Ref: RIV3)
- ④ Carsons Industrial Estate, Carsons Way, SW11 (Ref: RIV4)
- ⑤ York Road Business Centre, Yelverton Road, SW11 (Ref: RIV5)
- ⑥ 34 Lombard Road, SW11 (Ref: RIV6)
- ⑦ Trans Perkins, 37 Lombard Road, SW11 (Ref: RIV7)
- ⑧ 19 Lombard Road, 88 Gwynne Road, SW11 (Ref: RIV8)
- ⑨ The Chopper P.H., 58-70 York Road, SW11 (Ref: RIV9)

- ⑩ 110 York Road, Travelodge Hotel, SW11 (Ref: RIV10)
- ⑪ Batterssea Church Road/ Crewkerne Court Garage, Somerset Estate, SW11 (Ref: RIV11)

**Background information**

- Metropolitan Open Land
- Other open space
- Area Strategy Boundary

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM122	RIV1, Former Prices Candles Factory, 110 York Road, Battersea, SW11	<p>Amend the wording of paragraph 11.25 as follows:</p> <p>‘In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B2-06. The maximum appropriate height range for the zone is 7 to 10 storeys, and the maximum appropriate height range for the site <del>must</del> <i>should</i> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).’</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM123	RIV2, Dovercourt site, York Road, SW11	<p>Amend the wording of paragraph 11.31 as follows:</p> <p>‘In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B2-05. The maximum appropriate height range for the zone is 7 to 10 storeys, and the maximum appropriate height range for the site <del>must</del> <i>should</i> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).’</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM124	RIV3, 11-25 Chatfield Road and 41-	<p>Amend the wording of paragraph 11.36 as follows:</p> <p>‘In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B2-06. The maximum appropriate height range for</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
	47 Mendip Road, SW11	the zone is 7 to 10 storeys, and the maximum appropriate height range for the site <del>must</del> <u>should</u> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <u>should</u> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).'		
MM125	RIV4, Gartons Industrial Estate, Gartons Way, SW11	Amend the wording of paragraph 11.41 as follows:  'In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B2-06. The maximum appropriate height range for the zone is 7 to 10 storeys, and the maximum appropriate height range for the site <del>must</del> <u>should</u> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <u>should</u> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).'	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM126	RIV5, York Road Business Centre, Yelverton Road, SW11	Amend the wording of paragraph 11.46 as follows:  'In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B1-03. The maximum appropriate height range for the zone is 7 to 20 storeys, and the maximum appropriate height range for the site <del>must</del> <u>should</u> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <u>should</u> be in accordance with, the tall building maps in Appendix 2,	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		<p>which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).'</p>		
MM127	RIV6, 36 Lombard Road, SW11	<p>Amend the wording of paragraph 11.50 as follows:</p> <p>'In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B2-05. The maximum appropriate height range for the zone is 7 to 10 storeys, and the maximum appropriate height range for the site <del>must</del> <u>should</u> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <u>should</u> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).'</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM128	RIV7, Travis Perkins, 37 Lombard Road, SW11	<p>Amend the wording of paragraph 11.54 as follows:</p> <p>'In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B1-03. The maximum appropriate height range for the zone is 7 to 20 storeys, and the maximum appropriate height range for the site <del>must</del> <u>should</u> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <u>should</u> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).'</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.



Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM129	RIV8, 19 Lombard Road, 80 Gwynne Road, SW11	Amend the wording of paragraph 11.60 as follows:  ‘In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B1-03. The maximum appropriate height range for the zone is 7 to 20 storeys, and the maximum appropriate height range for the site <del>must</del> <u>should</u> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <u>should</u> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).’	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM130	RIV9, The Chopper P.H., 58-70 York Road, SW11	Amend the wording of paragraph 11.64 as follows:  ‘In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B1-03. The maximum appropriate height range for the zone is 7 to 20 storeys, and the maximum appropriate height range for the site <del>must</del> <u>should</u> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <u>should</u> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).’	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM131	RIV10, 200 York Road,	Amend the wording of paragraph 11.69 as follows:	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.



Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
	Travelodge Hotel, SW11	<p>'In accordance with the tall building maps in Appendix 2, the site is located in tall building zone TB-B2-06. The maximum appropriate height range for the zone is 7 to 10 storeys, and the maximum appropriate height range for the site <del>must</del> <i>should</i> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).'</p>		
MM132	RIV11, Battersea Church Road / Crewkerne Court Garage, Somerset Estate, SW11	<p>Amend the wording of paragraph 11.76 as follows:</p> <p>'In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B1-05. The maximum appropriate height range for the zone is 7 to 8 storeys, and the appropriate height range for the site <del>must</del> <i>should</i> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).</p> <p>In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-B1-10 (which acts as a transition zone to tall building zone TB-B1-05) and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.'		
MM133	PM9 Wandsworth's Riverside	Amend wording in PM9 Wandsworth's Riverside A(5) as follows:  'Development proposals will be required to respect and enhance the <i>valued</i> views and vistas established in <i>Map 11.1 Overarching Spatial Area Map: Wandsworth's Riverside</i> . <del>the Urban Design Study (2021)</del> '	To ensure there is greater clarity as to which views are considered as part of the development process by removing the consideration of the views analysis of the Urban Design study which is not considered to be robust.	As a result of Reg 19 Reps.
MM134	PM9 Wandsworth's Riverside	Amend wording to PM9 Wandsworth's Riverside A(9) as follows:  '... For each site this will mean <i>ensuring ongoing operation and maintenance</i> ; the protection and enhancement of the setting and character of the surrounding area; improvement of the environment both on site and its wider setting; providing economic and social benefits such as jobs and skills; and opportunities for the creation of public art and event space to allow for inclusive and varied use.'	To account for the necessary protection of Thames Tideway's infrastructure and facilities.	As a result of Reg 19 Reps and a Statement of Common Ground with Thames Tideway.
MM135	PM10 Wandle Valley	Amend wording in PM10 Wandle Valley A (3) as follows:  'Development proposals will be required to respect and enhance the <i>valued</i> views and vistas established in <i>Map 12.1 Overarching Spatial Area Map: Wandle Valley</i> . <del>the Urban Design Study (2021)</del> '	To ensure there is greater clarity as to which views are considered as part of the development process by removing the	As a result of Reg 19 Reps.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
			consideration of the views analysis of the Urban Design study which is not considered to be robust.	
MM136	WV1, Riverside Business Centre and Former Bingo Hall, Bendon Valley, SW18	Amend paragraph 12.14 as follows:  ‘Mixed-use development including residential and economic uses. Redevelopment of the site should provide at least a 50% increase in the existing amount of <u>economic floorspace, comprising of a minimum of 25% industrial and a minimum of 25% office floorspace.</u> ’	For clarification that increase in existing floorspace to 50% is equal across industrial (25%) and office floorspace (25%).	As a result of Hearing discussion.
MM137	WV1, Riverside Business Centre and Former Bingo Hall, Bendon Valley, SW18	Amend paragraph 12.22 as follows:  ‘In accordance with the mid-rise building maps in Appendix 2, the site is located in mid-rise building zone MB-C1-02, and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.’	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.
MM138	OUT1, Balham Health Centre, 120 - 124 Bedford	Amend paragraph 13.5 as follows:  ‘In accordance with the mid-rise building maps in Appendix 2, the site is located in mid-rise building zone MB-A2b-01, and the maximum appropriate height for the zone is 5 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
	Hill, London, SW12	mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported'		
MM139	OUT2, 259-311 Battersea Park Road, SW11	<p>Amend paragraph 13.10 as follows:</p> <p>'In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B1-04. The maximum appropriate height range for the zone is 7 to 12 storeys, and the appropriate height range for the site <del>must</del> <i>should</i> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).</p> <p>In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-B1-09 (which acts as a transition zone to tall building zone TB-B1-04) and the maximum appropriate height for the zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported'</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM140	OUT3, Springfield Hospital, Burntwood Lane / Glenburnie Road,	<p>Include after paragraph 13.14 a new paragraph as follows:</p> <p><i><b>'Parking – Measures to encourage active travel and the use of public transport will be strongly supported. Car parking provision for healthcare uses should achieve a balance between meeting essential needs for patients, staff and visitors and encouraging modal shift away from the private car.'</b></i></p>	To be in general conformity with the London Plan.	As a result of Reg 19 Reps and a Statement of Common Ground with Transport for London.
MM141	OUT3, Springfield Hospital, Burntwood Lane / Glenburnie Road,	<p>Amend para 13.18, bullet point one, as follows:</p> <p><i><b>'The size of urban blocks should reflect the urban grain and character of the area Small urban blocks should be used to create a distinctive neighbourhood that promotes permeability and legible connections to the wider area.'</b></i></p>	For greater clarity.	As a result of Hearing discussion.
MM142	OUT4, Randall Close Day Centre and adjacent Surrey Lane Estate Car Park, SW11	<p>Amend paragraph 13.26 as follows:</p> <p>'In accordance with the tall building maps in Appendix 2, part of the site is located in tall building zone TB-B1-05. The maximum appropriate height range for the zone is 7 to 8 storeys, and the appropriate height range for the site <del>must</del> <i>should</i> be in accordance with the tall building maps in Appendix 2. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the tall building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for tall buildings or mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings).</p> <p>In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-B1-10 (which acts as a transition zone to tall building zone TB-B1-05) and the maximum appropriate height for the</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	As a result of Hearing discussion.

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		zone is 6 storeys. The height of developments within that zone should not exceed the heights of, and <i>should</i> be in accordance with, the mid-rise building maps in Appendix 2, which set out the identified maximum appropriate heights in line with Policy LP4. Development proposals for mid-rise buildings will only be appropriate within the identified zone where they address the requirements of Policy LP4 (Tall and Mid-rise Buildings). Development proposals for tall buildings will not be supported.'		
MM143	OUT5, Bridge Lane Medical Group Practice, 20 Bridge Ln, Battersea, London	<p>Include after map 13.5 new paragraphs as follows:</p> <p><b><u>'Development Consideration</u></b></p> <p><b><u>'Parking - Measures to encourage active travel and the use of public transport will be strongly supported. Car parking provision for healthcare uses should achieve a balance between meeting essential needs for patients, staff and visitors and encouraging modal shift away from the private car.'</u></b></p>	To be in general conformity with the London Plan.	As a result of Reg 19 Reps and a Statement of Common Ground with Transport for London.
MM144	LP3 Historic Environment	<p>Amend wording in LP3 C. Historic Environment as follows:</p> <p>'Development proposals will be required to positively contribute to and, whenever possible, enhance the setting and integrity of strategic and local views (as set out in the London Plan and in Table 14.1 <i>below</i>) and valued views and vistas (as identified in the <u>Spatial Area Maps Urban Design Study (2021)</u>) '</p>	To ensure there is greater clarity as to which views are considered as part of the development process by removing the consideration of the views analysis of the Urban Design study which is not considered to be robust.	As a result of Reg 19 Reps.
MM145	LP3 Historic Environment	<p>New paragraph to be added after 14.23 as follows:</p> <p><b><u>'Climate change will result in more extreme weather events and urban</u></b></p>	To emphasise mitigation and adaptation measures in recognition of climate	As a result of Reg 19 Reps.

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		<p><u>heating.</u>  <i>The Council is committed to ensuring that all building alterations and extensions deliver good design and respond to climate change through mitigation and adaptation measures which are set out further in LP 10 Responding to Climate Change.'</i></p>	<p>change in agreement with Historic England.</p>	
MM146	LP4 Tall and Mid-rise Buildings	<p>Amend parts C and G of LP4 as follows:</p> <p>C. <i>'The Council will seek to restrict Pproposals for tall buildings will not be permitted outside the identified tall building zones.'</i></p> <p>G.  <i>'The Council will seek to restrict Pproposals for mid-rise buildings will not be permitted outside the identified tall and mid-rise building zones.'</i></p>	<p>To enable more flexibility in recognition that there may be instances where tall or mid-rise buildings may be appropriate outside these zones based on a more detailed assessment at planning application stage. The Council wishes to maintain the thrust of its position by seeking to restrict proposals for tall and mid-rise buildings outside these zones. However, the proposed wording is considered more flexible than stating that proposal will not be permitted, to potentially allow for such proposals.</p>	<p>As a result of Hearing discussion.</p>
MM147	LP10 Responding	<p>Wording to be added to LP10 C.4</p>	<p>For clarification.</p>	<p>As a result of Reg 19 Reprs.</p>



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	to the Climate Crisis	'4. In exceptional circumstances, where it is clearly demonstrated that <del>the on-site percentage threshold targets listed in Parts C.1 and/or C.2 above</del> cannot be fully achieved <u>on-site, as a last resort</u> , any shortfall <u>to achieve the zero carbon standard in Part C.1 and/ or the on-site threshold in Part C.2</u> must be addressed by making a financial contribution to the Council's Carbon Offset Fund'		
MM148	LP10 Responding to the Climate Crisis	Wording to be added to Policy LP10.G as follows:  '.....Retrofitting of existing buildings, through the use of low-carbon measures, to adapt to the likely effects of climate change should be maximised and will be supported. <u>However, there are risks of maladaptation and it is important that right retrofit and adaptation of buildings is undertaken.</u> '	To make the policy more robust as requested by Historic England.	As a result of Reg 19 Reprs.
MM149	LP10 Responding to the Climate Crisis	Wording to be added at LP10 para 15.9 as follows;  '.....Renewable technologies such as photovoltaic cells, solar panels, ground and air source heat pumps and other forms of renewable energy are likely to be appropriate in many parts of the borough, subject to other policies within this Plan. <u>When considering the depth required for ground source heat pumps the potential for archaeology to be affected must be taken into account.</u> '	To make the policy more robust as requested by Historic England.	As a result of Reg 19 Reprs.
MM150	LP10 Responding to the Climate Crisis	Wording to be added to Policy LP10 para 15.10 as follows:  <u>'It is entirely possible to retrofit/ improve the performance of any building, including historic buildings. However, in some circumstances where</u> conflict between climate change objectives and the conservation of heritage assets is unavoidable, the public benefit of mitigating the effects of climate	To make the policy more robust as requested by Historic England.	As a result of Reg 19 Reprs.

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		change will be weighed against any harm to the significance of the heritage asset, in accordance with the NPPF, the London Plan and the Council's planning policies.		
MM151	LP10 paragraph 15.16 and 15.17	<p>Amend wording at LP10 supporting text paragraph 15.16 as follows:</p> <p>‘A zero-carbon development is considered to be one where at least 35% of regulated CO2 emissions reductions, expressed as minimum improvement over the Target Emission Rate (TER) outlined in the national Building Regulations (2013), are achieved on-site, with the remaining emissions (up to 100%) to be offset through a contribution into the Council's Carbon Offset Fund. All other new residential schemes (of one unit or more) should achieve a minimum 35% on-site reduction in carbon dioxide emissions. <u>Changes to the Building Regulations will be kept under review and carbon reduction policy requirements may be subject to change. New carbon emission reduction requirements may be implemented in accordance with new evidence.</u>’</p> <p>And at LP10 paragraph 15.17 as follows:</p> <p>‘The Council recognises that there may be exceptional circumstances where it is not technically feasible for a development to achieve a 35% reduction in carbon emissions over Building Regulations (2013). <u>The Council's position on any updates to the Building Regulations is set out in paragraph 15.16.</u></p>	The 2021 Building Regulations have recently come into effect, but the ability to action them as per the London Plan requirements of 35% is currently hindered by the lack of up-to-date toolkit software. The modification is sought to allow flexibility to implement the latest carbon emission reduction requirements.	As a result of changes to Building Regulation Part L 2021 the Council have proposed modifications to LP10 background text.
MM152	LP11 Energy Infrastructure	<p>Amend wording in policy LP11 A. as follows:</p> <p>'New development will be expected to connect to any existing decentralised energy network (DEN); <u>or any alternative strategies that can be demonstrated as being more efficient, clean and decarbonised than the DEN</u></p>	To allow for alternative cleaner energy strategies, and to align with the London Plan Energy	As a result of Reg 19 Reqs.

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		<i>in accordance with the London Plan Energy Hierarchy.</i> Where networks do not exist, developments should make provision to connect to any future network that may be developed, having regard to the possibility for this to come forward.'	Hierarchy further flexibility has been added.	
MM153	LP12 Water and Flooding	Amend Policy LP12 A as follows:  'All planning applications will need to clearly demonstrate that the proposals avoid, minimise, or reduce contributing to all sources of flooding, including fluvial, tidal, surface water, groundwater, flooding from sewers, take account of climate change (including predicted future changes), and would not increase flood risk elsewhere.'	To ensure the latest EA Technical guidance is captured and for greater clarity.	As a result of Reg 19 Repls and subsequent Statement of Common Ground.
MM154	LP12 Water and Flooding	Amend the 2nd sentence of Policy LP12 B as follows:  'The Sequential Test is considered to have been passed, <del>and a Flood Risk Assessment will not be required, is not a major development or at least one of the following applies</del> <i>if the proposal meets one of the following criteria:</i> '	To ensure the latest EA Technical guidance is captured and for greater clarity.	As a result of Reg 19 Repls and subsequent Statement of Common Ground.
MM155	LP12 Water and Flooding	Amend Policy LP12 B.4. As follows:  'Minor development*, conversions and change of use ( <i>except changes of use to a caravan, camping or chalet site, or to a mobile home or park home site.</i> )'	To ensure the latest EA Technical guidance is captured and for greater clarity.	As a result of Reg 19 Repls and subsequent Statement of Common Ground.
MM156	LP12 Water and Flooding	Insert footnote to Policy LP12 as follows:  <i>*Minor development is defined in Section 1b 'Interpretation of Table' of Schedule 4 'Consultations before the grant of permission' of the Town and Country Planning (Development Management Procedure) (England) Order</i>	To ensure the latest EA Technical guidance is captured and for greater clarity.	As a result of Reg 19 Repls and subsequent Statement of Common Ground.

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		<p><u>2015 (The Town and Country Planning (Development Management Procedure) (England) Order 2015 (legislation.gov.uk)) and in Paragraph: 046 Reference ID: 7-046-20140306 of the Planning Practice Guidance (Flood risk and coastal change).</u>'</p>		
MM157	LP12 Water and Flooding	<p>Delete Policy LP12 B.5 and move within new paragraph E as follows:                      'The application of Sequential Test</p> <p>A. Future development in Zone 3a and Zone 2 will only be considered if the 'Sequential Test' has been applied and the Exceptions Test passed in accordance with national planning policy and guidance. <i>For development sites falling outside of the areas below, the default area of search for the Sequential Test to be applied will be the borough administrative area, unless justification is provided for a smaller area as described in the Strategic Flood Risk Assessments.....</i> '</p>	To ensure the latest EA Technical guidance is captured and for greater clarity.	As a result of Reg 19 Reps and subsequent Statement of Common Ground.
MM158	LP12 Water and Flooding	<p>Policy LP12 C is proposed to be moved as new paragraphs under 'Flood Risk Management' and split as follows:</p> <p><del>C. B.</del> Development will be guided to areas of lower risk, both on-site and by applying the 'Sequential Test' <i>unless already passed under part E below</i>, as set out in national policy guidance, and where required, the 'Exception Test'. Inappropriate developments and land uses will be refused in accordance with national policy and guidance, and the Council's Strategic Flood Risk Assessment (SFRA).</p> <p>C. In flood zones 2 and 3, all planning applications (or other relevant applications) on sites of 10 or more dwellings or 1000sqm of non-residential development or more, or on any other proposal where safe access/egress cannot be achieved, a Flood Emergency Plan must be submitted.</p> <p>D. Where a Flood Risk Assessment is required, <i>applicants will be required to</i></p>	To ensure the latest EA Technical guidance is captured and for greater clarity.	As a result of Reg 19 Reps and subsequent Statement of Common Ground.

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		<p><u>demonstrate that their proposal does not increase, and reduces surface water, fluvial and/or tidal flood risk elsewhere by ensuring that:</u></p> <p><u>1. Any loss of fluvial flood storage within the 1 in 100 plus appropriate climate change allowance flood extent must be compensated for on a level for level, volume for volume basis. Proposals must demonstrate that fluvial flood flow routes are not impeded.</u></p> <p><u>2. In undefended tidal areas there is no increase in built footprint or raising of ground levels. Where water compatible structures are acceptable, such as pontoons or slipways, they must be designed to minimise the loss of flood storage i.e. floodable, hollow structures.</u></p> <p><u>3. Unless exceptional circumstances are demonstrated for not doing so, opportunities to provide additional flood storage must be considered and be designed into the development, in addition to ensuring no loss of surface water, fluvial and/or undefended tidal flood storage.</u></p> <p>on-site attenuation solutions to alleviate fluvial and/or surface water flooding over and above floodplain compensation is required. The consideration of potential increases in flood risk off-site where development would result in a loss of floodplain storage is also required with suitable mitigation proposed in accordance with the advice of the Environment Agency and Lead Local Flood Authority.'</p>		
MM159	LP12 Water and Flooding	<p>Additionally, for clarification and consistency it is proposed to remove the words 'Tidal/Fluvial' from table 15.1 as follows: 'Zone 3a (Tidal/Fluvial)'</p>	<p>To ensure the latest EA Technical guidance is captured and for greater clarity.</p>	<p>As a result of Reg 19 Repls and subsequent Statement of Common Ground.</p>

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MM160	LP12 Water and Flooding	<p>Amend Policy LP12 Table 15.1, Zone 3a as follows:</p> <p><del>'To provide safe refuge, and depending on location, finished floor levels for all development must be raised to a minimum of 300mm above the 1 in 100 fluvial level inclusive of an allowance for climate change, or an appropriate extreme water level as advised by the Environment Agency for defended tidal areas.</del> <i><u>In areas of fluvial flood risk, finished floor levels for all development must be raised to a minimum of 300mm above the 1 in 100 inclusive of an allowance for climate change flood level. In areas of defended tidal flood risk, as a minimum, all sleeping accommodation must be located on finished floor levels above the appropriate extreme water level as advised by the Environment Agency.</u></i> Safe access and egress at a Low Hazard rating is required.'</p>	To ensure the latest EA Technical guidance is captured and for greater clarity.	As a result of Reg 19 Repls and subsequent Statement of Common Ground.
MM161	LP12 Water and Flooding	<p>Amend Table 15.1 row 3, column 2 (Zone 3a) as follows:</p> <p>'Self-contained residential basements will not be permitted. <del>in locations at risk of fluvial, or tidal defended flooding.</del></p> <p>Bedrooms at basement level will not be permitted <del>in fluvial flood risk areas subject to</del> <i><u>with the exception of</u></i> the requirements set out in Table 15.2.'</p>	To ensure the latest EA Technical guidance is captured and for greater clarity.	As a result of Reg 19 Repls and subsequent Statement of Common Ground.
MM162	LP12 Water and Flooding	<p>Amend Policy LP12 Table 15.1, Zone 2 as follows:</p> <p><del>'To provide safe refuge, and depending on location, finished floor levels for less and more vulnerable development must be raised to a minimum of 300mm above the 1 in 100 fluvial level inclusive of an allowance for climate change, or an appropriate extreme water level as advised by the Environment Agency for defended tidal areas.</del> <i><u>In areas of fluvial flood risk, finished floor levels for all development must be raised to a minimum of</u></i></p>	To ensure the latest EA Technical guidance is captured and for greater clarity.	As a result of Reg 19 Repls and subsequent Statement of Common Ground.

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		<i>300mm above the 1 in 100 inclusive of an allowance for climate change flood level. In areas of defended tidal flood risk, as a minimum, all sleeping accommodation must be located on finished floor levels above the appropriate extreme water level as advised by the Environment Agency. Safe access and egress at a Low Hazard rating is required.'</i>		
MM163	LP12 Water and Flooding	Amend Table 15.1 row 4, column 2 (Zone 2) as follows:  'Self-contained residential basements will not be permitted, <del>in locations at risk of fluvial, or tidal defended flooding.</del>  Bedrooms at basement level will not be permitted in fluvial flood risk areas <del>subject to</del> <i>with the exception of</i> the requirements set out in Table 15.2.'	To ensure the latest EA Technical guidance is captured and for greater clarity.	As a result of Reg 19 Repls and subsequent Statement of Common Ground.
MM164	LP12 Water and Flooding	Amend table 15.2 row 2 column 2 (Flood Zone 3a) as follows: '•New basements: •If the Exception Test (where applicable) is passed, basements may be permitted for residential use where they are not self-contained, <del>or, in locations at risk of fluvial flooding, are not used for bedrooms.'</del>	To ensure the latest EA Technical guidance is captured and for greater clarity.	As a result of Reg 19 Repls and subsequent Statement of Common Ground.
MM165	LP12 Water and Flooding	Amend table 15.2 row 2 column 2 (Flood Zone 3a) as follows:  'If a basement, basement extension or conversion is acceptable in principle in terms of its location, it must: • have safe access threshold levels and internal staircases provided to access floors <del>to a minimum of 300mm above the 1 in 100 fluvial level inclusive of an allowance for climate change, or an appropriate extreme water level as advised by the Environment Agency for defended tidal areas.'</del>	To ensure the latest EA Technical guidance is captured and for greater clarity.	As a result of Reg 19 Repls and subsequent Statement of Common Ground.



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MM166	LP12 Water and Flooding	<p>Amend table 15.2 row 2 column 2 (Flood Zone 2) as follows:</p> <ul style="list-style-type: none"> <li>•New Basements:                             <ul style="list-style-type: none"> <li>•If the Exception Test (where applicable) is passed, basements may be permitted for residential use where they are not self-contained, <del>or in locations at risk of fluvial flooding, are not, in locations at risk of fluvial flooding, are not used for bedrooms.</del></li> </ul> </li> <li>•Existing Basements:                             <ul style="list-style-type: none"> <li>•Basement extensions, conversions or additions maybe permitted for existing developments where they are not self-contained, <del>or, in locations at risk of fluvial flooding, are not used for bedrooms.</del></li> </ul> </li> </ul>	To ensure the latest EA Technical guidance is captured and for greater clarity.	As a result of Reg 19 Repls and subsequent Statement of Common Ground.
MM167	LP12 Water and Flooding	<p>Amend Table 15.2 row 2, column 1 (flood zone 3a) as follows:</p> <p>'Flood Zone 3a (<u>Tidal</u>)'</p>	To ensure the latest EA Technical guidance is captured and for greater clarity.	As a result of Reg 19 Repls and subsequent Statement of Common Ground.
MM168	LP12 Water and Flooding	<p>Amend Table 15.2 row 3, column 1 (flood zone2) as follows:</p> <p>'Flood Zone 2 (<u>Tidal</u>)'</p>	To ensure the latest EA Technical guidance is captured and for greater clarity.	As a result of Reg 19 Repls and subsequent Statement of Common Ground.
MM169	LP12 Water and Flooding	<p>For consistency with the information set out regarding existing basements in flood zone 2 it is proposed to add the following wording to row 2 column 2 (flood zone 3a) following the New basements bullet points and paragraph:</p> <p>'In areas of Extreme, Significant and Moderate Breach Hazard (as set out in the Council's SFRA):</p>	To ensure the latest EA Technical guidance is captured and for greater clarity.	As a result of Reg 19 Repls and subsequent Statement of Common Ground.

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		<ul style="list-style-type: none"> <li>• <u>Existing basements:</u></li> <li>• <u>No basement extensions, conversions or additions for ‘Highly Vulnerable’ uses.</u></li> <li>• <u>‘More Vulnerable’ uses will only be considered if a site-specific Flood Risk Assessment demonstrates that the risk to life can be managed.</u></li> </ul> <p>In areas of Low or No Breach Hazard (as set out in the Council's SFRA):</p> <ul style="list-style-type: none"> <li>• <u>Existing basements:</u></li> <li>• <u>Basement extensions, conversions or additions may be permitted for existing developments where they are not self-contained.’</u></li> </ul> <p>It is also proposed to modify table 15.1 to allow for the consistency of these proposed changes to be accommodated.</p>		
MM170	LP12 Water and Flooding	<p>Delete LP12 E.3 as follows:  <del>‘There should be no loss of flood storage in areas affected by fluvial flooding and any increase in built footprint within the fluvial 1 in 100 (inclusive of climate change allowance) flood extent must be compensated for on a level for level, volume for volume basis.’</del></p>	To ensure the latest EA Technical guidance is captured and for greater clarity.	As a result of Reg 19 Repls and subsequent Statement of Common Ground.
MM171	LP12 Water and Flooding	<p>Amend Policy LP12 H.3 as follows:</p> <p><u>‘All development proposals should be set back 16 metres from the landward side of any tidal Thames flood defences, unless exceptional circumstances are demonstrated for not doing so, which has to be justified by evidence submitted at planning application stage and agreed by the Environment Agency. All developments along other main rivers (including culverted main rivers) should be set back by 8 metres from the top of the bank or from the outer edge of the culvert unless significant constraints for not doing so are</u></p>	To require a justification for exceptional circumstances in assessing meterage set back in the application of the policy.	As a result of Hearing discussion.

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		<p><i>evidenced at planning application stage and agreed by the Environment Agency. This is to allow for any foreseeable future maintenance and upgrades in a sustainable and cost-effective way.</i></p> <p><del>That any physical structures are set back from river banks and existing flood defence infrastructure unless it can be clearly demonstrated that the effectiveness of such infrastructure would not be compromised (the distances being 16 metres for the tidal Thames and 8 metres for other rivers including those culverted).</del></p>		
MM172	LP12 Water and Flooding	<p>Delete part 7 of LP12 H and add wording as follows:  <i>'The culverting of watercourses and building over culverts will not be supported. Deculverting and the naturalisation of watercourses is encouraged where possible. Culverting of water courses and building over culverts will be resisted unless it can be clearly demonstrated that such approaches are necessary in order to achieve the delivery of development. Deculverting is encouraged where possible.'</i></p>	To ensure the latest EA Technical guidance is captured and for greater clarity.	As a result of Reg 19 Repls and subsequent Statement of Common Ground.
MM173	LP12 Water and Flooding	<p>Amend paragraph 15.54 of the supporting text as follows:</p> <p><i>'Proposals for redevelopment should seek opportunities to set back the development from existing <u>main rivers and</u> flood defences. The Council, in conjunction with the <u>Environment Agency</u>, will require a buffer zone of 8 metres on the borough's <u>main rivers and (including culverted main rivers)</u> and 16 metres for the tidal Thames <u>flood defences. These distances were developed to protect the structural integrity of the defences and riverbanks</u></i></p> <p><del>This is to allow for the maintenance and future upgrading of the flood defences <u>and riverbanks</u> as well as for improvements to flood flow and flood storage capabilities. <u>There may be situations where it is not feasible to set back development by the above amounts. Where applicants wish to depart from these standards, full justification must be provided at planning</u></del></p>	To require a justification for exceptional circumstances in assessing meterage set back in the application of the policy.	As a result of Hearing discussion.

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		<p><u>application stage and agreed with the Environment Agency.</u> Applicants are strongly encouraged to liaise with the <u>Environment Agency</u> for any development that could affect flood defence infrastructure <del>as their consent will be required for any works that could affect the flood defences.</del> <u>and/or main rivers at the pre-application stage, especially as additional permits from the Environment Agency may be required for any works within these zones that could affect the flood defences and/or main rivers, as required by the Environmental Permitting (England and Wales) Regulations 2016.'</u></p>		
MM174	LP12 Water and Flooding	<p>Delete part 7 of LP12 H and add wording as follows:  '<u>The culverting of watercourses and building over culverts will not be supported. Deculverting and the naturalisation of watercourses is encouraged where possible. Culverting of water courses and building over culverts will be resisted unless it can be clearly demonstrated that such approaches are necessary in order to achieve the delivery of development. Deculverting is encouraged where possible.'</u></p>	To ensure the latest EA Technical guidance is captured and for greater clarity.	As a result of Reg 19 Repls and subsequent Statement of Common Ground.
MM175	LP13 Circular Economy, Recycling and Waste Management	<p>An additional sentence is proposed to paragraph 15.73 as follows:  '<del>Wandsworth will seek</del> <u>commits to working toward</u> <del>close</del> <u>closing</u> the capacity gap by identifying the most suitable locations for new waste facilities. New waste facilities are directed towards the existing designated industrial areas of SIL and LSIA's in accordance with Policy LP34 (Managing land for industry and distribution). In order to meet the Mayor's recycling targets additional recycling capacity is the focus for new facilities. Where monitoring demonstrates that waste management capacity to meet the apportionment target <del>has not been achieved</del> <u>is unlikely to be achieved</u> by 2026, the Council will work with <del>the GLA</del> <u>operators and other stakeholders</u> to proactively <del>engage with operators to encourage</del> delivery of additional waste</p>	To provide greater clarity.	In response to Reg 19 Repls.

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		management capacity in the borough, <i>and may seek help from other London Boroughs to meet the apportionment target.</i> '		
MM176	LP17 Social and Community Infrastructure	Amend wording in policy LP17 B.6 as follows:  'that for existing health or emergency service facilities, loss will only be permitted where facilities are declared surplus <del>to need</del> as part of <u>a service transformation plan</u> <del>any strategic restructuring of health or emergency services demonstrated through an overarching</del> <u>or estates strategy where investment is needed in modern, fit for purpose infrastructure and facilities</u> <del>or similar needs based assessment.</del> '	To provide greater clarity and to fully reflect the intention of the London Plan SI2 policy.	In response to Reg 19 Reprs.
MM177	LP17 Social and Community Infrastructure	Amend wording in Policy LP17 para 16.23 as follows:  'In accordance with a <u>service transformation plan or estates</u> strategy relocation <u>or consolidation</u> , provision of public services may be acceptable across the borough boundary.'	To provide greater clarity and to fully reflect the intention of the London Plan SI2 policy.	In response to Reg 19 Reprs.
MM178	LP22 Utilities and Digital Connectivity Infrastructure	Amend wording of policy LP22 Utilities and Digital Connectivity Infrastructure as follows:  ' <u>D. The Council will work with Thames Water and Bazalgette Tunnel Limited to support the timely implementation of the Thames Tideway Tunnel project, including the connection of the combined sewer overflows in the borough in accordance with The Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 as amended.</u> '	To correct a publication error.	In response to Reg 19 Reprs.
MM179	LP23 Affordable Housing	Amend wording in Policy LP23 C as follows:	To provide greater clarity regarding the relationship between the provision of	In response to changes agreed with the GLA in

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		'The Council will require an affordable housing tenure split of <u>at least</u> 50% low-cost rent products, <del>25% First Homes and 25%</del> <u>with a balance of</u> other intermediate products. <del>A minimum discount of 30% will be applied to First Homes.'</del>	First Homes as expected by the NPPG, and the position of the London Plan in delivering affordable housing.	the Statement of Common Ground
MM180	LP23 Affordable Housing	Amend wording in Policy LP23 E as follows:  <i>'In line with the threshold approach of London Plan Policy H5, applications not delivering the relevant minimum threshold must undergo the Viability Tested Route. Site-specific viability information will only be accepted in exceptional cases, as set out in Policy H5 of the London Plan. The Council will undertake an independent review of that assessment for which the applicant will bear the cost. Review mechanisms will be required in accordance with the approach set out in the London Plan and relevant Supplementary Planning Guidance.'</i>	To provide clarity regarding instances where site specific viability information will be accepted.	In response to concerns about the use and definition of 'exceptional circumstances.'
MM181	LP23 Affordable Housing	Amend the first sentence of para 17.11 as follows:  'A tenure split of <u>at least</u> 50% low-cost rented, <del>25% First Homes and 25%</del> <u>with a balance of other</u> intermediate products will be required.'	To reflect changes to the policy.	In response to changes agreed with the GLA in the Statement of Common Ground.
MM182	LP23 Affordable Housing	Amend para 17.13 as follows:  <del>'In accordance with the</del> <i>The</i> updated Planning Practice Guidance, <u>sets a policy expectation that</u> 25% of all homes <del>required</del> <u>delivered</u> through developer contributions as part of planning obligations agreed under Section 106 agreements should be delivered as First Homes. <del>Policy LP23 will require the delivery of</del> <i>Where</i> First Homes <del>which are delivered</del> these should be discounted by at least 30% against the market value, <u>acknowledging the</u>	To provide greater clarity regarding the relationship between the provision of First Homes as expected by the NPPG, and the position of the London Plan in delivering affordable housing.	In response to changes agreed with the GLA in the Statement of Common Ground.

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		<i>variance of market conditions across the borough and the importance of not impacting on deliverability of other affordable rent tenures across the borough.</i> The Council will apply local eligibility criteria (such as income caps) as part of section 106 agreements, which might in some cases necessitate a greater level of discount.'		
MM183	LP27 Housing Standards	Amend the wording in Policy LP27 A.2 as follows:  '...meet all requirements for housing standards <u>and private internal space</u> set out in the Policy D6 of the London Plan, <u>and provide private outside space to a minimum of 10 sqm for 1 and 2 bedroom dwellings and 15 sqm for dwellings with 3 or more bedrooms (excluding footpaths, parking areas, access ways, side, or front gardens);'</u>	To ensure that standards for external amenity space within residential developments are maintained.	In response to Reg 19 Reprs.
MM184	LP27 Housing Standards	Add a new paragraph, 17.30 as follows:  <i>'In respect of private outside space, Policy D6 of the London Plan allows local standards to be applied at a higher level than it advocates. For a long time, Wandsworth has used an established and evidenced standard for external amenity space, which seeks 10sqm of space in non-family sized units and 15sqm in family sized units. It remains appropriate – particularly in light of the importance of having private outdoor space during the pandemic - to continue to apply these standards to new residential development.'</i>	To ensure that standards for external amenity space within residential developments are maintained.	In response to Reg 19 Reprs.
MM185	LP28 Purpose-Built Student Accommodation	Delete criteria LP28 A.2 as follows: <del>'is supported by evidence of a linkage with one or more higher education provider (HEP) in Wandsworth or within a reasonable travelling distance of Wandsworth;'</del>	It is unlikely that a Housing Education Provider will be named at planning submission stage.	As a result of Hearing discussion.



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MM186	LP28 Purpose-Built Student Accommodation	<p>Amend the wording in criteria A.6 as follows:</p> <p>'provides a high-quality living environment, including the provision of <u>adequate functional living spaces and layouts</u> <del>appropriate space standards and facilities</del>, well-integrated internal and external communal areas, and a high level of amenity (providing good levels of daylight and sunlight, and natural ventilation);'</p>	To provide clarity over the use of 'appropriate space standards.'	As a result of Hearing discussion. To comply with policy H15 of London Plan
MM187	LP28 Purpose-Built Student Accommodation	<p>Amend paragraph 17.34 as follows:</p> <p>'Proposals for new student accommodation will <del>need to be supported by evidence of a linkage with one or more HEPs (as defined in London Plan footnote 77). This evidence should be provided on submission of a planning application, and will be requested at pre-application stage if this takes place.</del> The accommodation should either be operated directly by an HEP or have a <del>nominations agreement in place in accordance with London Plan Policy H15.</del> <u>support London's HEPs, and therefore proposals for student accommodation must either be operated directly by a HEP or the majority of the bedrooms in the development must have an agreement in place from initial occupation with one or more HEPs, to provide housing for its students, and to commit to having such an agreement for as long as the development is used for student accommodation in accordance with London Plan Policy H15. The linkage with one or more HEP will be secured through an appropriate section 106 planning obligation.</u> It is important for private providers of student accommodation to have early discussions with HEPs to ensure the accommodation is designed and built to meet their requirements. The Council will expect developers to demonstrate that they have engaged with the appropriate organisations to ensure that new developments will meet identified need.'</p>	To reflect changes to the policy.	As a result of Hearing discussion.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM188	LP28 Purpose-Built Student Accommodation	<p>Amend paragraph 17.35 as follows:</p> <p>‘Proposals will need to demonstrate that the development will not result in an over-concentration of single-person accommodation at the neighbourhood level (see Glossary) in a single area. Schemes will be considered on a site-by-site basis having regard to their scale and any existing concentrations (including any sites with extant planning permissions). <u>It is also recognised that neighbourhood extents will differ across the borough, which will require evidence to be submitted by the applicant and agreed with the Council as to the extent of area where impacts are likely to arise from proposed schemes.</u>’</p>	To reflect changes to the policy.	As a result of Hearing discussion.
MM189	LP29 Housing with Shared Facilities	<p>Amend Para 17.40 as follows:</p> <p>‘New HMOs should contribute positively to their neighbourhoods by supporting the maintenance or creation of mixed and balanced communities. Proposals must demonstrate that any such development will not result in a harmful over-concentration of HMOs at a neighbourhood level (see Glossary; <u>neighbourhood extents will differ across the borough, which will require evidence to be submitted by the applicant and agreed with the Council as to the extent of area where impacts are likely to arise from proposed schemes).</u>’</p>	Required for consistency with the changes to LP28 (in respect of the definition of ‘neighbourhood level’ and ‘single person accommodation’).	As a result of Hearing discussion.
MM190	LP29 Housing with Shared Facilities	<p>Amend Para 17.46 (line 10) as follows:</p> <p>‘Proposals will need to demonstrate that the development will not result in an over-concentration of single-person accommodation at the neighbourhood level (<u>the neighbourhood extent requiring agreement with the Council based upon evidence to be submitted by the applicant</u>). Single-person accommodation <del>is defined in the Glossary includes all types of non-</del></p>	Required for consistency with the changes to LP28 (in respect of the definition of ‘neighbourhood level’ and ‘single person accommodation’).	As a result of Hearing discussion.

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		<del>self-contained dwellings (such as student accommodation and HMOs) and self-contained studios.'</del>		
MM191	LP31 Specialist Housing for Vulnerable People	Amend title of policy as follows:  'LP31 Specialist Housing for Vulnerable <u>People and for Older</u> People'	To provide greater clarity that the policy applies to housing for older people also.	As a result of Hearing discussion.
MM192	LP31 Specialist Housing for Vulnerable People	Amend the wording in Policy LP31 B.1 as follows:  'the applicant can robustly demonstrate that the accommodation meets an identified need, having regard to the evidence set out in the Council's most up-to-date Local Housing Needs Assessment, <u>where this is relevant, and the Council's commissioning and housing strategies;</u> '	To provide greater clarity to the evidence that must be regarded in making planning applications.	As a result of Hearing discussion.
MM193	LP31 Specialist Housing for Vulnerable People	Amend the wording in Policy LP31 B.4 as follows:  'affordable housing is provided, in accordance with Policies H4, <u>H5</u> and <del>H5</del> <u>H13</u> of the London Plan.'	To provide greater clarity for the policy basis in the London Plan, which defines the types of housing that should provide affordable housing.	As a result of Hearing discussion.
MM194	LP31 Specialist Housing for Vulnerable People	Insert at the start of paragraph 17.55:  ' <u>Policy LP31 covers all forms of housing for vulnerable people and older people defined in use classes C2 and C3 and responds to London Plan policies and H12 and H13. It should be noted that some older people are also vulnerable.</u> '	To reflect changes to the policy.	As a result of Hearing discussion.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM195	LP31 Specialist Housing for Vulnerable People	<p>Amend paragraph 17.56 as follows:</p> <p><del>‘The need for specialist and supported accommodation within Wandsworth is assessed in the LHNA 2020. Proposals for the development of specialist housing (including older persons housing) should clearly demonstrate that there is a</del> <i>respond to the</i> local need for such accommodation, having regard to the evidence set out in the LHNA 2020. <i>The Council’s Housing and Homelessness Strategy 2019-22 recognises the increasing demand for housing suitable for older people, those with disabilities and mental health needs, including supported housing, low cost market and affordable rent options. The Council has a role in the care and support market and the Market Position Statement 2018/19 and accommodation-based care statement set out details on the adult social care and support market, and information is regularly updated on future needs.’</i></p>	To reflect changes to the policy.	As a result of Hearing discussion.
MM196	LP31 Specialist Housing for Vulnerable People	<p>Amend paragraph 17.57 as follows:</p> <p><del>‘The London Plan <i>Policy H13</i> sets an indicative annual benchmark for the borough of 120 units of specialist older persons housing, and this should be considered in the context of more detailed local assessments of specific types of need. Provision of specialist older persons’ accommodation will be monitored against the London Plan annual borough benchmark.’</del></p>	To reflect changes to the policy.	As a result of Hearing discussion.
MM197	LP31 Specialist Housing for Vulnerable People	<p>Amend paragraph 17.59 as follows:</p> <p>‘Older, vulnerable, and homeless people are generally more reliant on public transport, and without good access, living on their own can lead to isolation and loneliness. The location of specialist accommodation in accessible locations is therefore important to ensure occupants are able to be as independent as possible and have easy access to key local services such as</p>	To reflect changes to the policy.	As a result of Hearing discussion.

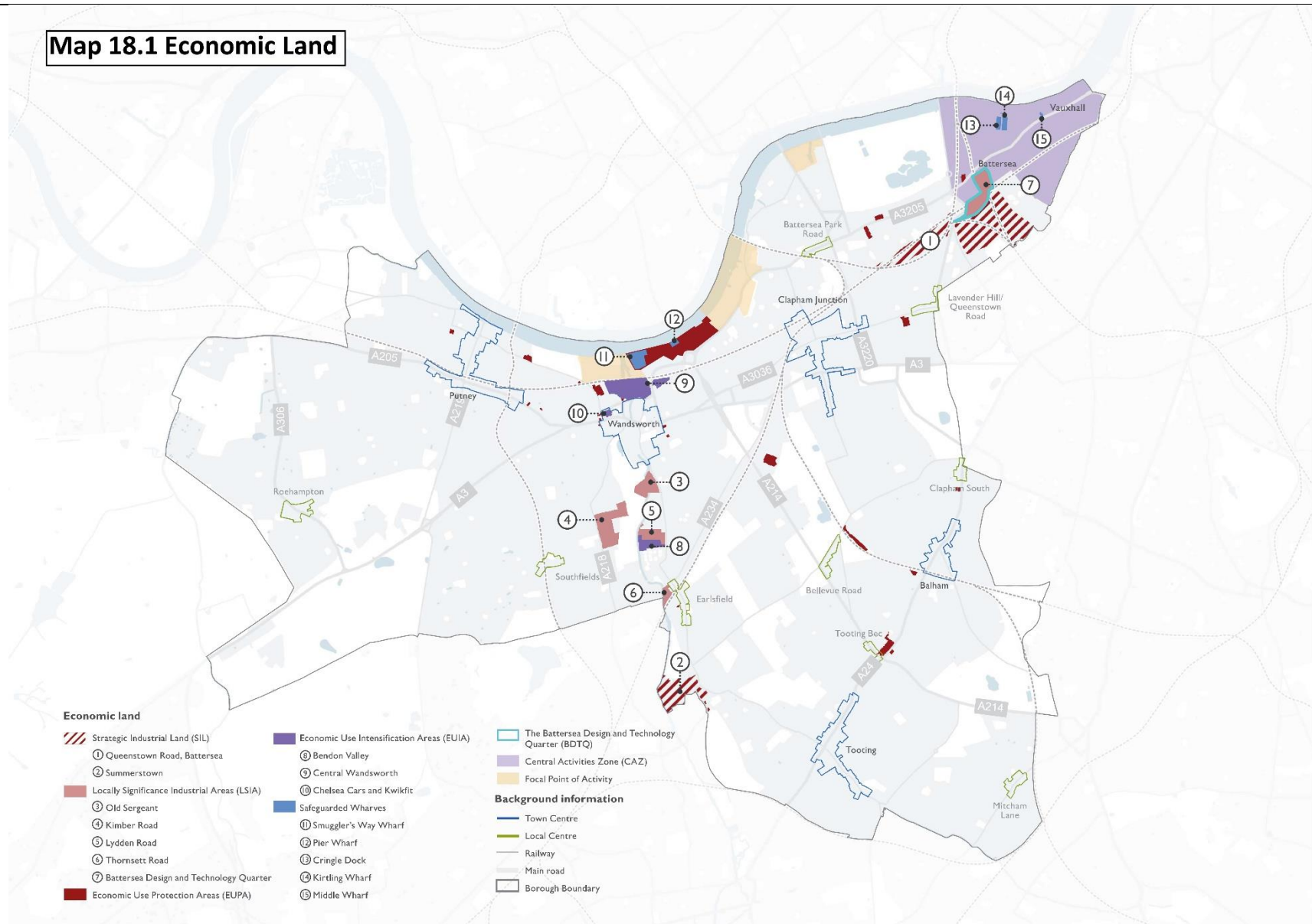
Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		health facilities as well as local shops (within a 15-minute walking distance), which is key to their general health and well-being. Specialist Housing for Vulnerable People will therefore be directed to well-connected locations with a good level of access to public transport (PTAL 4 or higher), including those supported by good walking and cycling infrastructure.'		
MM198	LP31 Specialist Housing for Vulnerable People	Amend paragraph 17.60 as follows:  'Development proposals for all forms of specialist and supported housing ( <del>including</del> <u>excluding</u> care home accommodation) will be required to provide affordable housing through the threshold approach in accordance with Policies H4 <del>and</del> , H5 <u>and H13</u> of the London Plan. Where a development does not meet the attributes of specialist older person's accommodation or care home accommodation, <u>as</u> set out <u>at para 4.13.4</u> in the London Plan, then the general housing policies in the London Plan and Local Plan will apply.'	To reflect changes to the policy.	As a result of Hearing discussion.
MM199	LP32 Traveller Accommodation	Amend wording of para 17.62 as follows:  'The Government's policies for meeting the housing needs of Travellers are set out in 'Planning Policy for Traveller Sites' (2015). <u>This guidance extends to those who have ceased to travel permanently through educational or health needs, or through old age.</u> Further guidance is contained in Policy H14 of the London Plan.'	To update the Plan.	To reflect the 2022 Court of Appeal judgement in respect of the definition of Gypsies and Travellers in Government guidance.
MM200	LP33 Promoting and Protecting Offices	Insert new point 4 to LP33 B as follows:  <u>'4. Battersea Studios Site Allocation (NE8)'</u>	To reflect the allocation of new Site Allocation NE8.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM201	LP33 Promoting and Protecting Offices	Amend wording of LP33 E.2 as follows:  'E. Existing office floorspace located in the areas identified in Parts A and B will be protected. Redevelopment proposals in such locations will only be supported if:  1. (...) 2. within the BDTQ <i>or Site Allocation NE8</i> , existing office floorspace is being redeveloped for industrial uses, in accordance with LP34.A; or 3. (...)'	To reflect the allocation of new Site Allocation NE8.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
MM202	Map 18.1 Economic Land	Include Cringle Dock Safeguarded Wharf boundary.	To reflect the Safeguarded Wharves Directions 2021.	As a result of Reg 19 Repls.
		Include Kirtling Wharf Safeguarded Wharf boundary.	To reflect the Safeguarded Wharves Directions 2021.	As a result of Reg 19 Repls.
		Include Middle Wharf Safeguarded Wharf boundary.	To reflect the Safeguarded Wharves Directions 2021.	As a result of Reg 19 Repls.
		Include Pier Wharf Safeguarded Wharf boundary.	To reflect the Safeguarded Wharves Directions 2021.	As a result of Reg 19 Repls.
		Include Smuggler's Way Wharf Safeguarded Wharf boundary.	To reflect the Safeguarded Wharves Directions 2021.	As a result of Reg 19 Repls.
		Remove the EUPA designation at '124 Latchmere Road and 187-207 Lavender Hill'.	Given the limited amount of floorspace that remains in this legal (or actual) use the designation is not now appropriate.	As a result of Reg 19 Repls.
		Amend the boundary of the 'Irene House, 218 Balham High Road and 25 Boundaries Road' Economic Use Protection Area to remove the site at 218	It is recognised that that Irene House development now accommodates	As a result of Reg 19 Repls.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		Balham High Road (Irene House). The layer should be appropriately renamed as the '25 Boundaries Road' Economic Use Protection Area.	residential uses, and as such this site could be removed from the boundary of this EUPA.	
		Amend the Battersea Design and Technology Quarter boundary to only include Havelock Terrace and Ingate Place, with the removal of the area north of Palmerston Way and the removal of the area south of Ingate Place.	To correctly reflect the area of significance for the cluster.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
		Amend the Queenstown Road Battersea SIL boundary to remove the area including Ingate Place and Havelock Terrace north of the railway line.	To correctly reflect the area of significance for this designation.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
		Redesignate the area of the Queenstown Road Battersea SIL which includes Havelock Terrace and Ingate Place north of the railway line to the LSIA to be titled 'Battersea Design and Technology Quarter LSIA'.	To correctly reflect the area of significance for this designation.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.



**Map 18.1 Economic Land**



Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM203	LP34 Managing Land for Industry and Distribution	Amend LP34 A.5. as follows:  'Secondary materials, waste management, <i>minerals infrastructure sites</i> and aggregates;'	For greater clarity.	In response to Reg 19 Repls.
MM204	LP34 Managing Land for Industry and Distribution	Amend wording of LP34 B.2. as follows:  'The redevelopment of sites must provide at least the full replacement of existing industrial floorspace, in accordance with those uses identified in Part A. <i>The provision of B8 floorspace is preferred.</i> '	Requirement to reflect the Boroughs need for B8 floorspace.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
MM205	LP34 Managing Land for Industry and Distribution	Amend wording of LP34 B.3. as follows:  'The intensification of sites for industrial purposes, <i>especially for B8 uses</i> , through increased floorspace will be strongly encouraged. Landowners should, where appropriate, work with those of adjacent sites in order to make the most efficient use of land.'	Requirement to reflect the Boroughs need for B8 floorspace.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
MM206	LP34 Managing Land for Industry and Distribution	Amend wording of LP34 B.4a. as follows:  'In the Battersea Design and Technology Quarter, <i>and for Site Allocation NE8</i> , SME office accommodation and research and development uses will be appropriate on upper floors, if it would result in the intensification of industrial, <i>especially B8</i> uses on the site. Such development must accord with the Area Strategy and relevant Site Allocation. If the existing use of the site is solely or predominantly for office use, redevelopment must provide for new industrial uses on the ground floor, <del>unless this would result in harm to a heritage asset and/or would cause material harm to the amenity of neighbouring occupiers or the operations of neighbouring uses</del> <i>Ground floor units must be capable of accommodating B8 uses. The design of such</i>	To reflect the allocation of new Site Allocation NE8. Requirement to reflect the Boroughs need for B8 floorspace.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		<i>industrial uses should ensure no material harm to heritage assets, the amenity of neighbouring occupiers, and the operation of neighbouring uses.'</i>		
MM207	LP34 Managing Land for Industry and Distribution	<p>Amend wording of para 18.23 as follows:</p> <p>'The ELPS indicates that there is a net requirement for 8.6 hectares of industrial land between 2019 and 2034. The assessment predicts that approximately 35,700 sqm, or its land equivalent value of 5.5ha, will be required to accommodate demand for core industrial uses, which arises primarily from a need for additional storage and distribution uses (Use Class B8 – <u>30,500sqm</u>), although there is also an increase in demand anticipated for light industrial and research and development facilities (Use Class E). Up to 2.1ha of land will be needed to accommodate additional demand for wider industrial uses, including waste management (see Policy LP13, Circular Economy, Recycling and Waste Management), while the remaining 1ha of this requirement is to ensure that the borough has an optimal amount of 'frictional vacancy' to allow for the efficient churn of occupiers. The importance of retaining and protecting the borough's existing remaining industrial land within that capacity, and the need to provide intensified industrial floorspace in locations where this is appropriate, is therefore paramount. <u>This policy sets out the Council's strategy to address this identified need and is informed by the borough's HELAA (2022). This exercise identified that the supply of core industrial capacity over the Local Plan period to 2037/38 is 44,828 sqm. The development of industrial uses will be monitored over the Local Plan's duration within the borough's Authority Monitoring Reports.'</u></p>	Requirement to reflect the Boroughs need for B8 floorspace and the borough's capacity to address this need within this paragraph, as informed by the borough's HELAA.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
MM208	LP34 Managing Land for	Amend para 18.28 as follows:	To reflect the creation of the new Battersea Design	In response to the GLA to ensure general conformity with the

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
	Industry and Distribution	‘...To support the most efficient use of sites, it is strongly encouraged that landowners work with those of adjacent sites in order to promote a coordinated approach, and it may be beneficial to realise this through a masterplan. This can achieve efficiencies in particular in relation to access and servicing arrangements <i>and high-quality public realm as set out in the Nine Elms Public Realm Design Guide and the BDTQ EADF.</i> ’	and Technology Quarter LSIA.	London Plan policies E4 and E7.
MM209	LP34 Managing Land for Industry and Distribution	Amend para 18.33 as follows:  ‘The Battersea Design and Technology Quarter (BDTQ) <i>comprises the BDTQ LSIA is an area of the Queenstown Road, Battersea SIL — comprised made up of Havelock Terrace, and Ingate Place site allocations, and Silverthorne Road</i> — that the Council has identified as having the potential to establish as a creative and technological quarter. The concept seeks to leverage the investment in the wider VNEB OA and to build upon the area’s existing creative and design economy to deliver intensified economic uses: by bringing new SME jobs to the area which complement the anticipated digital cluster at the Battersea Power Station development; and by promoting the intensification of the existing industrial activities within the <i>LSIASIL...</i> ’	To reflect the creation of the new Battersea Design and Technology Quarter LSIA.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
MM210	LP34 Managing Land for Industry and Distribution	Amend para 18.34 as follows:  ‘The BDTQ designation seeks to reinforce the area’s <del>SIL</del> <i>industrial</i> designation, and as such any development within this location should protect and enhance the industrial character of the area, which supports heavy industry, large scale distribution and logistics, warehousing and manufacturing.’	To reflect the creation of the new Battersea Design and Technology Quarter LSIA.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
MM211	LP34 Managing Land for	Amend para 18.35 as follows:	Supporting text to reflect the Boroughs need for B8	In response to the GLA to ensure general conformity with the

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
	Industry and Distribution	‘Development proposals should therefore provide intensified industrial uses, but may also provide office floorspace targeted at SMEs on the upper floors. To help protect the industrial character of the area, and to optimise the efficient use of the land in this capacity, new industrial uses should be introduced on the ground floor, <i>with units designed to accommodate B8 uses</i> , as part of the redevelopment of existing wholly or predominantly office developments. All proposals should be consistent with the Area Strategy for Nine Elms and associated Site Allocations, <del>and be informed by the BDTQ EADF...</del> ’	floorspace and to ensure consistency of approach.	London Plan policies E4 and E7.
MM212	LP34 Managing Land for Industry and Distribution	Delete para 18.36 as follows:  ‘ <del>The BDTQ EADF outlines that, under the proposed redevelopment, the quantity of land in industrial uses in the cluster would increase by approximately 24,000 sqm, providing a total of 92,000 sqm, which would primarily result from an increase in premises classified as ‘small’. Alongside this, the area has the potential to deliver a potential increase of 78,000 sqm of office floorspace.</del> ’	Paragraph no longer reflects the new area of the BDTQ.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
MM213	LP34 Managing Land for Industry and Distribution	Amend para 18.37 as follows:  ‘To ensure that proposals for new mixed-use economic development (i.e. incorporating office floorspace) do not negatively impact on the long-term viability and effective operation of the <del>SIL</del> <i>industrial uses</i> , consideration will need to be given to the impact of the development with regard to access arrangements, layout and design, the ability to operate on a 24 hour basis, and the compatibility with existing and potential uses within the <del>wider area of the</del> <i>Battersea Design and Technology Quarter and the nearby Queenstown Road, Battersea SIL</i> . In particular, the BDTQ area encompasses a <i>storage depot and the SIL includes a</i> transportation depot and a concrete	To reflect the creation of the new Battersea Design and Technology Quarter LSIA.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		plant, and the redevelopment of the BDTQ should ensure that it does not adversely impact the operation of these uses.'		
MM214	LP34 Managing Land for Industry and Distribution	Amend para 18.39 as follows:  'The BDTQ builds on the unique opportunity offered by the location of the <del>SH</del> LSIA within the VNEB OA, and permits the introduction of uses not commonly allowed in such designations; however the area is not considered appropriate for residential uses of any kind, nor for other non-economic uses...'	To reflect the creation of the new Battersea Design and Technology Quarter LSIA.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
MM215	LP35 Mixed-Use Development on Economic Land	Amend Policy LP35 A.1. as follows:  'Economic Use Protection Areas (EUPAs): Proposals which would result in the existing quantity of office and industrial floorspace both being fully <del>replaced</del> <u>reprovided</u> will be supported. Increased provision through the intensification of such uses is supported, as is the redevelopment of office floorspace to serve industrial uses, <i>The design of such industrial uses should ensure no material harm to the character of the area, amenity of neighbouring occupiers, and operations of neighbouring uses.</i> <del>where it would not give rise to any material harm to the character of the area, the operation of neighbouring uses or the amenity of neighbouring residents.'</del>	Worded more positively to reflect the Boroughs need for industrial floorspace.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
MM216	LP35 Mixed-Use Development on Economic Land	Amend Policy LP35 A.2 as follows:  'Economic Use Intensification Areas (EUIAs): Proposals which would result in the intensification of existing economic floorspace will be supported. Where the site accommodates an existing industrial use, or where the site previously accommodated industrial uses <i>(as the last lawful use)</i> , the	Supporting text to reflect the Boroughs need for industrial floorspace and remove potential ambiguity.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7 and Reg 19 Repls.

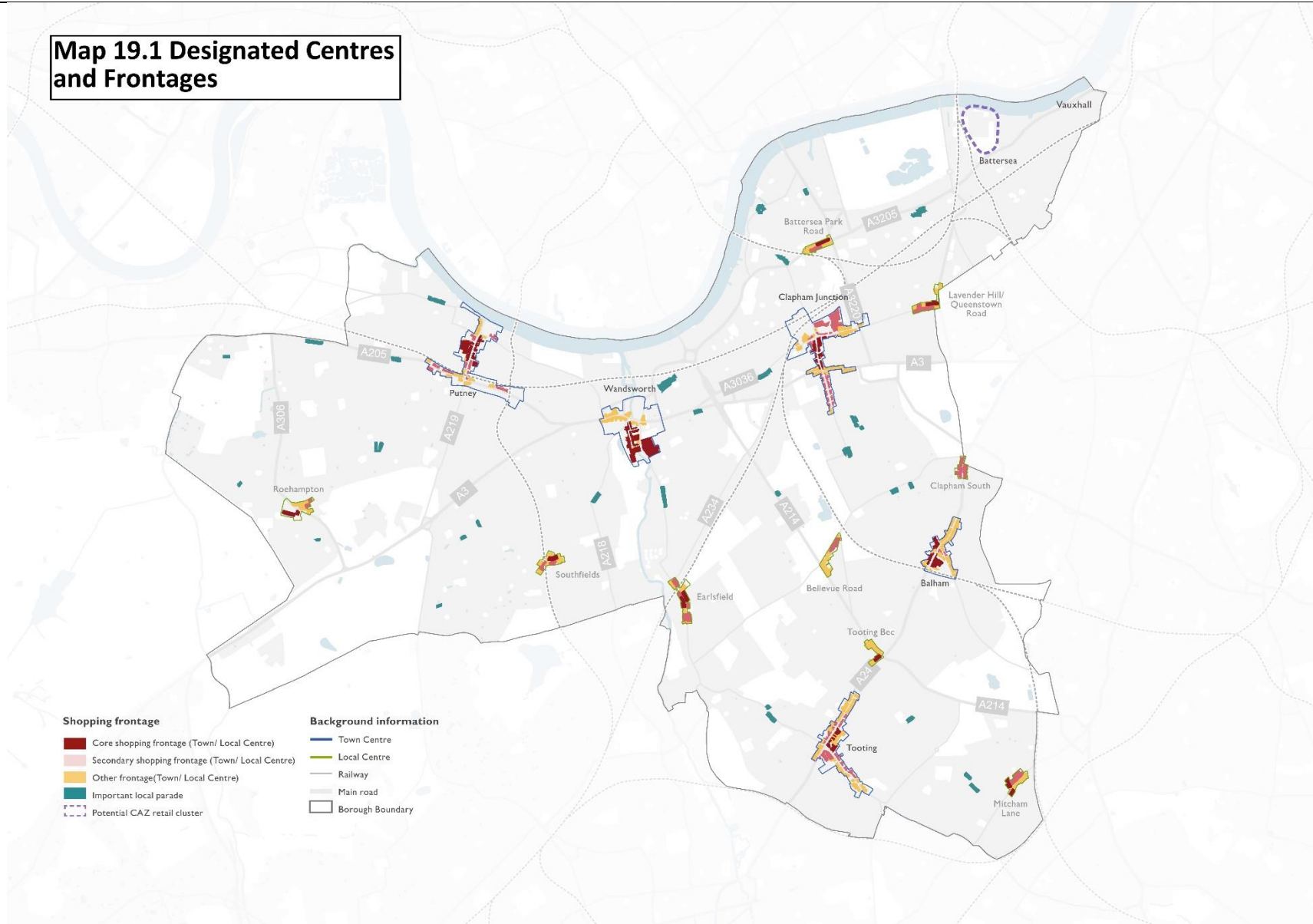
Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		proposal must provide for an increase in industrial floorspace <u>designed to accommodate a range of industrial uses.</u> '		
MM217	LP35 Mixed-Use Development on Economic Land	Amend Policy LP35 A.3 as follows:  '...Where the site accommodates existing industrial uses, proposals should fully <del>replace</del> <u>reprovide</u> this and should seek to provide for an intensification in industrial floorspace- <u>designed to accommodate a range of industrial uses.</u> '	Supporting text to reflect the Boroughs need for industrial floorspace.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
MM218	LP35 Mixed-Use Development on Economic Land	Amend paragraph 18.50 as follows:  ' <del>Irene House, 218 Balham High Road, 25 Boundaries Road</del> '	The property is no longer in employment use.	To reflect the current position.
MM219	LP35 Mixed-Use Development on Economic Land	Amend paragraph 18.50 to delete text and remove the designation:  ' <del>124 Latchmere Road and 187-207 Lavender Hill</del> '	To reflect the current use of the building.	In response to Reg 19 Repls.
MM220	LP36 Railway Arches	Amend LP36 B as follows:  'Where a proposal involves the use of open and/or <u>long-term (24 months or longer)</u> vacant railway arches, evidence will need to be submitted...'	To enable the reuse of industrial and employment land.	In response to Reg 19 Repls.
MM221	LP38 Affordable and Open Workspace	Amend LP38 A as follows:  'All development that provides economic floorspace will be expected to contribute to the provision of affordable and/or open workspace, in perpetuity <u>or for a minimum of 30 years</u> , which will be secured...'	To provide greater clarity.	In response to Reg 19 Repls.



Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM222	LP38 Affordable and Open Workspace	Amend LP38 A.2b as follows:  ‘Provide a proportion of economic floorspace at an affordable rent and with layouts, operations and services which support the provisions in part B below, in perpetuity <u>or for a minimum of 30 years</u> , as follows:’	To provide greater clarity.	In response to Reg 19 Reprs.
MM223	LP38 Affordable and Open Workspace	Amend LP38 A.3 as follows:  ‘The redevelopment of existing affordable and open workspace must re-provide the maximum viable quantity of such economic floorspace in perpetuity <u>or for a minimum of 30 years</u> , at equivalent rents (taking into account...’	To provide greater clarity.	In response to Reg 19 Reprs.
MM224	LP38 Affordable and Open Workspace	Amend LP38 B.1e.as follows:  ‘e. Other key regeneration sites and areas <u>including the Battersea Studios site allocation NE8.</u> ’	To reflect the allocation of new Site Allocation NE8.	In response to the GLA to ensure general conformity with the London Plan policies E4 and E7.
MM225	LP38 Affordable and Open Workspace	Amend paragraph 18.69 as follows:  ‘If the development does not propose providing open workspace with sufficient affordability features, a proportion of floorspace will alternatively be secured at an affordable rent in perpetuity <u>or for a minimum of 30 years</u> , subject to scheme viability...’	To provide greater clarity.	In response to Reg 19 Reprs.
MM226	LP40 Safeguarding Wharves	Amend paragraph 18.84 as follows:  ‘...The Secretary of State's Safeguarding Directions for wharves <del>identified in</del>	To reflect the current position.	In response to Reg 19 Reprs.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		<p><i>took forward the recommendations of the</i> Implementation Report - Safeguarding Wharves Review 2018-2019 <del>recommended</del> that this status is retained for all of Wandsworth's wharves, and <del>that</del> all planning applications affecting safeguarded wharves must be referred to the Mayor.'</p>		
MM227	Map 19.1 Designated Centres and Frontages	Redesignate '360-374 Garratt Lane' as Secondary Frontage, rather than Other Frontage.	Reclassified to reflect their more central location.	As a result of Reg 19 Repls.
		Redesignate '376-408 Garratt Lane' as Core Frontage, rather than Other Frontage.	Reclassified to reflect their more central location.	As a result of Reg 19 Repls.

**Map 19.1 Designated Centres and Frontages**



Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM228	LP41 Wandsworth's Centres and Parades	<p>Amend LP41 A.4 as follows:                      'Important Local Parades (26):</p> <ul style="list-style-type: none"> <li>a. 152-168 (<i>evens</i>) Battersea Bridge Road</li> <li>b. 141-185 (<i>odds</i>) Battersea High Street</li> <li>c. 263-305 (<i>odds</i>) Battersea Park Road</li> <li>d. 4-16 (<i>inclusive</i>) and 28-32 (<i>inclusive</i>) Battersea Square (including 9a/b beneath 132 Battersea Church Road) / 140 Westbridge Road</li> <li>e. 129-139 (<i>odds</i>) Beaumont Road</li> <li>f. 2-14 (<i>evens</i>) Blandfield Road / 55-61 (<i>odds</i>) and 81-95 (<i>odds</i>) Nightingale Lane</li> <li>g. 47-67 (<i>odds</i>) East Hill</li> <li>h. 135-153 (<i>odds</i>) Franciscan Road</li> <li>i. 171-227 (<i>odds</i>) Garratt Lane</li> <li>j. 812-842 (<i>evens</i>) and 911-919 (<i>odds</i>) Garratt Lane</li> <li>k. 74-88 (<i>evens</i>) Inner Park Road</li> <li>l. 50-94 (<i>evens</i>) Lower Richmond Road</li> <li>m. 169-201 (<i>odds</i>) Merton Road</li> <li>n. 2-12 (<i>evens</i>) Montford Place</li> <li>o. 58-86 (<i>evens</i>) and 91-111 (<i>odds</i>) Moyser Road</li> <li>p. 172-184 (<i>evens</i>) and 175-189 (<i>odds</i>) Northcote Road / 48, 59-63 (<i>odds</i>) Broomwood Road</li> <li>q. 328-372 (<i>evens</i>) and 499-551 (<i>odds</i>) Old York Road</li> <li>r. 1-11 (<i>odds</i>) Petersfield Rise</li> <li>s. 1-7 (<i>inclusive</i>) Portswood Place</li> <li>t. 1-6 (<i>inclusive</i>) Rockingham Close</li> <li>u. 115-141 (<i>odds</i>) St John's Hill</li> <li>v. <del>115-141</del> 323-409 (<i>odds</i>) Tildesley Road</li> <li>w. 314-324 (<i>evens</i>) Trinity Road</li> <li>x. 271-299 (<i>odds</i>) Upper Richmond Road</li> <li>y. 349-393 (<i>odds</i>) Upper Richmond Road</li> </ul>	For clarity and the avoidance of doubt.	As a result of Hearing discussion.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		z. 30-56 ( <i>evens</i> ) and 65-71 ( <i>odds</i> ) Webb's Road / 1-2 Ashness Road / <u>1 Burland Road'</u>		
MM229	LP45 Evening and Night-Time Economy	Amend LP45 A.4 as follows:  'do not result in a negative impact on the amenity <del>on</del> the surrounding residential and non-residential uses, as a result of the use itself or from those travelling to and from the use, <i>taking account of the cumulative impact</i> . Conditions may be used, including limits on hours of operation, in order to ensure this.'	To provide greater clarity.	In response to Reg 19 Reprs.
MM230	LP46 Visitor Accommodation	Amend LP46 A as follows:  'Proposals for the development of <i>new, or the extension of existing</i> , visitor accommodation will be supported in...'	To provide greater clarity.	In response to Reg 19 Reprs.
MM231	LP46 Visitor Accommodation	Amend LP46 B as follows:  'Outside locations set out in Part A, proposals for new, <i>or extensions to existing</i> , visitor accommodation will be assessed against the sequential test for main town centre uses in accordance with national planning policy, with preference given <i>for edge-of-centre sites first, and then</i> for sites within Focal Points of Activity over other 'out-of-centre' locations.'	To provide greater clarity.	In response to Reg 19 Reprs.
MM232	LP46 Visitor Accommodation	Delete LP46.D as follows:  ' <del>Proposals to extend existing visitor accommodation will only be supported in the locations set out in Part A, subject to the other requirements of this policy being met.</del> '	To provide greater clarity.	In response to Reg 19 Reprs.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM233	LP46 Visitor Accommodation	Amend LP46 F.6 as follows:  'It would provide ancillary facilities which are open for public use and create employment opportunities for local residents (such as restaurants, gyms, and conference facilities) unless it is demonstrated not to be feasible because the hotel is too small to accommodate them <u>or due to the operational requirements of the hotel.</u> '	To provide greater clarity.	In response to Reg 19 Reps.
MM234	LP46 Visitor Accommodation	Amend LP46 F.7 as follows:  'It would be managed appropriately as short term accommodation, <del>with stays not exceeding 90 consecutive days.</del> Delete the final sentence from para 19.47, 'Conditions will therefore be used to limit the maximum lease lengths for such accommodation.'	To provide greater clarity.	In response to Reg 19 Reps.
MM235	LP47 Markets	Add a new clause ('D') to LP47 Markets as follows:  <u>'D. Proposals for development on sites adjacent or in close proximity to existing markets must not negatively impact on the operation of those markets, giving particular consideration to operational storage requirements.'</u>	To consider the impact of development on markets.	In response to Reg 19 Reps.
MM236	LP49 Sustainable Transport	Amend wording in Policy LP49 B. 4. Sustainable Transport as follows:  'freight movement, <u>including waterborne freight cargo handling</u> , is made safer, less polluting and more efficient including through the use of Urban Logistics Hubs in suitable locations;'	For greater clarity.	As a result of Reg 19 Reps.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM237	LP49 Sustainable Transport	Amend wording in paragraph 20.9 as follows:  '20.9 Reducing the need to make unnecessary non-active travel journeys is the most sustainable outcome and this is encouraged. Sustainable transport modes include any efficient, safe, and accessible means of transport with overall low impact on the environment, primarily walking, cycling, and public transport <i>including passenger river boats.</i> '	For greater clarity.	As a result of Reg 19 Reps.
MM238	LP51 Parking, Servicing and Car Free Development	Amend wording to LP51 as follows:  'D. Car-free development will be required where:  <ol style="list-style-type: none"> <li>1. The PTAL is 4 or higher.</li> <li>2. <i>In an Opportunity Area, unless specific circumstances can be demonstrated where the provision of parking can be justified.</i></li> <li>3. <del>A Transport Assessment can demonstrate that through a combination of walking, cycling, public transport, car club parking, travel plans and other relevant measures that further private car parking is not required. A Transport Assessment shall demonstrate how reductions in the need to travel can be achieved. A Transport Assessment will not be required if the development meets London Plan Parking Standards.</del></li> <li>4. The appropriate minimum number of disability friendly parking spaces are provided in accordance with the London Plan and any subsequent amendments.'</li> </ol>	To reflect policy T6.1 of the London Plan's need for Inner London Boroughs' Opportunity Areas to be car free.	Following the agreement of a Statement of Common Ground with Transport for London.
MM239	LP51 Parking, Servicing and Car Free Development	Amend wording to LP51 E as follows:  'Low car development will be required where:	For greater consistency within the Plan.	Following the agreement of a Statement of Common



Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		<ol style="list-style-type: none"> <li>1. The PTAL is 3.</li> <li>2. <del>A Transport Assessment can demonstrate that through a combination of walking, cycling, public transport, car club parking, travel plans and other relevant measures minimal car parking is all that is required. A Transport Assessment shall demonstrate how reductions in the need to travel can be achieved. A Transport Assessment will not be required if the development meets London Plan Parking Standards.</del></li> <li>3. The appropriate minimum number of disability friendly parking spaces are provided in accordance with the London Plan and any subsequent amendments.'</li> </ol>		Ground with Transport for London.
MM240	LP51 Parking, Servicing and Car Free Development	<p>Amend wording in paragraph 20.36 as follows:</p> <p><del>'The Council supports the provision of car parking spaces for key workers within new developments. The Mayor of London is currently producing a list of key workers which Wandsworth will use to provide guidance on the distribution of car parking spaces that are created for key workers. Additionally, Car Parking Zone policies will be amended to allow key workers who require use of a vehicle greater access to parking permits. <u>Within the parameters of Policy LP51, and where parking is to be provided at new housing developments, the Council will prioritise key workers in the allocation of car parking spaces. The Mayor of London has produced a list of key workers (contained within the Housing Policy Practice Note, 'Allocating intermediate homes to London's key workers', December 2021), and this will provide a basis for the definition of key workers.</u></del></p> <p><u>The Council's priority is to help those key workers on lower incomes, with a place of work away from their own home, to travel to work where public transport options are more limited. This support, therefore, is more likely to</u></p>	To be in general conformity with the London Plan.	Following the agreement of a Statement of Common Ground with Transport for London.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		<i>be appropriate where developments are providing affordable housing in locations with poor PTAL ratings.'</i>		
MM241	LP52 Public Transport and Infrastructure	Amend wording in policy LP52 A.1c as follows:  'consultation has been undertaken with operators, owners and stakeholders <i>including TfL</i> .'	For greater clarity.	As a result of Reg 19 Repls and a Statement of Common Ground with Transport for London.
MM242	LP52 Public Transport and Infrastructure	Add wording in policy LP52 after part A.1c as follows:  <i>'2. Land will be safeguarded for future transport functions where necessary. New and additional land for transport functions and infrastructure will be sought to address deficiencies in provision and/or to accommodate expected future demand. Financial contributions to public transport improvements and other transport infrastructure can be made in lieu of provision in special circumstance.</i>  <i>3. The Thames and Wandle riversides will be protected as they are key routes for walking and cycling in Wandsworth but also important natural resources. It will be expected of development on riverside routes that:</i>  B. Development will be expected to meet all Healthy Street objectives (see Policy LP49 (Sustainable Transport)) and:  a. provision is made for riverside walks and access at least six metres wide (Thames) or at least three metres wide (Wandle), and appropriate to the scale of development, along the entire river frontage except for safety, operational or nature conservation reasons;	For greater clarity.	As a result of Reg 19 Repls and a Statement of Common Ground with Transport for London.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		<p>b. any new accesses linking the riverside walk to the surrounding area are at least three metres wide;</p> <p>c. riverside walks should where possible allow for provision of cycling, ensuring pedestrian safety; and</p> <p>d. the Environment Agency has been consulted for all developments adjacent to a watercourse.</p> <p><i><u>B. Development will be expected to meet all Healthy Street objectives (see Policy LP49 (Sustainable Transport)).</u></i></p>		
MM243	LP54 Open Space, Sport and Recreation	<p>Amend wording in policy LP54 Open Space, Sport and Recreation as follows:</p> <p>‘A. Any proposal that would result in a loss of sports pitches, playing fields, or land last used for outdoor sport, or which would prejudice the land's future use for sport in terms of quality or quantity of facilities, will not be permitted unless it can be clearly demonstrated that:</p> <ol style="list-style-type: none"> <li>1. it would provide <del>additional replacement open space and/or secure public access to private facilities in areas identified as deficient in open space, play space or sport and recreation facilities;</del> <i><u>and of equivalent or better provision in terms of quantity and quality in a suitable location;</u></i></li> <li>2. it would meet the priorities identified in the Playing Pitch Strategy.’</li> </ol>	To be in conformity with the NPPF.	In response to Reg 19 Repls.
MM244	LP54 Open Space, Sport and Recreation	<p>Amend wording in policy LP54 Open Space, Sport and Recreation as follows:</p> <p>‘C. Proposals for new, or improvements to existing, sports facilities and indoor recreation and leisure developments should:</p>	For greater clarity.	In response to Reg 19 Repls.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		1. be developed in accordance with and meet the needs of the Playing Pitch Strategy <i>or the Indoor Built Facilities Assessment/ Strategy, as appropriate;</i>		
MM245	LP55 Biodiversity	Amend the wording to LP55 B Biodiversity as follows:  'Development proposals will be required to protect and enhance biodiversity, through:  1. ensuring that it would not have an adverse effect on the borough's designated sites of habitat and species of importance ( <del>including buffer zones</del> ), as well as other existing species, wildlife, habitats and features of biodiversity value;'	For greater clarity.	In response to Reg 19 Repls.
MM246	LP55 Biodiversity	Amend wording of paragraph 21.30 as follows:  '... Information on areas of deficiency in access to nature in London is managed and updated by GiGL and will be made available via their website <a href="http://www.gigl.org.uk">www.gigl.org.uk</a> . <u>Details of habitat survey findings for the borough's SINC sites can be found at Enable's website <a href="https://enablelc.org/parks-about-us/biodiversity/sinc">https://enablelc.org/parks-about-us/biodiversity/sinc</a>.</u>	To signpost Enable's evidence base.	As a result of Hearing discussion.
MM247	LP55 Biodiversity	Amend wording of paragraph 21.31 as follows:  '...Proposals should give consideration to the need for species to move between habitats and therefore seek to connect with existing green corridors where it is appropriate to do so. <u>All development, particularly for new and replacement buildings and extensions to buildings, should utilise opportunities to attract new species to a site. This can include the incorporation of artificial nest boxes and bricks in buildings to provide</u>	For greater clarity.	In response to Reg 19 Repls.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		<p><i>nesting and roosting opportunities for birds, including species under threat such as swifts, house martins, swallows and house sparrows, and where appropriate, bats. Swift bricks integrated into new buildings are preferred, as these are suitable for multiple bird species. As outlined in the National Planning Practice Guidance, these relatively small features can achieve important benefits for wildlife. Applicants will be expected to provide details of such features as part of planning applications.</i> All these features must also be protected during construction works, and this may be secured by a planning condition, as will subsequent maintenance and monitoring.'</p>		
MM248	LP55 Biodiversity	<p>Insert new paragraph after paragraph 21.31 as follows:</p> <p><i>'National Government's guidance for Habitat Regulations Assessments specifies that assessments must consider any project that might have an impact on a designation. When assessing development proposals, the Council will consider the impact the proposal has on the designation or in close proximity to the designation. Whether or not a proposed development impacts on a designated site will depend on the type of proposal, the reason for designation, and the level of designation. More mobile priority or protected species are more likely to be impacted by developments further away than static or site faithful species.'</i></p>	For greater clarity.	In response to Reg 19 Reprs.
MM249	LP58 River Corridors	<p>Amend wording in policy LP58 River Corridor as follows:</p> <p><i>'C. Measures to protect and enhance rivers as a valuable resource for wildlife and biodiversity, including wildlife corridors and green chains will be supported (see LP55 (Biodiversity) and LP12 (Water and Flooding). Development should not encroach within a minimum of 16m (tidal Thames) or 8m (other rivers including those culverted) of the top of the riverbank.'</i></p>	For greater clarity.	In response to Reg 19 Reprs.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
MM250	Appendix 3 Designated Frontages	<p>Amend Appendix 3 Designated Frontages:</p> <p><b>‘Earlsfield Local Centre ...</b> Protected Core Frontages</p> <ul style="list-style-type: none"> <li>• 521-551 Garratt Lane</li> <li>• <u>376-408 Garratt Lane</u></li> </ul> <p>Protected Secondary Frontages</p> <ul style="list-style-type: none"> <li>• 557-569 Garratt Lane</li> <li>• 573-593 Garratt Lane</li> <li>• 424-444 Garratt Lane</li> <li>• 491-507 and 511 Garratt Lane</li> <li>• <u>360-374 Garratt Lane</u></li> </ul> <p>Other Frontages</p> <ul style="list-style-type: none"> <li>• 334-344 Garratt Lane</li> <li>• 346-358 Garratt Lane</li> <li>• <del>360-374 Garratt Lane</del></li> <li>• <del>376-408 Garratt Lane</del></li> </ul>	Reclassified to reflect their more central location.	In response to Reg 19 Reps.
MM251	Appendix 4 Glossary	<p>Add a new definition to the Glossary as follows:</p> <p><b><u>‘Social and community infrastructure / uses - any use that is important to the local community. These encompass a wide range of services, some of which are statutory, such as health and education, and the Council will work with partners to ensure that local communities continue to have access to these. Others are non-statutory community services, such as cultural, play, recreation, sports, and faith facilities, including those for voluntary or charitable purposes. Examples of social and community infrastructure or</u></b></p>	For greater clarity.	In response to Reg 19 Reps.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Reason for change
		<i>uses include public services, GP surgeries, nurseries, community centres, public halls, arts and cultural facilities, policing, fire and ambulance services, youth centres, social clubs, indoor sports and recreation facilities, libraries, laundrettes, places of worship, and public houses. This is not an exhaustive list and the Council will determine whether any facility or service is considered to be a social infrastructure or community use.'</i>		
MM252	Appendix 4 Glossary	Amend the definition of <b>neighbourhood level</b> as follows: <i>'Generally, aAreas within an 800-metre radius from the site'</i>	To be consistent with changes made at Policy LP28, Student Accommodation.	As a result of Hearing discussion.
MM253	Appendix 4 Glossary	Amend the definition of <b>single-person accommodation</b> to read, 'Includes all types of non-self-contained dwellings (such as student accommodation and HMOs) and self-contained studios'	To be consistent with changes made at Policy LP28, Student Accommodation.	As a result of Hearing discussion.
MM254	Appendices	Insert a new table at Appendix 1, and renumber the subsequent appendices:  <i><u>The trajectory / pipeline for the Local Plan period is shown below against the target defined by the London Plan in Policy H1 and paragraph 4.1.11.</u></i>	To provide update to current position.	As a result of Hearing discussion – recommended by Inspector.



Main Modification Number	Section of the Plan	Proposed Main Modification														Justification	Reason for change
		<u>2023/24</u>	<u>2024/25</u>	<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>	<u>2028/29</u>	<u>2029/30</u>	<u>2030/31</u>	<u>2031/32</u>	<u>2032/33</u>	<u>2033/34</u>	<u>2034/35</u>	<u>2035/36</u>	<u>2036/37</u>	<u>2037/38</u>	<u>Total</u>
<b><u>Completions*</u></b>		<u>3,712</u>	<u>2,846</u>	<u>4,008</u>	<u>2,424</u>	<u>2,957</u>	<u>1,934</u>	<u>2,277</u>	<u>1,356</u>	<u>873</u>	<u>748</u>	<u>748</u>	<u>671</u>	<u>587</u>	<u>587</u>	<u>587</u>	<u>26,315</u>
<b><u>Target**</u></b>		<u>1,950</u>	<u>1,950</u>	<u>1,950</u>	<u>1,950</u>	<u>1,950</u>	<u>1,950</u>	<u>957</u>	<u>957</u>	<u>957</u>	<u>957</u>	<u>957</u>	<u>957</u>	<u>957</u>	<u>957</u>	<u>957</u>	<u>20,313</u>
<p><i>*Projected completions for the Local Plan period. Source: 2021/22 Housing AMR, figures rounded</i></p> <p><i>**London Plan Target is applied from 2023/24 to 2028/29 (end of London Plan period); in 2029/30 to 2037/38 the target is 957 derived from SHLAA 2017+Small Sites target; figures rounded.</i></p>																	