

WANDSWORTH

Sustainability Appraisal

Local Plan Publication (Regulation 19) Version
(with Post Hearing Main Modifications) January 2023



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1.0 Non-Technical Summary

Introduction and Background

This Non-Technical Summary (NTS) provides an overview of the Sustainability Appraisal (SA) for the [Wandsworth Local Plan](#). The SA investigates the likely significant impacts on the borough in terms of the contribution towards sustainability if the Local Plan for the London Borough of Wandsworth is implemented.

The Local Plan sets out the priorities for the growth, renewal and regeneration of the borough and will be used for directing investment and making decisions on development proposals.

It is very important that the Wandsworth Local Plan contributes to a sustainable future for the borough. To support this objective, the Council is required to carry out a SA of the Local Plan. SA is a means of ensuring that the likely social, economic and environmental effects of the Local Plan are identified, described and appraised. It also incorporates Strategic Environmental Assessment (SEA).

The development and appraisal of the Plan is an iterative process, with the policies being refined to take account of appraisal and consultation. The policies have been subject to SA to ensure that they are the most appropriate.

The SA has influenced the Local Plan resulting in a sustainable plan; ensuring environmental, social and economic factors have been integral to decision making in its preparation. This report accompanies the Local Plan.

What Has Happened So Far and Next Steps

The first stage of the SA process (**Stage A**) was the production of the [Integrated Impact Assessment](#) (IIA) of the Wandsworth Local Plan Revised Scoping Report (2018) which set out the proposed approach to the appraisal of the Local Plan including a SA Framework (incorporating sustainability objectives). It contains information about the borough and identifies key sustainability issues.

Stage B was an iterative process involving the appraisal and refinement of the Local Plan with

the findings presented in an interim SA Report , '[Wandsworth Sustainability Appraisal – Local Plan Regulation 18 Consultation Version](#)' (November 2020). This was the subject of consultation in parallel with the [draft Local Plan](#) in early 2021.

At **Stage C**, a final SA Report, '[Wandsworth Sustainability Appraisal – Local Plan Publication \(Regulation 19\) Version](#)' (January 2022) was prepared to accompany the [Local Plan](#). It was made available for representations alongside the Local Plan in early 2022 prior to submission to the Secretary of State on 29 April 2022. The Examination in Public (EiP) took place between 15th November and 29th November 2022 (**Stage D**).

Activity	Output
Stage A: Sets the context, objectives and scope for the Sustainability Appraisal.	Scoping Report
Stage B: Develops and refines alternatives and assesses effects. Consults.	Interim Sustainability Appraisal Report
Stage C: Prepare the final Sustainability Appraisal Report.	Review consultation responses and final Sustainability Appraisal Report (this report)
Stage D: Formal representation and examination.	Post-Adoption Statement
Stage E: Monitor	Monitoring

Following the EiP, the Planning Inspectors have proposed Main Modifications to the Plan. This Report is an Addendum to the SA submitted as part of the Local Plan examination, which provides an assessment as to whether the proposed Main Modifications to the Local Plan are likely to have significant effects on the sustainability objectives.

Following the adoption of the Local Plan, the Council will issue a Post-Adoption Statement. During the period of the Local Plan, the Council will monitor its implementation and any significant social, economic and environmental effects (**Stage E**).

This Addendum

The Main Modifications to the Regulation 19 [Local Plan](#) are set out below (section 2.0). They are set out in Plan order, and specify additions to the plan using *underlined and italicised* text and removals from the text by ~~striketrough~~. The page numbers and paragraph numbering below refer to the publication local plan (as submitted), and do not take account of the deletion or addition of text. Each modification is numbered with an 'MM' prefix denoting Main Modification.

In every case, a **justification** for the modification is provided in column 4, and an assessment of the impact of the change upon the findings of the sustainability appraisal is provided in column 5. Where a modification prompts a need to reassess the sustainability appraisal, the row is shaded.

The policies that have prompted a reassessment of the Sustainability Appraisal are as follows:

- LP3 The Historic Environment
- LP4 Tall and Mid-Rise Buildings
- LP10 Responding to the Climate Crisis
- LP11 Energy Infrastructure
- LP12 Water and Flooding
- LP23 Affordable Housing
- LP27 Housing Standards
- LP28 Purpose-Built Student Accommodation
- LP29 Housing with Shared Facilities
- LP31 Housing for Vulnerable People and Older People
- LP33 Promoting and Protecting Offices
- LP34 Managing Land for Industry and Distribution
- LP45 Evening and Night-time Economy
- LP51 Parking, Servicing and Car-free Development
- LP52 Public Transport and Infrastructure

In addition, site allocation changes have prompted a reassessment of the placemaking aspirations in **Wandsworth Town, Nine Elms, Clapham Junction, Tooting** and at sites **OUT3** and **OUT5**.

Proposed Modifications have emerged through the Examination process as a result of discussion, debate and negotiation of responses raised through comments on the Regulation 19 Plan, and through [Matters, Issues and Questions](#) raised by the Inspectors and which formed the basis of the Examination sessions.

Each modification has been assessed for its possible impact upon the outcomes determined through the Sustainability Appraisal carried out for the Regulation 19 Local Plan. The primary

consideration for assessing this is whether the modification would lead a decision maker to a different decision with the modification that would have been arrived at previously. In many cases, modifications are simply updates, clarifications and consequential changes, and in these cases it is considered that there is no need to review the Sustainability Appraisal. Nonetheless, a significant number of changes do introduce elements that would potentially lead to different conclusions, and it is these that have been reconsidered. Section 3.0 of this document provides a new assessment of the policies with modifications with a comparison provided of the Regulation 19 assessment. The SA update and main modifications should be read alongside the [Local Plan Regulation 19 version](#). For ease, Appendix 1 sets out the revised policies, identifying the main modifications.

The Local Plan

The Local Plan establishes a Vision and Objectives related to environmental, social and economic outcomes.

A Spatial Strategy, presented in the Local Plan, proposes to deliver the Council’s ambitions for placemaking, accommodating growth and putting local people first by:

- Being Responsive: by continuing to value the borough’s built and natural heritage and take inspiration from it as part of the Council’s Placemaking ambitions.
- Working Collaboratively: to grow, renew and regenerate Wandsworth to help secure smarter environmental, social and economic outcomes and by emphasising the delivery of open space, housing choice and good jobs – the Council’s Smart Growth ambition.
- Being Inclusive: by prioritising the creation of resilient and connected communities and accessible centres that promote the use of sustainable travel and which are people-centric – the Council’s People First ambition.
- The broad policy framework set out in the Local Plan builds on the strategic policies (listed in the Local Plan) around themes of: Achieving design excellence.
- Tackling climate change.
- Providing for Wandsworth's people.
- Providing housing.
- Building a strong economy.
- Ensuring the vitality, vibrancy and uniqueness of the borough's centres.
- Sustainable transport.
- Green and blue infrastructure and the natural environment

Area Strategies are prepared for the main towns and opportunity areas at Wandsworth Town, Nine Elms Opportunity Area (Including Battersea Design and Technology Quarter), Clapham Junction and York Road/Winstanley Regeneration Area, Putney, Balham, Tooting and Roehampton (Inc. Alton Estate Regeneration Area). Overarching Area Strategies have also been prepared for Riverside and the Wandle Valley.

The place-based approach is an integrated framework founded on Placemaking, Smart Growth and People First that forms the basis of the content of the Area Strategies and is in accordance with the Vision and Objectives of the Local Plan.

There are over 70 Site Allocations, the majority of which are located within the Area Strategy areas.

Scoped Sustainability Objectives

The vision and objectives, each policy, Area Strategies and site allocations presented in the draft Local Plan have been assessed in terms of the overall balance of impacts on a scoped set of Sustainability Appraisal objectives, presented in the table below. The outcome of this process is contained within the [Wandsworth Sustainability Appraisal – Local Plan Publication \(Regulation 19\) Version’ \(January 2022\)](#), which also gives further background to the whole SA process and its application to the Wandsworth Local Plan policies, sites and strategies .

This document only considers the Proposed Modifications in respect of these 20 objectives, and sets out the outcomes in section 3, where the revised assessments are presented with the Regulation 19 outcomes for comparison. A commentary is given for each policy affected.

Topic	Objective
Pressure on the natural, built and historic environment	<ol style="list-style-type: none"> 1. Avoid loss of designated ecological sites, priority habitats and species. 2. Protect and enhance the natural environment, geodiversity and biodiversity of the borough. 3. Conserve and where appropriate enhance heritage assets and their settings, and the wider historic environment, including buildings, areas, structures, landscapes, townscapes, important views and archaeological remains. 4. Enhance the benefits to all from biodiversity and ecosystem services and establish and retain inter-connected multifunctional green infrastructure.
Waste reduction and sustainable consumption of resources	<ol style="list-style-type: none"> 5. Minimise consumption of natural, particularly virgin non-renewable, resources and energy. 6. Minimise the generation of waste in accordance with the principles of the resource efficiency hierarchy.
Climate change and air quality	<ol style="list-style-type: none"> 7. Maintain and improve air quality. 8. Promote renewable and low carbon energy generation. 9. Minimise flood risk in the borough and elsewhere and promote the use of SuDS.
Population and household growth and housing demand and supply	<ol style="list-style-type: none"> 10. Provide more housing opportunities for Wandsworth residents and workers.

Topic	Objective
<p>Access to essential community services</p>	<p>11. Ensure people have access to essential community services and facilities, including open space.</p>
<p>Pockets of deprivation and social exclusion</p>	<p>12. Reduce poverty, social exclusion and health inequalities. 13. Ensure equality for everyone regardless of disability, age, race/ethnicity, sexuality, religion or belief. 14. Address Council aspirations within priority neighbourhoods.</p>
<p>Public health</p>	<p>15. Protect and improve public health. 16. Reduce the impact of noise.</p>
<p>Traffic congestion and public transport infrastructure</p>	<p>17. Encourage the growth of sustainable transport. 18. Reduce the need to travel.</p>
<p>Business and Employment</p>	<p>19. Provide employment space to meet the borough's needs. 20. Ensure people have access to suitable employment opportunities.</p>

2.0 Main Modifications to the Regulation 19 Local Plan

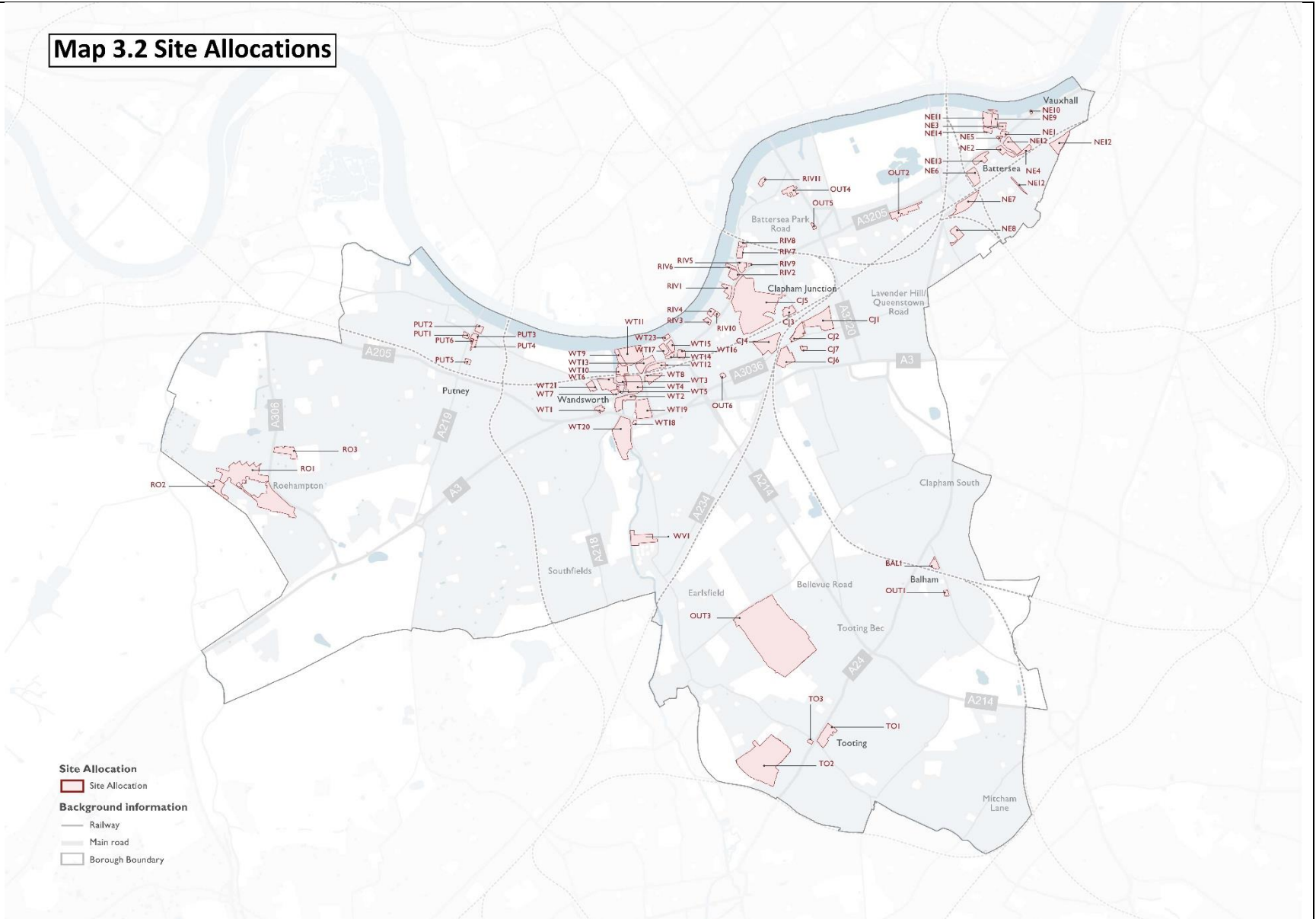
Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
MM1	Introduction	<p>Add, to the list of strategic policies at para 1.12:</p> <ul style="list-style-type: none"> <u>'LP4 Tall and Mid-rise buildings'</u> 	To recognise LP4 as a strategic policy in accordance with NPPF Paragraphs 20 – 23.	Has no bearing on the impact of policy decisions. Does not necessitate altering the SA.
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</u> Strategic Industrial Location (SIL); <u>and Battersea Design and Technology Quarter LSIA comprised of Havelock Terrace, Ingate Place, and Silverthorne Road, which will be transformed into the Battersea Design and Technology Quarter (BDTQ).</u> 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.	Has no bearing on the impact of policy decisions. Does not necessitate altering the SA.
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> The new homes</p>	To clarify the approach to housing distribution as non-sequential.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal																						
		<p>will be allocated in accordance with the following sequential approach: <i>The new homes are allocated in the following categories:</i></p>																								
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 2016 (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. <i>It also demonstrates an expectation to meet the 10 year London Plan target.</i></p> <table border="1" data-bbox="577 917 1503 1358"> <thead> <tr> <th>Year</th> <th>Completions</th> </tr> </thead> <tbody> <tr> <td>2015/2016</td> <td>2,735</td> </tr> <tr> <td>2016/2017</td> <td>2,710</td> </tr> <tr> <td>2017/2018</td> <td>2,025</td> </tr> <tr> <td>2018/2019</td> <td>1,877</td> </tr> <tr> <td>2019/2020</td> <td>1,359</td> </tr> <tr> <td>2020/2021</td> <td>1,422 <u>1,470</u></td> </tr> <tr> <td>2021/2022</td> <td>2,571 (projected) <u>1,974</u></td> </tr> <tr> <td>2022/2023</td> <td>2,169 <u>2,108</u> (projected)</td> </tr> <tr> <td>2023/2024</td> <td>2,392 <u>3,712</u> (projected)</td> </tr> <tr> <td>2024/2025</td> <td>2,460 <u>2,846</u> (projected)</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)	To provide update to current AMR position, and to illustrate a how the London Plan target will be met over the London Plan period.	Updates and clarifies the implementation of policy. Does not necessitate altering the SA.
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<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>'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.'</p>	Delete as repetition of section 38(6) of the Planning and Compulsory Purchase Act 2004.	Removes repetition. Has no bearing on the impact of policy decisions. Does not necessitate altering the SA.								
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	Updates the policy map. Does not necessitate altering the SA.								

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
			recognition of a previously unidentified suitable site 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 correctly show the site ownership boundary.	
		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.	
		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.	
		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.	
		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.	

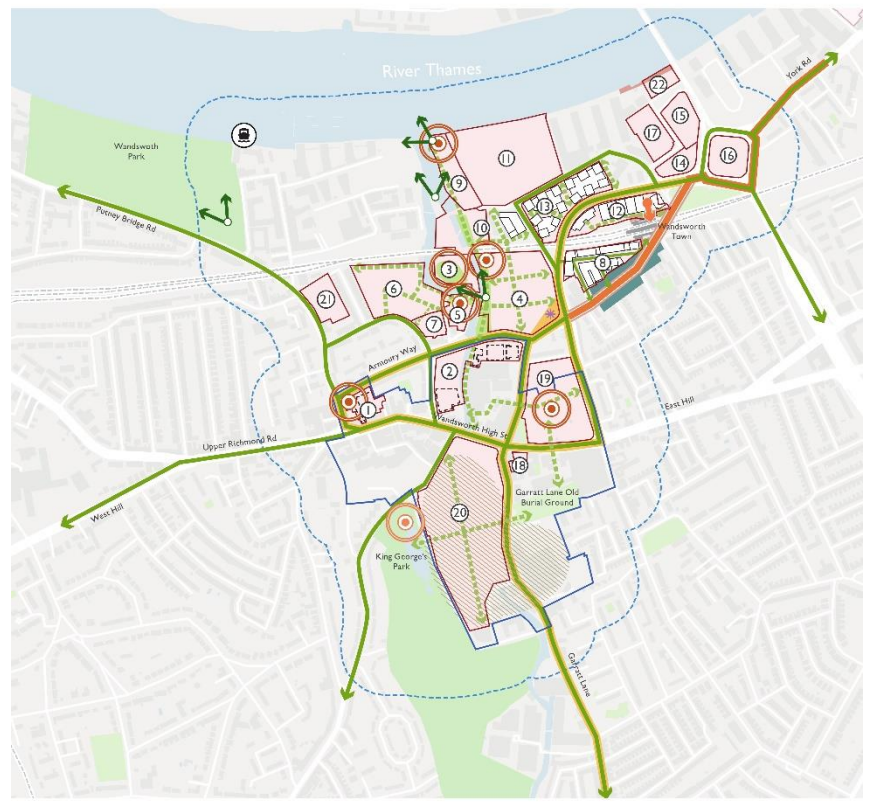
Map 3.2 Site Allocations



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MM7	PM2 Wandsworth Town	Deleted criteria of PM2 A.1. b. and amend policy numbering. 'b. height and massing reflect local context, or conforms with the approach for tall buildings in Wandsworth Town.'	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.	Removes repetition. Has no bearing on the impact of policy decisions. Does not necessitate altering the SA.
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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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.	Updates the spatial area map. Does not necessitate altering the SA.
		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 designation and the HWRC land to assist the	

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			comprehensive redevelopment of the area should that be realised in the future.	
		Amend map 4.1 key to read: <i>'Proposed and</i> existing valued views and vistas'	To clarify that several of the viewpoints are proposed and would need to be factored in as part of the development of site allocations.	

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, Armoury Way, SW18 (Ref: WT1)
 - 2 Ram Brewery/Capital Studios/Former Odeon/Duvel site, Ram Street/Armoury Way, Wandsworth, SW18 (Ref: WT2)
 - 3 Cussey's Island including land to the east, SW18 (Ref: WT3)
 - 4 Gasheider Site, Armoury Way, SW18 (Ref: WT4)
 - 5 Kellbray site, Wandsworth House and adjacent land at Dornay Street, SW18 (Ref: WT5)
 - 6 Frogmore Depot, Dornay Street, SW18 (Ref: WT6)
 - 7 Pinorans 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 65-71 Wandsworth High Street incl. Spread Eagle Public House, Wandsworth High Street and 5 Garrate 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 Purney 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

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
MM11	WT2, Ram Brewery / Capital Studios / Former Dexion /Duvall site, Ram Street / Armoury Way, Wandsworth, SW18	<p>Amend paragraph 4.33 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-G1-03. The maximum appropriate height range for the zone is 7 to 10 storeys, and the maximum appropriate height range for the site must <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-G1-08, 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-</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	Clarifies the implementation of policy. Does not necessitate altering the SA.

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		<p>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> <p>In accordance with the mid-rise building maps in Appendix 2, part of the site is located in mid-rise building zone MB-G1-11, 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).'</p>		
MM12	Gasholder Cluster (WT4)	<p>Amend paragraph 4.50 as follows:</p> <p>'Works to the banks of <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. <i>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.'</i></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.	Has an influence on site consideration. Reassess through the SA.
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</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		<p>the site must <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-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 <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>		
MM14	Frogmore Cluster	<p>Amend wording of paragraph 4.62 as follows:</p> <p><i>'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</u> with a new bridge linking this to the proposed open space on Causeway Island. <u>Hard landscaped open space is required around the Thames Tideway shaft. The use of soft landscaping should be used where it is possible.</u>'</i></p>	To provide greater clarity.	Has an influence on site consideration. Reassess through the SA.
MM15	Frogmore Cluster	Amend wording of paragraph 4.65 as follows:	To provide greater clarity.	Has an influence on site consideration.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		'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, and easements and <u>space required for future maintenance where built form will likely not be appropriate</u> the setting of Wentworth House.'		Reassess through the SA.
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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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> installation of an active travel bridge to cross Bell Lane Creek from the northern end of Dormay Street to the Causeway Island site (WT3). Provision should be made for another <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 bridge which connects to the Gasholder Cluster (WT4) as well as</u> to the riverside walk and then <u>which leads</u> 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	To provide greater clarity.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		connects <i>eastwards</i> to the Gasholder cluster to the east (WT4).'		
MM18	Frogmore Cluster	Amend paragraph 4.71 as follows: '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 must <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
MM19	WT8, Ferrier Street Cluster	Amend wording to paragraph 4.79 Movement as follows: '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> across Swandon Way to the Gasholder cluster (WT4) with a new pedestrian/ cyclist crossing that <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.'	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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
MM20	WT8, Ferrier Street Cluster	Amend paragraph 4.83 as follows:	To align with the wording of Policy LP4 D. and H to provide greater clarity.	Clarifies the implementation of policy. Does not

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		<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 must <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>necessitate altering the SA.</p>
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. <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> 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>	<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.</p>	<p>Clarifies a stakeholder relationship. Does not necessitate altering the SA.</p>
MM22	Feathers Wharf /	<p>Amend paragraph 4.99 as follows:</p>	<p>To align with the wording of Policy LP4 D. and H to provide greater clarity.</p>	<p>Clarifies the implementation of policy. Does not</p>

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
	Smugglers Way cluster	‘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 must <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).’		necessitate altering the SA.
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 Safeguarded wharf, except for the south-east corner, 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 area.’</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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
MM24	Map 4.8 Western Riverside Waste Transfer Station, SW18	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 designation and the HWRC land to assist the	Updates the site allocation map. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
			comprehensive redevelopment of the area should that be realised in the future.	



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Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
MM25	WT11, Western Riverside Waste Transfer Station	<p>Amend paragraph 4.105 as follows:</p> <p>'4.105 Site Layout – Should the safeguarded wharf be de-designated <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.'</p>	<p>Clarification that it is unlikely that the safeguarded wharf is to be de-designated.</p>	<p>Clarifies the implementation of policy. Does not necessitate altering the SA.</p>
MM26	WT11, Western Riverside Waste Transfer Station	<p>Amend paragraph 4.106 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-03. The maximum appropriate height range for the zone is 7 to 15 storeys, and the maximum appropriate height range for the cluster must <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>To align with the wording of Policy LP4 D. and H to provide greater clarity.</p>	<p>Clarifies the implementation of policy. Does not necessitate altering the SA.</p>
MM27	Swandon Way cluster	<p>Amend paragraph 4.117 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 must <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</p>	<p>To align with the wording of Policy LP4 D. and H to provide greater clarity.</p>	<p>Clarifies the implementation of policy. Does not necessitate altering the SA.</p>

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		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 must <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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 must <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.

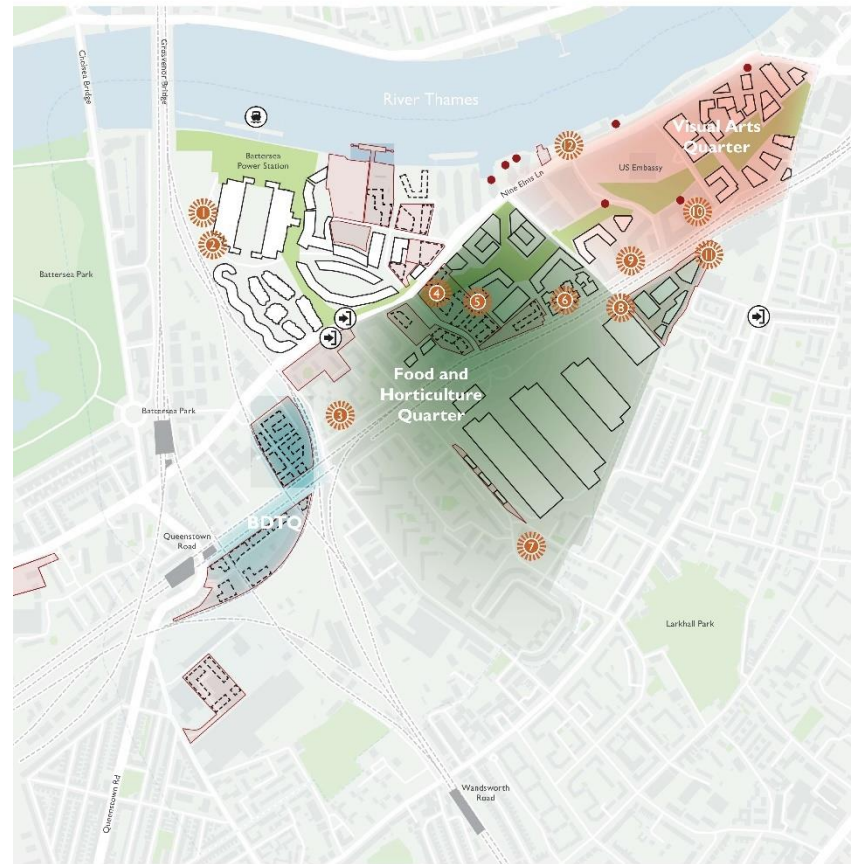
Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
MM30	WT19, Wandsworth Town Hall, Wandsworth High Street, SW18	<p>Amend paragraph 4.157 as follows:</p> <p>‘In accordance with the mid-rise building maps in Appendix 2, part of the site is located 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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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 must <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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.	Has no bearing on the impact of policy decisions. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
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> composed of Havelock Terrace, Ingate Place, and Silverthorne Road into the Battersea Design and Technology Quarter (BDTQ). 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.	Updates the plan wording in respect of other changes made. Has no bearing on the impact of policy decisions. Does not necessitate altering the SA.
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 preferred <u>indicative</u> landing site for the proposed Nine Elms Pimlico pedestrian and cycle bridge, ...’</p>	To recognise that other locations may be appropriate.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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	Updates the spatial area map. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
			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.	
		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.	
		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.	
		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.	
		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.	

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	Sustainability Appraisal
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"> a. the views of the Battersea Power Station and its setting (see Local Views SPD); and b. views from/of the Westminster World Heritage Site (WWHS); and c. the <i>valued</i> 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> the Urban Design Study (2021).' 	<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>Clarifies the implementation of policy. Does not necessitate altering the SA.</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"> 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 b. should have reference to the BDTQ EADF; and c. must deliver intensified industrial floorspace as part of any mixed-use scheme, including provision for industrial uses on the ground floor <i>which</i> 	<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>Updates the plan wording in respect of other changes made. Does not necessitate altering the SA.</p>

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		<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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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 preferred <u>current indicative</u> location.'</p>	To recognise that other locations may be appropriate.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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	Updates the spatial area map. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
			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.	
		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.	
		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.	
		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. Silverthorne Road <u>Battersea Studios</u> , SW8 (Ref:NE8)	New separate Site Allocation (new NE8 Battersea Studios) in response to GLA London Plan conformity.	
		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.	
		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.	

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		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.	
		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.	

Map 5.2 Spatial Area Map: Nine Elms



Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
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.	Updates the spatial area map. Does not necessitate altering the SA.
		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.	
		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.	
		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.	
		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.	
		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.	

Map 5.3 Spatial Area Map: Kirtling Street Cluster



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

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
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. Silverthorne Road <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>Updates the spatial area map. Does not necessitate altering the SA.</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>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>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>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>Amend map to place the focus on Ingate Place NE7 and Havelock Terrace NE6.</p>	<p>To correctly focus on the area of importance for this map.</p>	

Map 5.4 Spatial Area Map: Battersea Design and Technology Quarter



Public realm and active travel

- Green Space
- Existing route
- Suggested/ proposed new vehicular route
- Suggested/ proposed new pedestrian route
- Active travel enhancements
- Suggested building frontage
- Proposed new building frontage
- Valued view and vista
- NLE zone of influence

Growth location

- Site Allocation Boundary
- Havelock Terrace, SW8 (NE6)
- Ingate Place, SW8 (NE7)
- Battersea Design and Technology Quarter
- Strategic industrial location
- Battersea Design and Technology Quarter LSIA
- Proposed health centre

Transport infrastructure

- Existing station
- Background information**
- Metropolitan Open Land
 - Other open space

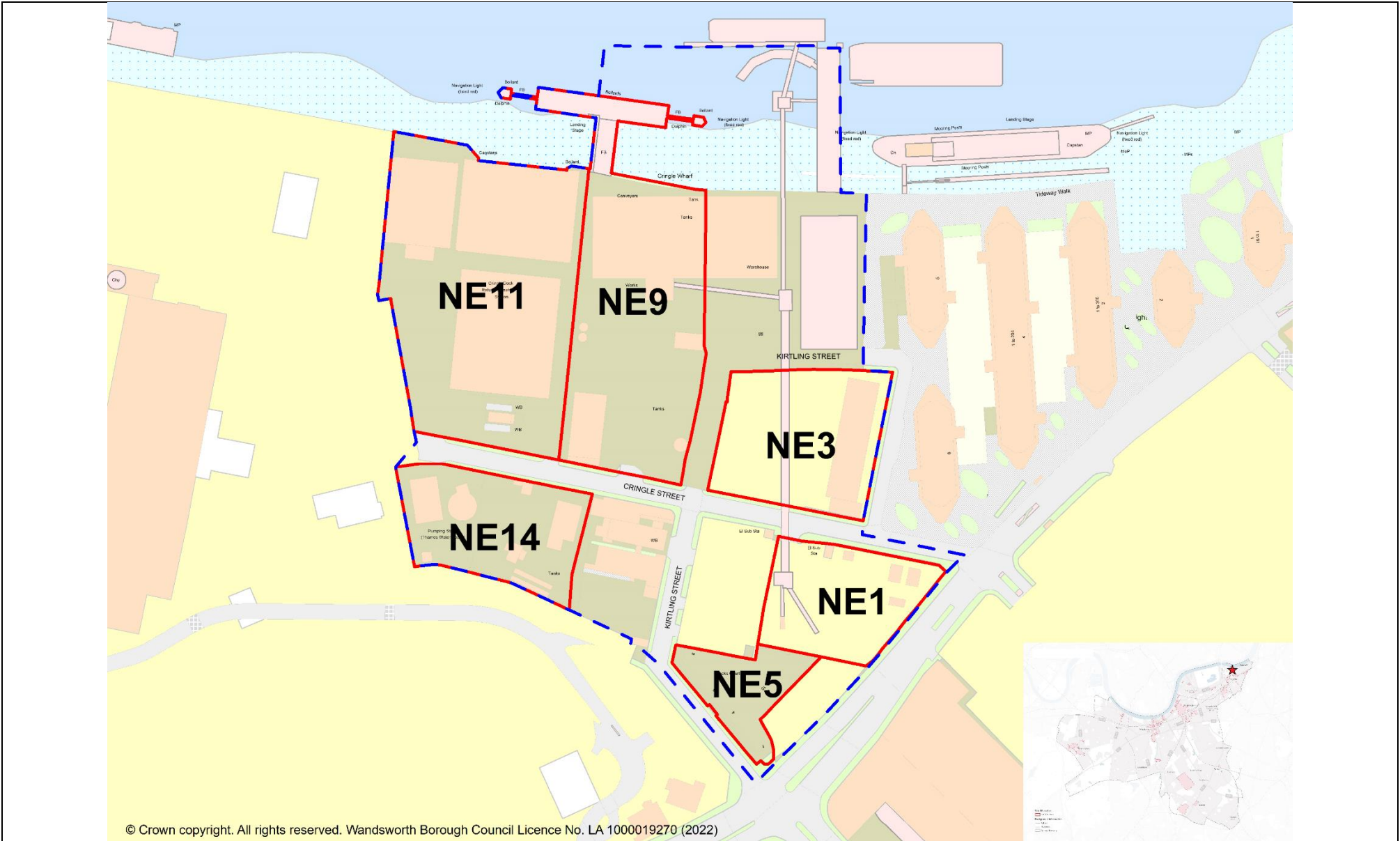
Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
MM44	Kirtling Street Cluster	<p>Amend wording of the site allocation titles as follows:</p> <p>'NE11 Cringle Dock, Nine Elms, SW8</p> <p><u>NE14 Battersea Ring Main Site, Cringle Street, SW8'</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>New allocation. Reassess through the SA.</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>New allocation. Reassess through the SA.</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 uses on the ground floor, and residential uses. <u>Ground floor uses should have consideration of</u> to upper floors due to 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>Clarifies the implementation of policy. Does not necessitate altering the SA.</p>

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
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>Clarifies the implementation of policy. Does not necessitate altering the SA.</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 – <u>Protected Safeguarding</u> Wharves) and their important function in the transshipment 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, in particular <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>Clarifies the implementation of policy. Does not necessitate altering the SA.</p>
MM49	Kirtling Street Cluster	<p>Amend wording to Para 5.30 as follows:</p> <p>‘5.30 Open Space <u>Public Realm</u> – Proposals to the north of the cluster in at the Kirtling Wharf and Cringle Dock sites (NE9, NE11) will be required to provide <u>a publicly accessible landscaped area</u> open space 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>Clarifies the implementation of policy. Does not necessitate altering the SA.</p>

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		<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>	
MM50	Kirtling Street Cluster	<p>Amend wording of paragraph 5.31 as follows: '<u>5.31 Access - '... Additionally, the Battersea Ring Main site includes access to the existing Thames Water infrastructure and the Kirtling Wharf site (NE9) includes access to a Thames Tideway shaft site and ongoing maintenance access will be required to both. The Thames Water infrastructure and the shaft maintenance regime and associated necessary access should be considered as part of any development proposal on either site.'</u></p>	<p>Reference to new site allocation.</p>	<p>Updates the plan wording in respect of other changes made. Has no bearing on the impact of policy decisions. Does not necessitate altering the SA.</p>
MM51	Kirtling Street Cluster	<p>Amend paragraph 5.37 (bullet point 2) as follows: '<u>This cluster of sites and other adjacent sites are located in the vicinity of the indicative landing site of the proposed Nine Elms Pimlico Bridge.'</u></p>	<p>To recognise that other locations may be appropriate.</p>	<p>Clarifies the implementation of policy. Does not necessitate altering the SA.</p>
MM52	Kirtling Street Cluster	<p>Amend paragraph 5.39 as follows: '<u>5.39 Identity and Architectural Expression - NE9 is adjacent to the proposed Nine Elms Pimlico Bridge, the Thames Path, and new public open space, 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>Clarifies the implementation of policy. Does not necessitate altering the SA.</p>

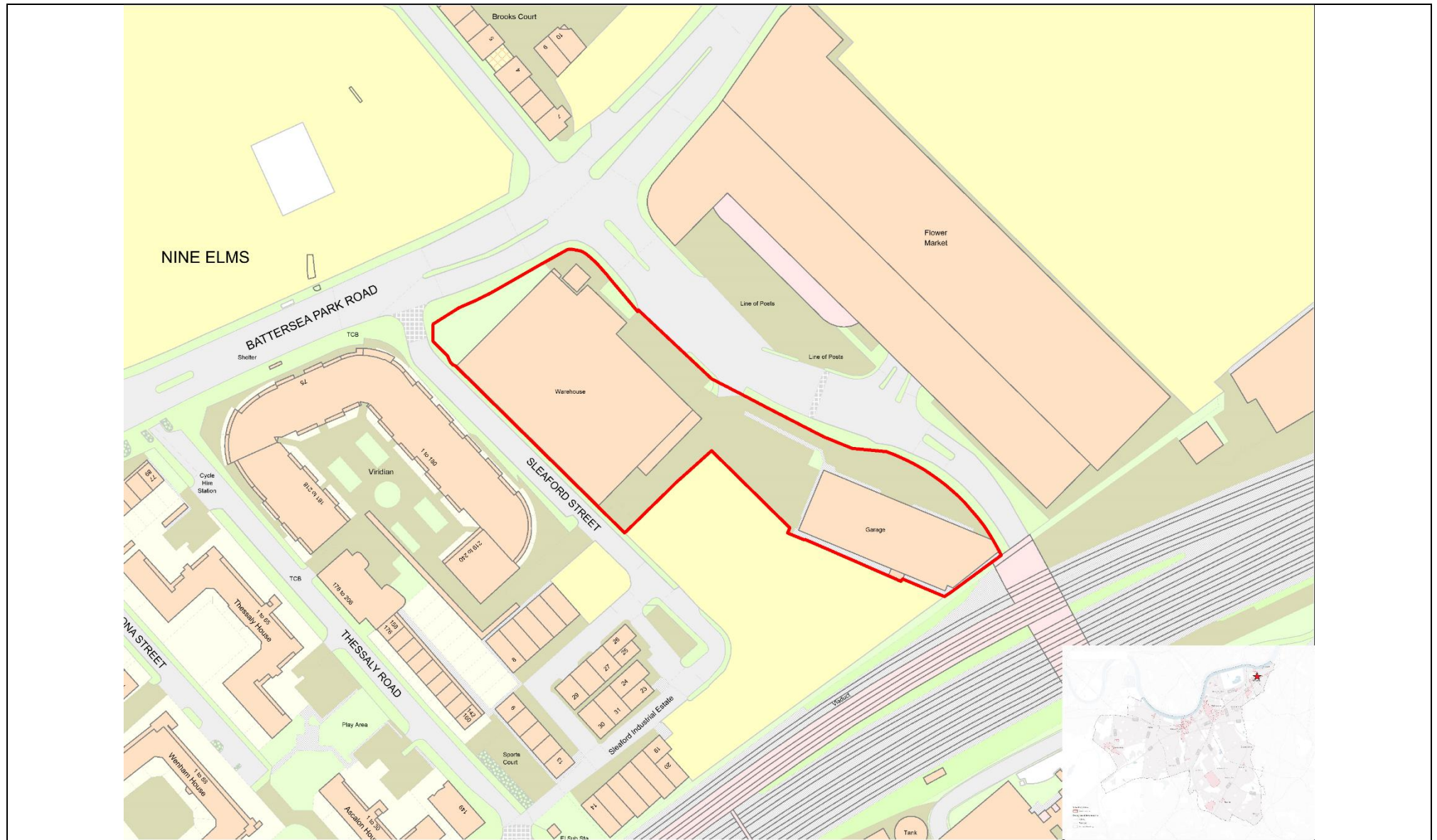
Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
MM53	Kirtling Street Cluster	Amend wording of paragraph 5.39 as follows: ‘5.39 Identity and Architectural Expression ... It would be appropriate for a landmark building to be located here as 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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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 must <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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	Updates the site allocation map. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
			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.	



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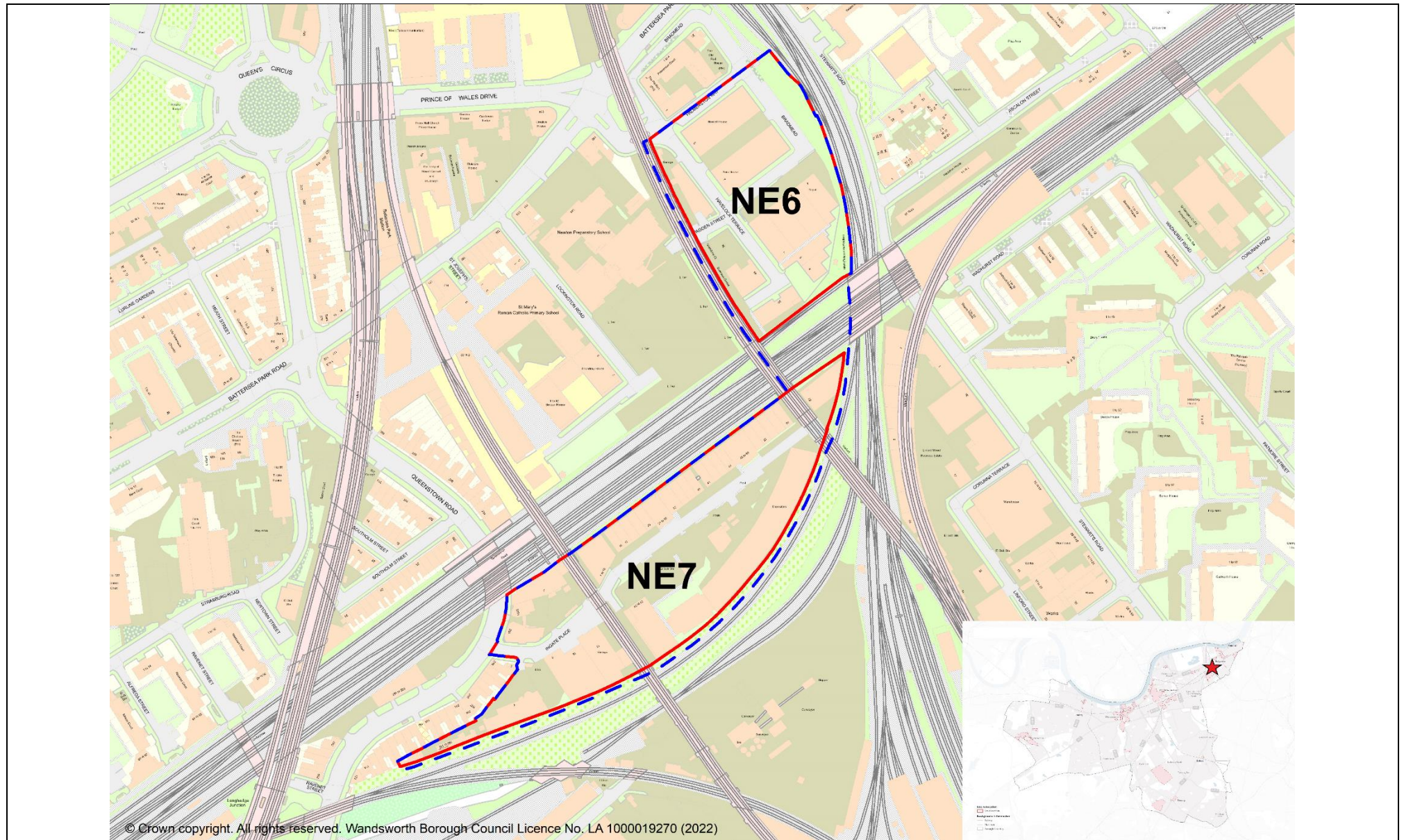
Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
MM56	Picture 5.5 NE2 41-49 Nine Elms Lane, and 49- 59 Battersea Park Road, SW8	Amend map to show updated boundary of NE2 41-49 Nine Elms Lane, and 49-59 Battersea Park Road which includes area to the north east.	To correctly show the site ownership boundary.	Updates the site allocation map. Does not necessitate altering the SA.



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Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
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 must <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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 must <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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	Updates the site allocation map. Does

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
	Technology Quarter	Amend the key as follows: '13. Silverthorne Road <u>Battersea Studios</u> , SW8 (Ref:NE8)	response to GLA London Plan conformity.	not necessitate altering the SA.
		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.	
		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.	
		Amend map to place focus on Ingate Place NE7 and Havelock Terrace NE6.	To correctly focus on the area of importance for this map.	



Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
MM60	Battersea Design and Technology Quarter Cluster	Amend paragraph 5.70 as follows: 'Uses – Industrial (<i>including logistical</i>) uses must be provided within ground floor units, unless specified within the BDTQ EADF document (e.g. hub sites), with the opportunity for industrial and office uses on upper floors. Existing 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, <u>R</u>esidential uses are not permitted in any areas of the site allocations NE6, and NE7, and NE8.'	To reflect the removal of Site Allocation NE8 from the Battersea Design and Technology Quarter cluster of sites.	Clarifies the implementation of policy. Does not necessitate altering the SA.
MM61	Battersea Design and Technology Quarter	Amend paragraph 5.72 as follows: 'Access - Keep service routes close to the building line in the Ingate Place site (NE7) and recess service access points within building footprints. Reduce access point and servicing at Queenstown Road junction for the Silverthorne Road site (NE8). 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 <u>between Ingate Place and with Queenstown Road.</u>	To reflect the removal of Site Allocation NE8 from the Battersea Design and Technology Quarter cluster of sites.	Updates the plan wording in respect of other changes made. Has no bearing on the impact of policy decisions. Does not necessitate altering the SA.
MM62	Battersea Design and Technology Quarter	Amend paragraph 5.73 as follows: 'Public Transport - 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.	Updates the plan wording in respect of other changes made. Has no bearing on the impact of policy

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		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 <i>site</i> and Silverthorne Road sites (NE7, NE8) will be expected to contribute to any proposals to improve bus journey times along Queenstown Road.’		decisions. Does not necessitate altering the SA.
MM63	Battersea Design and Technology Quarter	Amend paragraph 5.75 as follows: ‘ Relevant Management Plans – The Battersea Design and Technology Quarter Economic Appraisal Development Framework provides detailed guidance for this cluster of site allocations, which proposals should adhere to <i>align with.</i> ’	For clarification and to address the uncertainty of whether the current Masterplan will be progressed in its current form.	Clarifies the implementation of policy. Does not necessitate altering the SA.
MM64	Battersea Design and Technology Quarter	Delete the third bullet point of paragraph 5.76 as follows: • 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	To reflect the removal of Site Allocation NE8 from the Battersea Design and Technology Quarter cluster of sites.	Updates the plan wording in respect of other changes made. Has no bearing on the impact of policy decisions. Does not necessitate altering the SA.
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 and the BDTQ EADF. ’	For greater consistency.	Has no bearing on the impact of policy decisions. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
MM66	Battersea Design and Technology Quarter	Amend paragraph 5.77 as follows: ‘Movement - A permeable network of streets needs to be formulated using perimeter block principles. The Havelock Terrace site (NE6) lies opposite the 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, and consideration should be given to the pedestrian use of the existing footbridge connecting Stewarts Lane to Heathbrook Park / Portslade Road (NE8). ’	To reflect the removal of Site Allocation NE8 from the Battersea Design and Technology Quarter cluster of sites.	Updates the plan wording in respect of other changes made. Has no bearing on the impact of policy decisions. Does not necessitate altering the SA.
MM67	Battersea Design and Technology Quarter	Amend paragraph 5.78 as follows: ‘Identity and Architectural Expression - The buildings closest <i>fronting on</i> to 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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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 must <i>should</i> be in accordance with the tall building maps in	To align with the wording of Policy LP4 D. and H to provide greater clarity.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		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).'		
MM69	Battersea Design and Technology Quarter	Delete second bullet point of paragraph 5.79 as follows: <ul style="list-style-type: none"> • 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). 	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.	Updates the plan wording in respect of other changes made. Has no bearing on the impact of policy decisions. Does not necessitate altering the SA.
MM70	NE8 Battersea Studios	Insert new map within NE8 Battersea Studios site allocation show boundary as part of new site allocation. Map reference number to be added upon adoption of the Plan	New separate Site Allocation (new NE8 Battersea Studios) in response to GLA London Plan conformity.	Updates the plan wording in respect of other changes made. Has no bearing on the impact of policy decisions. Does not necessitate altering the SA.



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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><u>'NE8 Battersea Studios, SW8'</u></i></p> <p><u>'Site Description:</u> <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><u>Site Allocation:</u> <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><u>Development Considerations</u></p> <p><u>Uses:</u> <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><u>Open Space</u> – <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>New allocation. Reassess through the SA.</p>

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		<p><u>Access</u> - 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><u>Public Transport</u>- Development will be expected to contribute to any proposals to improve bus journey times along Queenstown Road.</p> <p><u>Active Travel</u> - 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><u>Built Form</u> –</p> <ul style="list-style-type: none"> • <u>Development must avoid material harm to the amenity of neighbouring occupiers or the operations of neighbouring uses.</u> • <u>where possible, blocks should be structured around working yards and amenity spaces with active and positive frontages to those spaces.</u> • <u>A high-quality public realm is required in accordance with the Nine Elms Public Realm Design Guide and the BDTQ EADF.</u> • <u>Architectural expression should denote the use of the site as a place for production, creativity and innovation.</u> <p><u>Building heights</u>: 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	Sustainability Appraisal
		<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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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.	Has an influence on site consideration. Reassess through the SA.
MM74	NE10, Middle Wharf, Nine Elms	Amend paragraph 5.82 as follows: ‘...will require further discussions with relevant parties, in particular <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.	Clarifies a stakeholder relationship. Does not necessitate altering the SA.

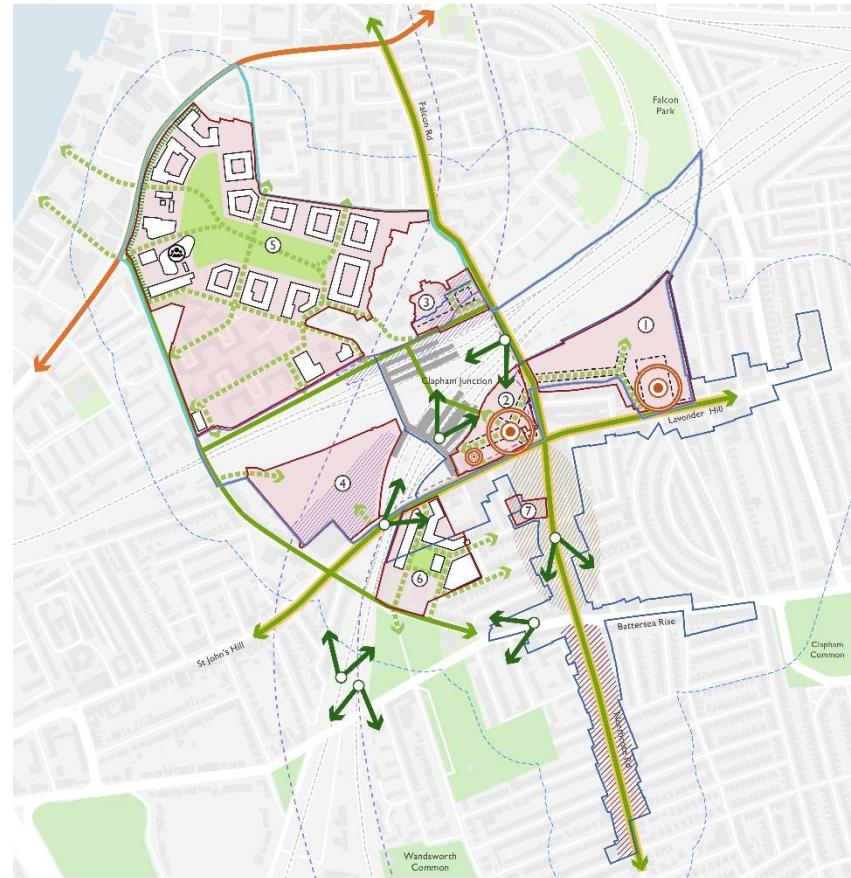
Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
MM75	NE12a, New Covent Garden Market (NCGM), SW8	<p>Amend paragraph 5.101 as follows:</p> <p>‘In accordance with the tall building maps in Appendix 2, the site is located in tall building zone 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 must <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		<p>the site must <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 must <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		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>'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.'</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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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>. the Urban Design Study (2021)'</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	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
			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 Urban Heart Station Masterplan Boundary'	To clarify the correct title of the Masterplan.	Updates the spatial area map. Does not necessitate altering the SA.
		Switch the numbers '3' and '4' over site allocations CJ3 and CJ4.	To correct inaccuracy.	

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	Sustainability Appraisal
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 Urban Heart Station Masterplan Boundary'	To clarify the correct title of the Masterplan.	Updates the spatial area map. Does not necessitate altering the SA.

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
 - ① ASDA, LIDL and Boots sites, Falcon Lane, SW11 (Ref: CJ1)
 - ② Clapham Junction Station Approach, SW11 (Ref: CJ2)
 - ③ Land on the corner of Grant Road and Falcon Road, SW11 (Ref: CJ3)
 - ④ Land at Clapham Junction station, SW11 (Ref: CJ4)
 - ⑤ Winstanley / York Road Regeneration Area, SW11 (Ref: CJ5)
 - ⑥ Peabody Estate, St John's Hill (Ref: CJ6)
 - ⑦ 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	Sustainability Appraisal
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>Clarifies the implementation of policy. Does not necessitate altering the SA.</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 must <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>Clarifies the implementation of policy. Does not necessitate altering the SA.</p>

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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 must <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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 must <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 must <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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 must <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		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 sets out detailed uses for the site. '	For clarification and to address the uncertainty of whether the current Masterplan will be progressed in its current form.	Clarifies the implementation of policy. Does not necessitate altering the SA.
MM93	CJ5, Winstanley / York Road Regeneration Area	Include after paragraph 6.64 a new paragraph as follows: <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>	For greater clarity.	Has an influence on site consideration. Reassess through the SA.
MM94	CJ5, Winstanley / York Road Regeneration Area	Amend paragraph 6.65 as follows: 'Relevant Management Plans – Any proposals <i>should have regard to</i> will be required to comply with 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).'	For clarification and to address the uncertainty of whether the current Masterplan will be progressed in its current form.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		must <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 must <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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 ground floor commercial uses.'	For greater clarity.	Clarifies the implementation of policy. Does not necessitate altering the SA.
MM98	CJ7, 36-46 St Johns Road	Amend paragraph 6.89 as follows: 'The site has frontages on to St. John's Road, Eckstein Road and Severus	To rationalise paragraphs and make clearer.	Updates the description. Does not

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
	and 17 Severus Road	Road. The ground floor of St John's Road is a primary <u>Core</u> retail frontage. The Severus Road frontage currently has an office <u>a back of house</u> frontage associated with the retail use. Severus Road is part residential. A retail frontage on to St John's Road is required <u>on the ground floor</u> 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.'		necessitate altering the SA.
MM99	PM5 Putney	Amend wording in PM5 Putney A.2 as follows: 'Development proposals will be required to respect and enhance the <u>valued</u> views and vistas established in <u>Map 7.1 Spatial Area Map: Putney, 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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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. 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.'	Update based on change of Council objectives.	Clarifies the implementation of policy. Does not necessitate altering the SA.
MM101	PUT1, Wereldhave site, 56-66	Amend wording to paragraph 7.18 as follows:	To provide greater clarity.	Has no bearing on the impact of policy decisions. Does not

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
	Putney High Street	'Parking - Consider provision of public car parking on the site with 2-hour limit and improve access to the site. Car club provision for residential/commercial use and surrounding area would be appropriate.'		necessitate altering the SA.
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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
MM104	PUT3, Corner of Putney Bridge Road and Putney High Street, SW15	<p>Amend paragraph 7.41 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-D1-01. The maximum appropriate height range for the zone is 7 to 8 storeys, and the appropriate height range for the site must <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>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	Clarifies the implementation of policy. Does not necessitate altering the SA.
MM105	PUT5, Sainsbury's Supermarket, 2-6 Werter Road,	<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-</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
	Putney, SW15	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.'		
MM106	PUT6, 55-61 Putney High Street, SW15	Amend paragraph 7.61 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-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.'	To align with the wording of Policy LP4 D. and H to provide greater clarity.	Clarifies the implementation of policy. Does not necessitate altering the SA.
MM107	PM6 Tooting	Amend wording in PM6 Tooting A (4) as follows: 'Development proposals will be required to respect and enhance the <i>valued</i> views and vistas established in <i>Map 8.1 Spatial Area Map: Tooting, 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.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
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 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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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 must <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</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		<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> <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 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>		
MM110	TO3, 50 – 56 Tooting High Street, Tooting,	<p>Amend paragraph 8.34 as follows:</p> <p>'8.34 Access – The parking and access to the west should be <i>redeveloped</i> retained with public realm enhancements provided for pedestrians.'</p>	To be in general conformity with the London Plan.	Has an influence on site consideration. Reassess through the SA.
MM111	TO3, 50 – 56 Tooting High Street, Tooting,	<p>Amend paragraph 8.35 as follows:</p> <p>'Parking – Servicing should take place directly from the Garratt Lane frontage subject to the constraints of the bus bays.'</p>	To be in general conformity with the London Plan.	Has an influence on site consideration. Reassess through the SA.
MM112	PM7 Roehampton and Alton Estate	Amend wording in PM7 Roehampton and Alton Estate Regeneration Area A.5 as follows:	To ensure there is greater clarity as to which views are considered as part of the development process by removing the	Clarifies the implementation of policy. Does not

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
	Regeneration Area	'Development proposals will be required to respect and enhance the <u>valued</u> views and vistas established in <u>Map 9.1 Spatial Area Map: Roehampton and Alton Estate Regeneration Area</u> . the Urban Design Study (2021) '	consideration of the views analysis of the Urban Design study which is not considered to be robust.	necessitate altering the SA.
MM113	PM7 Roehampton and Alton Estate Regeneration Area	Amend paragraph 9.20 as follows: '9.20 Relevant Management Plan – Proposals should <u>seek</u> make reference to <u>follow</u> the regeneration principles outlined <u>identified</u> in <u>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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
MM114	PM7 Roehampton and Alton Estate Regeneration Area	Amend paragraph 9.22 as follows: ' 9.22 Built Form – Development of the site should conform with the regeneration principles outlined <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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 must <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	To align with the wording of Policy LP4 D. and H to provide greater clarity.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		<p>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-E2-02 (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> <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</p>	To align with the wording of Policy LP4 D. and H to provide greater clarity.	Clarifies the implementation of policy. Does not

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		<p>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>necessitate altering the SA.</p>
MM117	PM8 Balham	<p>Amend wording in PM8 Balham A.8 as follows: '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>. the Urban Design Study (2021)'</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>Clarifies the implementation of policy. Does not necessitate altering the SA.</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>Updates the spatial area map. Does not necessitate altering the SA.</p>

Map 10.1 Spatial Area Map: Balham



Public realm and active travel

- Suggested location for new public open space
- Existing route
- Active travel enhancement
- Suggested public realm improvement
- Cycle Superhighway
- Suggested building frontage
- Value view and vista

Growth location

- Site Allocation Boundary
- Sainsbury's Car Park, Bedford Hill, SW12 (Ref: BA1)
- Balham Health Centre, 120 - 124 Bedford Hill, London, SW12 (Ref: OUTH)
- Main shopping area
- Hilbreth Street (pedestrianised street with al fresco cafes, restaurant and independent shops)

Transport Infrastructure

- Balham Railway Station

Background information

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

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
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 must <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
MM120	Area Strategy for Wandsworth's Riverside	<p>Amend wording to para 11.8 as follows:</p> <p>'11.8 ... Due for completion in 2024⁵ 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.	Updates the description. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		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.	Updates the spatial area map. Does not necessitate altering the SA.
		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.	

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 Priced Candies Factory, 110 York Road, Battersea, SW11 (Ref: RIV1)
- ② Dovercourt site, York Road, SW11 (Ref: RIV2)
- ③ 11-25 Chafeld Road and 41-47 Chafeld 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)

- ⑩ 100 York Road, Travelodge Hotel, SW11 (Ref: RIV10)
- ⑪ Battersea 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	Sustainability Appraisal
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 must <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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 must <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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.	Clarifies the implementation of policy. Does not

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
	47 Mendip Road, SW11	the zone is 7 to 10 storeys, and the maximum appropriate height range for the site must <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).'		necessitate altering the SA.
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 must <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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 must <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,	To align with the wording of Policy LP4 D. and H to provide greater clarity.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		<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 must <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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 must <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
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 must <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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 must <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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.	Clarifies the implementation of policy. Does not

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	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 must <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>		necessitate altering the SA.
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 must <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		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 <u>valued</u> views and vistas established in <u>Map 11.1 Overarching Spatial Area Map: Wandsworth's Riverside</u> . the Urban Design Study (2021) '	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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
MM134	PM9 Wandsworth's Riverside	Amend wording to PM9 Wandsworth's Riverside A(9) as follows: '... For each site this will mean <u>ensuring ongoing operation and maintenance</u> ; 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.	Updates the description. Does not necessitate altering the SA.
MM135	PM10 Wandle Valley	Amend wording in PM10 Wandle Valley A (3) as follows: 'Development proposals will be required to respect and enhance the <u>valued</u> views and vistas established in <u>Map 12.1 Overarching Spatial Area Map: Wandle Valley</u> . the Urban Design Study (2021) '	To ensure there is greater clarity as to which views are considered as part of the development process by removing the	Clarifies the implementation of policy. Does not

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
			consideration of the views analysis of the Urban Design study which is not considered to be robust.	necessitate altering the SA.
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%).	Clarifies the implementation of policy. Does not necessitate altering the SA.
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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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.	Clarifies the implementation of policy. Does not

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	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'		necessitate altering the SA.
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 must <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.

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MM140	OUT3, Springfield Hospital, Burntwood Lane / Glenburnie Road,	<p>Include after paragraph 13.14 a new paragraph as follows:</p> <p><i>'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.'</i></p>	To be in general conformity with the London Plan.	Has an influence on site consideration. Reassess through the SA.
MM141	OUT3, Springfield Hospital, Burntwood Lane / Glenburnie Road,	<p>Amend para 13.18, bullet point one, as follows:</p> <p><i>'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.'</i></p>	For greater clarity.	Has an influence on site consideration. Reassess through the SA.
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 must <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.

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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><u>'Development Consideration</u></p> <p><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></p>	To be in general conformity with the London Plan.	Has an influence on site consideration. Reassess through the SA.
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.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.
MM145	LP3 Historic Environment	<p>New paragraph to be added after 14.23 as follows:</p> <p><u>' Climate change will result in more extreme weather events and urban</u></p>	To emphasise mitigation and adaptation measures in recognition of climate	Has an influence on decision making or

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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>	change in agreement with Historic England.	outcomes. Reassess through the SA.
MM146	LP4 Tall and Mid-rise Buildings	<p>Amend parts C and G of LP4 as follows:</p> <p>C. <u>'The Council will seek to restrict P</u>proposals for tall buildings will not be permitted outside the identified tall building zones.'</p> <p>G. <u>'The Council will seek to restrict P</u>proposals for mid-rise buildings will not be permitted outside the identified tall and mid-rise building zones.'</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.	Has an influence on decision making or outcomes. Reassess through the SA.
MM147	LP10 Responding	Wording to be added to LP10 C.4	For clarification.	Has an influence on decision making or

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	to the Climate Crisis	'4. In exceptional circumstances, where it is clearly demonstrated that the on-site percentage threshold targets listed in Parts C.1 and/or C.2 above 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'		outcomes. Reassess through the SA.
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.	Has an influence on decision making or outcomes. Reassess through the SA.
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.	Has an influence on decision making or outcomes. Reassess through the SA.
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.	Has an influence on decision making or outcomes. Reassess through the SA.

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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.	Has an influence on decision making or outcomes. Reassess through the SA.
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	Has an influence on decision making or outcomes. Reassess through the SA.

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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.	Has an influence on decision making or outcomes. Reassess through the SA.
MM154	LP12 Water and Flooding	Amend the 2nd sentence of Policy LP12 B as follows: 'The Sequential Test is considered to have been passed, and a Flood Risk Assessment will not be required, is not a major development or at least one of the following applies <i>if the proposal meets one of the following criteria:</i> '	To ensure the latest EA Technical guidance is captured and for greater clarity.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.
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.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.
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.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.

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		<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>		
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.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.
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>C. <u>B.</u> 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><u>C.</u> 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><u>D.</u> 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.	Has an influence on decision making or outcomes. Reassess through the SA.

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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>Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.</p>

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MM160	LP12 Water and Flooding	Amend Policy LP12 Table 15.1, Zone 3a as follows: '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. <i>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.</i> Safe access and egress at a Low Hazard rating is required.'	To ensure the latest EA Technical guidance is captured and for greater clarity.	Has an influence on decision making or outcomes. Reassess through the SA.
MM161	LP12 Water and Flooding	Amend Table 15.1 row 3, column 2 (Zone 3a) as follows: 'Self-contained residential basements will not be permitted in locations at risk of fluvial, or tidal defended flooding. Bedrooms at basement level will not be permitted in fluvial flood risk areas subject to <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.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.
MM162	LP12 Water and Flooding	Amend Policy LP12 Table 15.1, Zone 2 as follows: '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. <i>In areas of fluvial flood risk,</i>	To ensure the latest EA Technical guidance is captured and for greater clarity.	Has an influence on decision making or outcomes. Reassess through the SA.

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		<i>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. 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, in locations at risk of fluvial, or tidal defended flooding. Bedrooms at basement level will not be permitted in fluvial flood risk areas subject to <i>with the exception</i> of the requirements set out in Table 15.2.'	To ensure the latest EA Technical guidance is captured and for greater clarity.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.
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, or, in locations at risk of fluvial flooding, are not used for bedrooms.'	To ensure the latest EA Technical guidance is captured and for greater clarity.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.
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 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.'	To ensure the latest EA Technical guidance is captured and for greater clarity.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.

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MM166	LP12 Water and Flooding	Amend table 15.2 row 2 column 2 (Flood Zone 2) as follows: <ul style="list-style-type: none"> •New Basements: <ul style="list-style-type: none"> •If the Exception Test (where applicable) is passed, basements may be permitted for residential use where they are not self-contained, or in locations at risk of fluvial flooding, are not, in locations at risk of fluvial flooding, are not used for bedrooms. •Existing Basements: <ul style="list-style-type: none"> •Basement extensions, conversions or additions maybe permitted for existing developments where they are not self-contained, or, in locations at risk of fluvial flooding, are not used for bedrooms. 	To ensure the latest EA Technical guidance is captured and for greater clarity.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.
MM167	LP12 Water and Flooding	Amend Table 15.2 row 2, column 1 (flood zone 3a) as follows: 'Flood Zone 3a (<u>Tidal</u>)'	To ensure the latest EA Technical guidance is captured and for greater clarity.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.
MM168	LP12 Water and Flooding	Amend Table 15.2 row 3, column 1 (flood zone2) as follows: 'Flood Zone 2 (<u>Tidal</u>)'	To ensure the latest EA Technical guidance is captured and for greater clarity.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.
MM169	LP12 Water and Flooding	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: 'In areas of Extreme, Significant and Moderate Breach Hazard (as set out in	To ensure the latest EA Technical guidance is captured and for greater clarity.	Has an influence on decision making or outcomes. Reassess through the SA.

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		<p>the Council's SFRA):</p> <ul style="list-style-type: none"> • <u>Existing basements:</u> • <u>No basement extensions, conversions or additions for 'Highly Vulnerable' uses.</u> • <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> <p>In areas of Low or No Breach Hazard (as set out in the Council's SFRA):</p> <ul style="list-style-type: none"> • <u>Existing basements:</u> • <u>Basement extensions, conversions or additions may be permitted for existing developments where they are not self-contained.'</u> <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: '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.'</p>	<p>To ensure the latest EA Technical guidance is captured and for greater clarity.</p>	<p>Has an influence on decision making or outcomes. Reassess through the SA.</p>
MM171	LP12 Water and Flooding	<p>Amend Policy LP12 H.3 as follows: '<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</u></p>	<p>To require a justification for exceptional circumstances in assessing meterage set back in the application of the policy.</p>	<p>Has an influence on decision making or outcomes. Reassess through the SA.</p>

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		<p><i>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 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>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).</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>	<p>To ensure the latest EA Technical guidance is captured and for greater clarity.</p>	<p>Has an influence on decision making or outcomes. Reassess through the SA.</p>
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> 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</u></i></p>	<p>To require a justification for exceptional circumstances in assessing meterage set back in the application of the policy.</p>	<p>Has an influence on decision making or outcomes. Reassess through the SA.</p>

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		<i>back development by the above amounts. Where applicants wish to depart from these standards, full justification must be provided at planning application stage and agreed with the Environment Agency. Applicants are strongly encouraged to liaise with the Environment Agency for any development that could affect flood defence infrastructure as their consent will be required for any works that could affect the flood defences. 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.'</i>		
MM174	LP12 Water and Flooding	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>	To ensure the latest EA Technical guidance is captured and for greater clarity.	Has an influence on decision making or outcomes. Reassess through the SA.
MM175	LP13 Circular Economy, Recycling and Waste Management	An additional sentence is proposed to paragraph 15.73 as follows: <i>'Wandsworth will seek <u>commits to working toward</u> close <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 has not been achieved <u>is unlikely to be achieved</u> by 2026, the Council will work with the GLA <u>operators and other stakeholders</u> to proactively</i>	To provide greater clarity.	Clarifies the implementation of policy. Does not necessitate altering the SA.

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		<p>engage with operators to encourage delivery of additional waste management capacity in the borough, <i>and may seek help from other London Boroughs to meet the apportionment target.</i></p>		
MM176	LP17 Social and Community Infrastructure	<p>Amend wording in policy LP17 B.6 as follows:</p> <p>'that for existing health or emergency service facilities, loss will only be permitted where facilities are declared surplus to need as part of a <i>service transformation plan</i> any strategic restructuring of health or emergency services demonstrated through an overarching or estates strategy where investment is needed in modern, fit for purpose infrastructure and facilities or similar needs-based assessment.'</p>	To provide greater clarity and to fully reflect the intention of the London Plan SI2 policy.	Clarifies the implementation of policy. Does not necessitate altering the SA.
MM177	LP17 Social and Community Infrastructure	<p>Amend wording in Policy LP17 para 16.23 as follows:</p> <p>'In accordance with a <i>service transformation plan or estates</i> strategy relocation or consolidation, provision of public services may be acceptable across the borough boundary.'</p>	To provide greater clarity and to fully reflect the intention of the London Plan SI2 policy.	Clarifies the implementation of policy. Does not necessitate altering the SA.
MM178	LP22 Utilities and Digital Connectivity Infrastructure	<p>Amend wording of policy LP22 Utilities and Digital Connectivity Infrastructure as follows:</p> <p><i>'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.'</i></p>	To correct a publication error.	Clarifies a stakeholder relationship. Does not necessitate altering the SA.

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MM179	LP23 Affordable Housing	Amend wording in Policy LP23 C as follows: 'The Council will require an affordable housing tenure split of <i>at least</i> 50% low-cost rent products, 25% First Homes and 25% <i>with a balance of</i> other intermediate products. A minimum discount of 30% will be applied to First Homes.'	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.	Has an influence on decision making or outcomes. Reassess through the SA.
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.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.
MM181	LP23 Affordable Housing	Amend the first sentence of para 17.11 as follows: 'A tenure split of <i>at least</i> 50% low-cost rented, 25% First Homes and 25% <i>with a balance of other</i> intermediate products will be required.'	To reflect changes to the policy.	Has an influence on decision making or outcomes. Reassess through the SA.
MM182	LP23 Affordable Housing	Amend para 17.13 as follows: In accordance with the <i>The</i> updated Planning Practice Guidance, <i>sets a policy expectation that</i> 25% of all homes required <i>delivered</i> through developer contributions as part of planning obligations agreed under Section 106 agreements should be delivered as First Homes. Policy LP23 will require	To provide greater clarity regarding the relationship between the provision of First Homes as expected by the NPPG, and the position of the London	Has an influence on decision making or outcomes. Reassess through the SA.

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		<p>the delivery of <i>Where</i> First Homes which <i>are delivered</i> these should be discounted by at least 30% against the market value, <i>acknowledging the 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.'</p>	Plan in delivering affordable housing.	
MM183	LP27 Housing Standards	<p>Amend the wording in Policy LP27 A.2 as follows:</p> <p>'...meet all requirements for housing standards <i>and private internal space</i> set out in the Policy D6 of the London Plan, <i>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);'</i></p>	To ensure that standards for external amenity space within residential developments are maintained.	Has an influence on decision making or outcomes. Reassess through the SA.
MM184	LP27 Housing Standards	<p>Add a new paragraph, 17.30 as follows:</p> <p><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></p>	To ensure that standards for external amenity space within residential developments are maintained.	Has an influence on decision making or outcomes. Reassess through the SA.
MM185	LP28 Purpose-Built Student	Delete criteria LP28 A.2 as follows:.	It is unlikely that a Housing Education Provider will be named at	Has an influence on decision making or

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	Accommodation	'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;'	planning submission stage.	outcomes. Reassess through the SA.
MM186	LP28 Purpose-Built Student Accommodation	Amend the wording in criteria A.6 as follows: 'provides a high-quality living environment, including the provision of <i>adequate functional living spaces and layouts</i> appropriate space standards and facilities , well-integrated internal and external communal areas, and a high level of amenity (providing good levels of daylight and sunlight, and natural ventilation);'	To provide clarity over the use of 'appropriate space standards.'	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.
MM187	LP28 Purpose-Built Student Accommodation	Amend paragraph 17.34 as follows: 'Proposals for new student accommodation will 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. The accommodation should either be operated directly by an HEP or have a nominations agreement in place in accordance with London Plan Policy H15. <i>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.</i> 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	To reflect changes to the policy.	Has an influence on decision making or outcomes. Reassess through the SA.

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		developers to demonstrate that they have engaged with the appropriate organisations to ensure that new developments will meet identified need.'		
MM188	LP28 Purpose-Built Student Accommodation	Amend paragraph 17.35 as follows: '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). <i>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.</i> '	To reflect changes to the policy.	Has an influence on decision making or outcomes. Reassess through the SA.
MM189	LP29 Housing with Shared Facilities	Amend Para 17.40 as follows: '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; <i>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</i>).'	Required for consistency with the changes to LP28 (in respect of the definition of 'neighbourhood level' and 'single person accommodation').	Has an influence on decision making or outcomes. Reassess through the SA.
MM190	LP29 Housing with Shared Facilities	Amend Para 17.46 (line 10) as follows: 'Proposals will need to demonstrate that the development will not result in an over-concentration of single-person accommodation at the	Required for consistency with the changes to LP28 (in respect of the definition of	Has an influence on decision making or outcomes. Reassess through the SA.

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		neighbourhood level (<i>the neighbourhood extent requiring agreement with the Council based upon evidence to be submitted by the applicant</i>). Single-person accommodation <i>is defined in the Glossary includes all types of non-self-contained dwellings (such as student accommodation and HMOs) and self-contained studios.</i>	'neighbourhood level' and 'single person accommodation').	
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.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.
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, <i>where this is relevant, and the Council's commissioning and housing strategies;</i>	To provide greater clarity to the evidence that must be regarded in making planning applications.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.
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 <u>H5 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.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.
MM194	LP31 Specialist Housing for	Insert at the start of paragraph 17.55:	To reflect changes to the policy.	Has an influence on decision making or

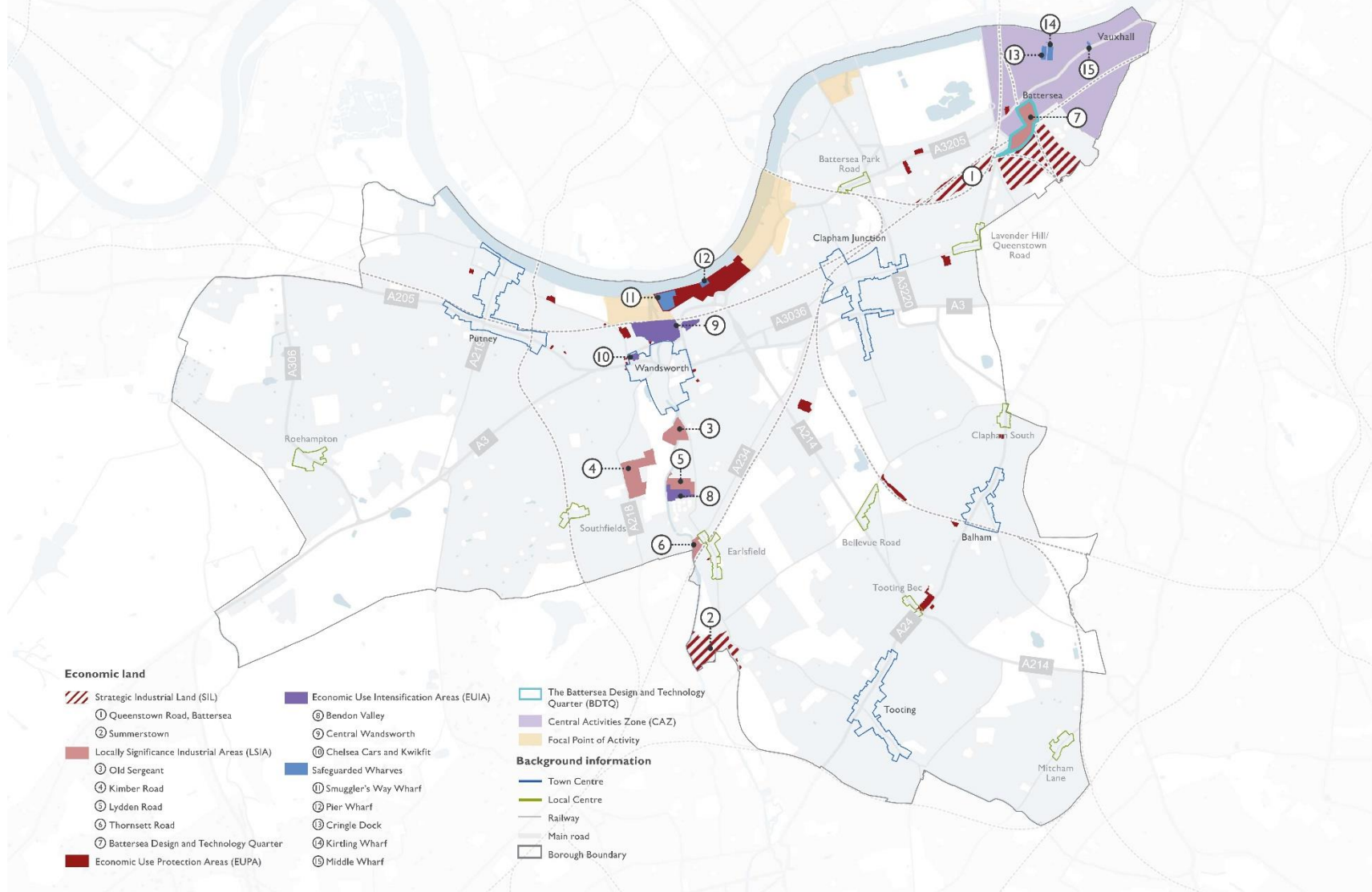
Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
	Vulnerable People	<u>'Policy LP31 covers all forms of housing for vulnerable people and older people defined in use classes C2 and C3 and responds to London Plan policies and H12 and H13. It should be noted that some older people are also vulnerable.'</u>		outcomes. Reassess through the SA.
MM195	LP31 Specialist Housing for Vulnerable People	Amend paragraph 17.56 as follows: '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 <u>respond to the</u> 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>	To reflect changes to the policy.	Has an influence on decision making or outcomes. Reassess through the SA.
MM196	LP31 Specialist Housing for Vulnerable People	Amend paragraph 17.57 as follows: ' The London Plan <u>Policy H13</u> 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.'	To reflect changes to the policy.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.
MM197	LP31 Specialist	Amend paragraph 17.59 as follows:	To reflect changes to the policy.	Does not necessitate altering the SA. Policy

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	Housing for Vulnerable People	‘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 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.’		to be reassessed on the basis of other changes to the policy.
MM198	LP31 Specialist Housing for Vulnerable People	Amend paragraph 17.60 as follows: ‘Development proposals for all forms of specialist and supported housing (including including <i>excluding</i> care home accommodation) will be required to provide affordable housing through the threshold approach in accordance with Policies H4 and H5 <i>and H13</i> of the London Plan. Where a development does not meet the attributes of specialist older person’s accommodation or care home accommodation, <i>as</i> set out <i>at para 4.13.4</i> in the London Plan, then the general housing policies in the London Plan and Local Plan will apply.’	To reflect changes to the policy.	Has an influence on decision making or outcomes. Reassess through the SA.
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). <i>This guidance extends to those who have ceased to travel permanently through educational or health needs, or through old age.</i> Further guidance is contained in Policy H14 of the London Plan.’	To update the Plan.	Clarifies the implementation of policy. Does not necessitate altering the SA.

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MM200	LP33 Promoting and Protecting Offices	Insert new point 4 to LP33 B as follows: <i>'4. Battersea Studios Site Allocation (NE8)'</i>	To reflect the allocation of new Site Allocation NE8.	Has an influence on decision making or outcomes. Reassess through the SA.
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.	Has an influence on decision making or outcomes. Reassess through the SA.
MM202	Map 18.1 Economic Land	Include Cringle Dock Safeguarded Wharf boundary.	To reflect the Safeguarded Wharves Directions 2021.	Updates the site allocation map. Does not necessitate altering the SA.
		Include Kirtling Wharf Safeguarded Wharf boundary.	To reflect the Safeguarded Wharves Directions 2021.	
		Include Middle Wharf Safeguarded Wharf boundary.	To reflect the Safeguarded Wharves Directions 2021.	
		Include Pier Wharf Safeguarded Wharf boundary.	To reflect the Safeguarded Wharves Directions 2021.	
		Include Smuggler's Way Wharf Safeguarded Wharf boundary.	To reflect the Safeguarded Wharves Directions 2021.	
		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	

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			the designation is not now appropriate.	
		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 Balham High Road (Irene House). The layer should be appropriately renamed as the '25 Boundaries Road' Economic Use Protection Area.	It is recognised that that Irene House development now accommodates 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.	
		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.	
		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.	

Map 18.1 Economic Land



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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.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.
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.	Has an influence on decision making or outcomes. Reassess through the SA.
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.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.
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, 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 <i>Ground floor</i> ’	To reflect the allocation of new Site Allocation NE8. Requirement to reflect the Boroughs need for B8 floorspace.	Has an influence on decision making or outcomes. Reassess through the SA.

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		<i>units must be capable of accommodating B8 uses. The design of such 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	Amend wording of para 18.23 as follows: ‘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 – 30,500sqm), 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. <i>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.’</i>	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.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.
MM208	LP34 Managing	Amend para 18.28 as follows:	To reflect the creation of the new Battersea Design	Does not necessitate altering the SA. Policy

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	Land for 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.	to be reassessed on the basis of other changes to the policy.
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.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.
MM210	LP34 Managing Land for Industry and Distribution	Amend para 18.34 as follows: ‘The BDTQ designation seeks to reinforce the area’s SIL <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.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.
MM211	LP34 Managing Land for	Amend para 18.35 as follows:	Supporting text to reflect the Boroughs need for B8	Does not necessitate altering the SA. Policy to be reassessed on

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
	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, and be informed by the BDTQ EADF... ’	floorspace and to ensure consistency of approach.	the basis of other changes to the policy.
MM212	LP34 Managing Land for Industry and Distribution	Delete para 18.36 as follows: ‘ 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. ’	Paragraph no longer reflects the new area of the BDTQ.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.
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 SIL <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 wider area of the Battersea Design and Technology Quarter and the nearby Queenstown Road, Battersea SIL . 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.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.

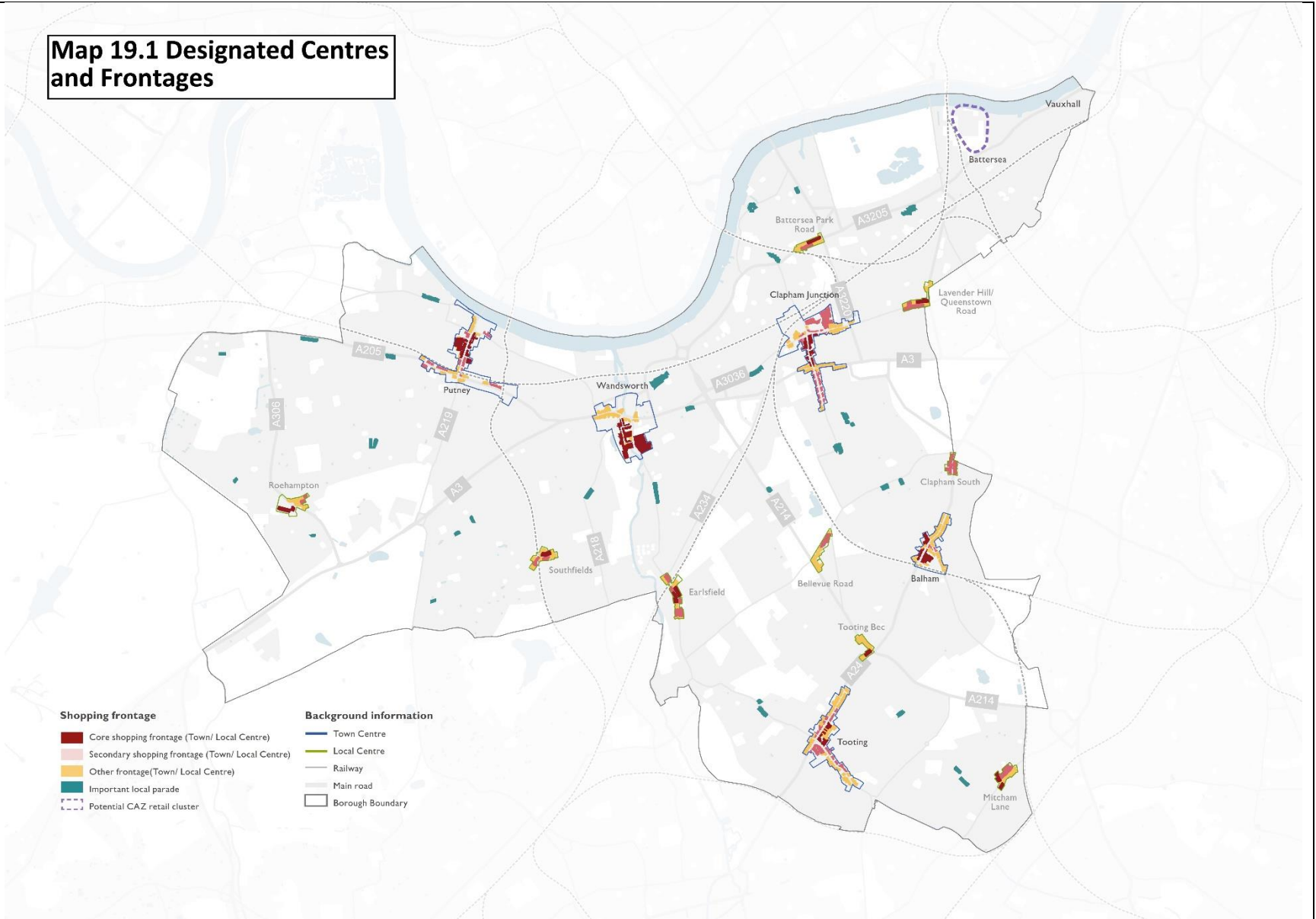
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		plant, and the redevelopment of the BDTQ should ensure that it does not adversely impact the operation of these uses.'		
MM214	LP34 Managing Land for Industry and Distribution	Amend para 18.39 as follows: 'The BDTQ builds on the unique opportunity offered by the location of the SH 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.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.
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 replaced <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> 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.'	Worded more positively to reflect the Boroughs need for industrial floorspace.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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.	Clarifies the implementation of policy. Does not necessitate altering the SA.

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		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 replace <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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
MM218	LP35 Mixed-Use Development on Economic Land	Amend paragraph 18.50 as follows: ' Irene House, 218 Balham High Road, 25 Boundaries Road '	The property is no longer in employment use.	Updates the plan wording in respect of other changes made.
MM219	LP35 Mixed-Use Development on Economic Land	Amend paragraph 18.50 to delete text and remove the designation: ' 124 Latchmere Road and 187-207 Lavender Hill '	To reflect the current use of the building.	Updates the plan wording in respect of other changes made.
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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
MM221	LP38 Affordable and Open Workspace	Amend LP38 A as follows: 'All development that provides economic floorspace will be expected to	To provide greater clarity.	Clarifies the implementation of policy. Does not

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		contribute to the provision of affordable and/or open workspace, in perpetuity <i>or for a minimum of 30 years</i> , which will be secured...'		necessitate altering the SA.
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 <i>or for a minimum of 30 years</i> , as follows:'	To provide greater clarity.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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 <i>or for a minimum of 30 years</i> , at equivalent rents (taking into account...'	To provide greater clarity.	Clarifies the implementation of policy. Does not necessitate altering the SA.
MM224	LP38 Affordable and Open Workspace	Amend LP38 B.1e.as follows: 'e. Other key regeneration sites and areas <i>including the Battersea Studios site allocation NE8.</i> '	To reflect the allocation of new Site Allocation NE8.	Updates the plan wording in respect of other changes made. Has no bearing on the impact of policy decisions. Does not necessitate altering the SA.
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	To provide greater clarity.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		be secured at an affordable rent in perpetuity <i>or for a minimum of 30 years</i> , subject to scheme viability...'		
MM226	LP40 Safeguarding Wharves	Amend paragraph 18.84 as follows: '...The Secretary of State's Safeguarding Directions for wharves identified in <i>took forward the recommendations of the</i> Implementation Report - Safeguarding Wharves Review 2018-2019 recommended that this status is retained for all of Wandsworth's wharves, and that all planning applications affecting safeguarded wharves must be referred to the Mayor.'	To reflect the current position.	Updates and clarifies the implementation of policy. Does not necessitate altering the SA.
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.	Updates the site allocation map. Does not necessitate altering the SA.
		Redesignate '376-408 Garratt Lane' as Core Frontage, rather than Other Frontage.	Reclassified to reflect their more central location.	

Map 19.1 Designated Centres and Frontages



- | | |
|--|--|
| Shopping frontage | Background information |
| Core shopping frontage (Town/ Local Centre) | Town Centre |
| Secondary shopping frontage (Town/ Local Centre) | Local Centre |
| Other frontage(Town/ Local Centre) | Railway |
| Important local parade | Main road |
| Potential CAZ retail cluster | Borough Boundary |

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
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"> a. 152-168 (<i>evens</i>) Battersea Bridge Road b. 141-185 (<i>odds</i>) Battersea High Street c. 263-305 (<i>odds</i>) Battersea Park Road 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 e. 129-139 (<i>odds</i>) Beaumont Road f. 2-14 (<i>evens</i>) Blandfield Road / 55-61 (<i>odds</i>) and 81-95 (<i>odds</i>) Nightingale Lane g. 47-67 (<i>odds</i>) East Hill h. 135-153 (<i>odds</i>) Franciscan Road i. 171-227 (<i>odds</i>) Garratt Lane j. 812-842 (<i>evens</i>) and 911-919 (<i>odds</i>) Garratt Lane k. 74-88 (<i>evens</i>) Inner Park Road l. 50-94 (<i>evens</i>) Lower Richmond Road m. 169-201 (<i>odds</i>) Merton Road n. 2-12 (<i>evens</i>) Montford Place o. 58-86 (<i>evens</i>) and 91-111 (<i>odds</i>) Moyser Road p. 172-184 (<i>evens</i>) and 175-189 (<i>odds</i>) Northcote Road / 48, 59-63 (<i>odds</i>) Broomwood Road q. 328-372 (<i>evens</i>) and 499-551 (<i>odds</i>) Old York Road r. 1-11 (<i>odds</i>) Petersfield Rise s. 1-7 (<i>inclusive</i>) Portswood Place t. 1-6 (<i>inclusive</i>) Rockingham Close u. 115-141 (<i>odds</i>) St John's Hill v. 115-141 323-409 (<i>odds</i>) Tildesley Road w. 314-324 (<i>evens</i>) Trinity Road x. 271-299 (<i>odds</i>) Upper Richmond Road y. 349-393 (<i>odds</i>) Upper Richmond Road 	For clarity and the avoidance of doubt.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		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 on 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.	Has an influence on decision making or outcomes. Reassess through the SA.
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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
MM232	LP46 Visitor Accommodation	Delete LP46.D as follows: '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	To provide greater clarity.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		policy being met.'		
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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
MM234	LP46 Visitor Accommodation	Amend LP46 F.7 as follows: 'It would be managed appropriately as short term accommodation, with stays not exceeding 90 consecutive days. 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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
MM238	LP51 Parking, Servicing and Car Free Development	Amend wording to LP51 as follows: 'D. Car-free development will be required where: 1. The PTAL is 4 or higher. 2. <i>In an Opportunity Area, unless specific circumstances can be demonstrated where the provision of parking can be justified.</i> 3. 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. 4. The appropriate minimum number of disability friendly parking spaces are provided in accordance with the London Plan and any subsequent amendments.'	To reflect policy T6.1 of the London Plan's need for Inner London Boroughs' Opportunity Areas to be car free.	Has an influence on decision making or outcomes. Reassess through the SA.
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.	Has an influence on decision making or outcomes. Reassess through the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		<ol style="list-style-type: none"> 1. The PTAL is 3. 2. 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. 3. The appropriate minimum number of disability friendly parking spaces are provided in accordance with the London Plan and any subsequent amendments.' 		
MM240	LP51 Parking, Servicing and Car Free Development	<p>Amend wording in paragraph 20.36 as follows:</p> <p>'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></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.	Has an influence on decision making or outcomes. Reassess through the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		<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.	Does not necessitate altering the SA. Policy to be reassessed on the basis of other changes to the policy.
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.	Has an influence on decision making or outcomes. Reassess through the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		<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>B. Development will be expected to meet all Healthy Street objectives (see Policy LP49 (Sustainable Transport)).'</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"> 1. it would provide 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; <u>and of equivalent or better provision in terms of quantity and quality in a suitable location;</u> 2. it would meet the priorities identified in the Playing Pitch Strategy.' 	To be in conformity with the NPPF.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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.	Clarifies the implementation of policy. Does not

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		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>		necessitate altering the SA.
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 (including buffer zones), as well as other existing species, wildlife, habitats and features of biodiversity value;'	For greater clarity.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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 www.gigl.org.uk . <u><i>Details of habitat survey findings for the borough's SINC sites can be found at Enable's website https://enablelc.org/parks-about-us/biodiversity/sinc.</i></u>	To signpost Enable's evidence base.	Clarifies the implementation of policy. Does not necessitate altering the SA.
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><i>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</i></u>	For greater clarity.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		<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.	Clarifies the implementation of policy. Does not necessitate altering the SA.
MM249	LP58 River Corridors	<p>Amend wording in policy LP58 River Corridor as follows:</p> <p>'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). <i>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.	Clarifies the implementation of policy. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
MM250	Appendix 3 Designated Frontages	<p>Amend Appendix 3 Designated Frontages:</p> <p>‘Earlsfield Local Centre ... Protected Core Frontages</p> <ul style="list-style-type: none"> • 521-551 Garratt Lane • <u>376-408 Garratt Lane</u> <p>Protected Secondary Frontages</p> <ul style="list-style-type: none"> • 557-569 Garratt Lane • 573-593 Garratt Lane • 424-444 Garratt Lane • 491-507 and 511 Garratt Lane • <u>360-374 Garratt Lane</u> <p>Other Frontages</p> <ul style="list-style-type: none"> • 334-344 Garratt Lane • 346-358 Garratt Lane • 360-374 Garratt Lane • 376-408 Garratt Lane 	Reclassified to reflect their more central location.	Updates the plan wording in respect of other changes made.
MM251	Appendix 4 Glossary	<p>Add a new definition to the Glossary as follows:</p> <p><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></p>	For greater clarity.	Updates the glossary in respect of other changes made. Has no bearing on the impact of policy decisions. Does not necessitate altering the SA.

Main Modification Number	Section of the Plan	Proposed Main Modification	Justification	Sustainability Appraisal
		<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 neighbourhood level 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.	Updates the glossary in respect of other changes made. Has no bearing on the impact of policy decisions. Does not necessitate altering the SA.
MM253	Appendix 4 Glossary	Amend the definition of single-person accommodation 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.	Updates the glossary in respect of other changes made. Has no bearing on the impact of policy decisions. Does not necessitate altering the SA.
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.	Updates the plan wording in respect of other changes made. Has no bearing on the impact of policy

Main Modification Number	Section of the Plan	Proposed Main Modification															Justification	Sustainability Appraisal	
																			decisions. Does not necessitate altering the SA.
		<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>	<i>Total</i>		
		<i>Completions*</i>	<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>	<i>26,315</i>	
		<i>Target**</i>	<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>957</u>	<i>20,313</i>	
<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>																			

3.0 Appraisal of the Affected Policies

This section appraises the 15 policies that have triggered a reassessment of the Sustainability Appraisal against the twenty Local Plan objectives (listed opposite), updating the impacts to allow for the modifications made to the policy between Regulation 19 and the Proposed Main Modifications. The appraisals are set out below in individual tables for each policy that allow a comparison between the Regulation 19 policy and the proposed policy.

The policies appraised are as follows:

- LP3 The Historic Environment
- LP4 Tall and Mid-Rise Buildings
- LP10 Responding to the Climate Crisis
- LP11 Energy Infrastructure
- LP12 Water and Flooding
- LP23 Affordable Housing
- LP27 Housing Standards
- LP28 Purpose-Built Student Accommodation
- LP29 Housing with Shared Facilities
- LP31 Housing for Vulnerable People and Older People
- LP33 Promoting and Protecting Offices
- LP34 Managing Land for Industry and Distribution
- LP45 Evening and Night-time Economy
- LP51 Parking, Servicing and Car-free Development
- LP52 Public Transport and Infrastructure

In addition, site allocation changes have prompted a reassessment of the placemaking aspirations in **Wandsworth Town, Nine Elms, Clapham Junction, Tooting** and sites **OUT3** and **OUT5**.

Conclusion

Overall, the assessment of the proposed Main Modifications found that there would be no significant negative effects against the sustainability objectives in the SA, with many neutral or positive effects being identified. The modifications therefore do not significantly alter the overall findings of the SA of the Regulation 19 Local Plan Report in terms of delivering positive sustainability outcomes, with a number amendments to give greater clarity and improvements provided.

Two policy modifications see a change in the outcome of the appraisal which is worth commenting upon. In Policy LP4 (Tall Buildings), the greater flexibility in the policy is considered to present a possible conflict with conservation aspirations, though this is mitigated through a direct reference in Policy LP3 (The Historic Environment). The flexibility will allow decision making to be more responsive to contexts and could allow more housing to come forward subject to design considerations, so improving the outcomes against Objective 10. In Policy LP23, the change in the emphasis of affordable housing provision is considered to weaken the breadth of housing opportunity (Objective 10), though this is offset by delivering improved outcomes against Objective 12, which deals with social exclusion and inequality. Given that the Local Plan is required to balance various considerations, these changes are seen as realigning competing priorities, loosening some requirements to deliver better outcomes in others.

As a result of these findings, the strategic appraisal of the plan overall (set out in Table 1 and Table 2 of the Regulation 19 Sustainability Appraisal) is not considered to need updating as the overall picture is largely unchanged.

SA Framework			
Objective	Env.	Econ.	Social
1. Avoid loss of designated ecological sites, priority habitats and species.	✓		
2. Protect and enhance the natural environment, geodiversity and biodiversity of the borough.	✓		
3. Conserve and where appropriate enhance heritage assets and their settings, and the wider historic environment, including buildings, areas, structures, landscapes, townscapes, important views and archaeological remains.	✓	✓	✓
4. Enhance the benefits to all from biodiversity and ecosystem services and establish and retain inter-connected multifunctional green infrastructure.	✓		✓
5. Minimise consumption of natural, particularly virgin non-renewable, resources and energy.	✓	✓	
6. Minimise the generation of waste in accordance with the principals of the resource efficiency hierarchy.	✓	✓	
7. Maintain and improve air quality	✓		
8. Promote renewable and low carbon energy generation.	✓		
9. Minimise flood risk in the borough and elsewhere and promote the use of SuDS.	✓	✓	
10. Provide more housing opportunities for Wandsworth residents and workers.		✓	✓
11. Ensure people have access to essential community services and facilities, including open space.		✓	✓
12. Reduce poverty, social exclusion and health inequalities.		✓	✓
13. Ensure equality for everyone regardless of disability, age, race/ethnicity, sexuality, religion or belief.		✓	✓
14. Address Council aspirations within priority neighbourhoods.	✓	✓	✓
15. Protect and improve public health.	✓		✓
16. Reduce the impact of noise.	✓		✓
17. Encourage the growth of sustainable transport.	✓	✓	✓
18. Reduce the need to travel.	✓	✓	✓
19. Provide employment space to meet the borough’s needs.		✓	✓
20. Ensure people have access to suitable employment opportunities.		✓	✓

Key to appraisals:

++	likely (or intended) to be very positively affected
+	likely to be positively affected
O	likely to be neutrally or not significantly affected, or some impacts likely to be + and some -
-	likely to be negatively affected
--	likely to be very negatively affected
	Policy not relevant to objective

S	Short-Term Impact (2023 – 2027)
M	Medium Term Impact (2028 – 2032)
L	Long Term Impact (2033+)

Table 3.1: LP3 – The Historic Environment

Option	Scoped Sustainability Objective and Impact (temporal - short/medium/Long term)																				Conclusions	Mitigation
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
Modified Policy			++ S		+ M	+ M							+ M									
	<p>Interpretation Summary The modified Policy LP3 places a greater focus on criterion I through the addition to the policy justification and cross references to Policy LP10. This is likely to support sustainable construction and considerations around waste and energy.</p> <p>LP3 The Historic Environment (Strategic Policy) (Modified Reg.19 Policy Version)</p>																				The modified policy will have a positive impact in the medium term on public health and will reduce poverty and health inequalities.	No negative effects identified which would require mitigation.
Reg. 19 Policy			++ S										+ M									
	<p>Interpretation Summary Policy LP3 comprehensively addresses Objective 3 as it promotes the conservation and enhancement of heritage assets and their settings, and the wider historic environment. It also positively effects Objective 13 on equality.</p>																					

Table 3.2: LP4 – Tall and Mid-rise Buildings

Option	Scoped Sustainability Objective and Impact (temporal – short/medium/Long term)																				Conclusions	Mitigation
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
Modified Policy			+	+			O			+	+			O			O	+				
	<p>Interpretation Summary Greater flexibility in the policy may impact upon the aim to protect conservation assets under Objective 3, whilst potentially accommodating more housing where flexibility is utilised.</p> <p>LP4 Tall and Mid-rise Buildings (Modified Reg.19 Version)</p>																				The modified policy could have some impact on the conservation of important views and townscapes. It may also provide more housing opportunities for Wandsworth residents.	Policy LP3 includes a cross reference to Policy LP4, highlighting the tension between tall buildings and the built environment and seeks evidence on this matter.
Reg. 19 Policy			++	+			O				+			O			O	+				
	<p>Interpretation Summary Policy LP4 is positive with regard to Objectives 3 and 4. It is not relevant regarding effects against other sustainability objectives. The wider policy framework would be applied to such development. The policy deals with microclimate, and seeks to target higher buildings both in places of need and accessibility.</p>																					

Table 3.3: LP10 – Responding to the Climate Crisis

Option	Scoped Sustainability Objective and Impact (temporal - short/medium/Long term)																				Conclusions	Mitigation
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
Modified Policy		+	++	O	++	++		++	++	O	O	++	+		+	O	O	O	O	O	<p>Improves on conservation through safeguarding archaeologically significant areas and improving guidance on retrofitting historic buildings. Improving this guidance may also reduce housing inequalities in the borough.</p>	<p>No negative effects identified which would require mitigation.</p>
	<p>Interpretation Summary The modifications introduce additional policy considerations for heritage assets (Objective 3). Historic England advice on retrofit and adaptation of historic buildings strengthens the policy – further guidance on archaeology supports the same objective.</p> <p>LP10 Responding to the Climate Crisis (Strategic Policy) (Modified Reg.19 Version)</p>																					
Reg. 19 Policy		+	O	O	++	++		++	++	O	O	++	O		+	O	O	O	O	O		
	<p>Interpretation Summary Policy LP10 is considered to have positive effects against the sustainability objectives; particularly as it draws upon the BREEAM criteria and refers to Whole Life Cycle Assessments and circular economy principles</p>																					

Table 3.4: LP11 – Energy Infrastructure

Option	Scoped Sustainability Objective and Impact (temporal - short/medium/Long term)																				Conclusions	Mitigation
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
Modified Policy					+		++	++							+							
	<p>Interpretation Summary The policy modification broadens the opportunity for providing efficient and clean energy beyond the reliance on existing decentralised energy networks.</p> <p>LP11 Energy Infrastructure (Strategic Policy) (Modified Reg.19 Version)</p>																				The policy will have positive effects on Objective 5 through prioritising the use of clean energy strategies.	No negative effects identified which would require mitigation.
Reg 19 Policy							++	++							+							
	<p>Interpretation Summary Policy LP11 is considered to have positive effects against the sustainability objectives for climate change and public health. The Policy references where exceptional circumstances occur on site DEN must be incorporated in line with the GLA’s Energy Assessment Guidance.</p>																					

Table 3.5: LP12 – Water and Flooding

Option	Scoped Sustainability Objective and Impact (temporal - short/medium/Long term)																				Conclusions	Mitigation
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
Modified Policy	+	+		+					++		O				+							
	<p>Interpretation Summary The policy is subject to a large number of updates and improvements to assist with clarity and implementation. These include changes that would support more natural environments and resist developments that would be more vulnerable to flooding, thus safeguarding public health.</p> <p>LP12 Water and Flooding (Modified Reg.19 Version)</p>																				<p>The policy improves Objective 1 as MM209 supports the naturalisation of watercourses. Furthermore, the emphasis on reducing flood risk in residential buildings positively impacts Objective 15.</p>	<p>No negative effects identified which would require mitigation.</p>
Reg 19 Policy	O	+		+					++		O											
	<p>Interpretation Summary Policy LP12 has very positive effects against sustainability Objective 9 as it seeks to minimise flood risk and promote the use of SuDS. It also has positive effects for nature and greening.</p>																					

Table 3.6: LP23 – Affordable Housing

Option	Scoped Sustainability Objective and Impact (temporal - short/medium/Long term)																				Conclusions	Mitigation
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
Modified Policy										+		++	+		+							
	<p>Interpretation Summary The policy is modified to weight affordable housing delivery towards those who are in the most need of an affordable home. This impacts positively on reducing poverty and health inequalities but slightly minimises the overall housing tenure opportunities for all residents.</p> <p>LP23 Affordable Housing (Strategic Policy) (Modified Reg.19 Version)</p>																				<p>The policy continues to impact positively on housing needs and health for residents. The policy will continue to protect and improve public health through providing homes for those in the greatest need.</p>	<p>No negative effects identified which would require mitigation.</p>
Reg 19 Policy									++		+	+		+								
	<p>Interpretation Summary Policy LP23 is a comprehensive policy for affordable housing provision that produces a very positive effect against Objective 10 and positively scores for public health. It reflects the London Plan threshold approach and would bring direct and indirect benefits in quality of life, health, education and skills.</p>																					

Table 3.7: LP27 – Housing Standards

Option	Scoped Sustainability Objective and Impact (temporal - short/medium/Long term)																				Conclusions	Mitigation
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
Modified Policy						+	+			++	+	+	+		++	+						
						S	S			M	M	S	S		M	S						
	<p>Interpretation Summary The modifications aim to ensure that new housing provides sufficient private outdoor amenity space. This potentially improves housing and living conditions and in turn improves health and well-being for those residents.</p> <p>LP27 Housing Standards (Modified Reg.19 Version)</p>																				The policy improves Objectives 12 and 15 through ensuring external amenity space for residents.	No negative effects identified which would require mitigation.
Reg. 19 Policy						+	+			++	+		+	+								
						S	S			M	S		S	S								
	<p>Interpretation Summary Policy LP27 is considered to have positive effects against the sustainability objectives related to housing (10), recycling (6), air quality (7), open space (11), inclusion (13), public health (15) and noise (16).</p>																					

Table 3.8: LP28 – Purpose Built Student Accommodation

Option	Scoped Sustainability Objective and Impact (temporal - short/medium/Long term)																				Conclusions	Mitigation
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
Modified Policy										++ S	++ S	+ S	+ S		+ S			+ S			Improved clarity regarding living spaces will positively impact public health for residents of these developments (Objective 15).	No negative effects identified which would require mitigation.
	Interpretation Summary The modifications both clarify the standards by which student rooms will be assessed for functionality and recognises the differences between neighbourhoods when considering the impact of student homes on existing communities with a view to maintaining the services and facilities they currently enjoy (Objective 11, 12). LP28 Purpose-Built Student Accommodation (Modified Reg.19 Version)																					
Reg. 19 Policy										++ S	+ S		+ S		O S			+ S				
	Interpretation Summary Policy LP28 is considered to have positive effects against the sustainability objectives on housing and inclusion. It is also supportive of health outcomes and sustainable travel.																					

Table 3.9: LP29 – Housing with Shared Facilities

Option	Scoped Sustainability Objective and Impact (temporal - short/medium/Long term)																				Conclusions	Mitigation
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
Modified Policy										++	+	+			+			+				
										S	S	S			S			S				
	<p>Interpretation Summary The modifications made are similar to those made for LP28, and recognise the impact single person households may have on existing communities, thereby allowing an area’s facilities and services to be considered as part of a decision making process.</p> <p>LP29 Housing with Shared Facilities (Modified Reg.19 Version)</p>																				Diligence regarding neighbourhood make-up may positively impact on Objectives 11 and 12 in the short term for existing residents.	No negative effects identified which would require mitigation.
Reg. 19 Policy										++					+			+				
										S					S			S				
	<p>Interpretation Summary Policy LP29 is considered to have a positive effect against the sustainability objective on housing (10). It is also supportive of health outcomes and sustainable travel.</p>																					

Table 3.10: LP31 – Specialised Housing for Vulnerable People

Option	Scoped Sustainability Objective and Impact (temporal - short/medium/Long term)																				Conclusions	Mitigation
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
Modified Policy										++ S		+ S	+ S								The policy impacts on Objectives 12 and 13, improving the outcomes for those who cannot access mainstream housing.	No negative effects identified which would require mitigation.
	Interpretation Summary The modifications made clarify that the policy applies to both older and vulnerable people, and therefore has positive impacts on objectives that aim to secure a positive and equitable treatment of all residents needs. It also provides for a range of housing needs from groups that cannot access market housing. LP31 Specialist Housing for Vulnerable People and for Older People (Modified Reg.19 Version)																					
Reg. 19 Policy										++ S												
	Interpretation Summary Policy LP31 is considered to have a positive effect against sustainability Objective 10.																					

Table 3.11: LP33 – Promoting and Protecting Offices

Option	Scoped Sustainability Objective and Impact (temporal - short/medium/Long term)																				Conclusions	Mitigation	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
Modified Policy																				++ S	+ M	The modifications have no impact upon the appraisal of the objectives.	No negative effects identified which would require mitigation.
	<p>Interpretation Summary The policy is modified to include the additional site allocation of Battersea Studios (NE8) which will continue to secure employment opportunities within the borough for residents. However, this has no impact upon the objectives.</p> <p>LP33 Protecting and Promoting Offices (Strategic Policy) Modified Reg.19 Version</p>																						
Reg. 19 Policy																				++ S	+ M		
	<p>Interpretation Summary Policy LP33 has very positive effects against the sustainability Objective 19 in providing office space and positive against Objective 20 regarding access to employment.</p>																						

Table 3.12: LP34 – Managing Land for Industry and Distribution

Option	Scoped Sustainability Objective and Impact (temporal - short/medium/Long term)																				Conclusions	Mitigation
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
Modified Policy																			++	+		
	<p>Interpretation Summary</p> <p>The modifications focus on the borough’s need for B8 uses, and reflects the changes in site allocations in the BDTQ. However, the policy already performs well in respect of Objective 19.</p> <p>LP34 Managing Land for Industry and Distribution (Strategic Policy) (Modified Reg.19 Version)</p>																				<p>The policy impacts upon objectives in the short term through protecting heritage assets and providing B8 use services for residents.</p>	<p>No negative effects identified which would require mitigation.</p>
Reg. 19 Policy																			++	+		
	<p>Interpretation Summary</p> <p>Policy LP34 has very positive effects against the sustainability Objective 19 as it protects, retains and promotes industrial and distribution development.</p>																					

Table 3.13: LP45 – Evening and Night Time Economy

Option	Scoped Sustainability Objective and Impact (temporal - short/medium/Long term)																				Conclusions	Mitigation
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
Modified Policy																++ S		+			The modified policy continues to support Objectives 16 and 18. No change required.	No negative effects identified which would require mitigation.
	<p>Interpretation Summary The modification ensures that the impacts of development are considered cumulatively as well as individually, though this had no impact on the SA objectives.</p> <p>LP45 Evening and Night-time Economy (Modified Reg.19 Version)</p>																					
Reg. 19 Policy																++ S		+				
	<p>Interpretation Summary Policy LP45 is considered to have a very positive effect against sustainability Objectives 16 regarding mitigating noise, and to help reduce the need to travel (18). The other objectives are not relevant.</p>																					

Table 3.14: LP51 – Parking, Servicing and Car Free Development

Option	Scoped Sustainability Objective and Impact (temporal - short/medium/Long term)																				Conclusions	Mitigation
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
Modified Policy					+		+					++		+	+	++	+				<p>The policy has very positive effects on improving air quality and reducing the use of non-renewable resources. Promoting active travel in OAs will support public health in the medium term in these areas.</p> <p>No negative effects identified which would require mitigation.</p>	
	<p>Interpretation Summary The modifications place a stronger emphasis on car-free provision and lower car parking provision in line with the aspirations of the London Plan. This will have some impact on air quality and energy use. The modifications are likely to have better outcomes for public health and encourage more active and sustainable transportation.</p> <p>LP51 Parking, Servicing and Car-Free Development (Modified Reg.19 Version)</p>																					
Reg. 19 Policy												+		+		++	+					
	<p>Interpretation Summary Policy LP51 is considered to have positive effects against the sustainability objectives for sustainable transport, public health and equality. Policy is not relevant to the other objectives.</p>																					

Table 3.15: LP52 – Public Transport and Infrastructure

Option	Scoped Sustainability Objective and Impact (temporal - short/medium/Long term)																				Conclusions	Mitigation
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
Modified Policy			+	+											+		++					
			M	M											S		S					
	<p>Interpretation Summary The modifications commit more strongly to creating movement routes using green infrastructure. The changes reference the River Wandle and Thames in particular, which both have a strong historic link with the borough’s development and character.</p> <p>LP52 Public Transport and Infrastructure (Modified Reg.19 Version)</p>																				The changes bring positive changes to the objectives dealing with both biodiversity and movement.	No negative effects identified which would require mitigation.
Reg. 19 Policy				O										+		++						
				S											S		S					
	<p>Interpretation Summary Policy LP52 is considered to have positive effects against the sustainability objectives 15 and 17. It is unclear around nature (4).</p>																					

Table 3.16: Sustainability Appraisal for the Wandsworth Town Area Strategy Site Allocations

Site Allocation	Scoped Sustainability Objective and Impact																				Conclusions	Mitigation
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
Wandsworth Town	++	++	++	++	O	O	++	O	O	++	++	++	++	++	O	++	++	++	++	++		
	<p>Interpretation Summary (Modified Plan) The modifications to the site allocations in Wandsworth Town that are considered to affect the SA concern landscaping, biodiversity and public spaces in and around the key sites north of Armoury Way. Overall, these have a limited impact upon the positive impact that the site allocations are considered to have overall.</p>																					
	++	++	++	++	O	O	++	O	O	++	++	++	++	++	O	++	++	++	++	++	Improvement to waste minimisation at Gasholder Cluster site (WT4). Other sites continue to perform positively against all objectives.	No negative effects identified which would require mitigation.
	<p>Reg. 19 Policy Interpretation Summary (Regulation 19 Plan) The Site Allocations across Wandsworth Town comprehensively have very positive effects against the sustainability objectives. The allocations address pressure on the natural, built and historic environment by promoting open space retention and provision. They recognise the value of nature and require action to address habitat creation and promote biodiversity. Requirements to respect heritage townscape and conservation areas are clear; as are heritage assets impacted by allocations. Requirements around amenity impacts for residential uses are highlighted, bringing positive benefits for effects regarding air quality and noise. The allocations clearly address population and household growth and housing demand and supply by providing locations to accommodate this growth and need over the plan period whilst ensuring access to essential community services for all residents to meet their needs. Of course, traffic management and sustainable transport are addressed across the allocations in the context of reducing unnecessary journeys. Indeed, some of the allocations result from requirements to address the Wandsworth Gyratory proposals.</p>																					

	<p>The allocations are very positive in their effects for business and employment. Requirements seek to increase the amount of flexible, modern, affordable business accommodation. The allocations resist the loss of industrial land and retain enough industrial floorspace as this will support the predominance and variety of small firms in Wandsworth.</p>	
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Table 3.17: Sustainability Appraisal for the Nine Elms Area Strategy Site Allocations

Site Allocation	Scoped Sustainability Objective and Impact																				Conclusions	Mitigation		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20				
Nine Elms	O	+	+	++	O	O	O	O	+	++	++	++	+	++	O	O	++	+	++	+				
	<p>Interpretation Summary (Modified Plan) The modifications to the site allocations in Nine Elms that are considered to affect the SA concern the three changed allocations at Cringle Street, Battersea Studios and at Middle Wharf. For Cringle Street, this is the addition of a previously unidentified site with potential as part of a cluster of sites at Kirtling Street which will see development coming forward following the completion of the Thames Tideway Tunnel. In the case of Battersea Studios, this is to balance the aspirations of the BTDQ with strategic concerns over London’s employment land provision, and primarily concerns Objective 19. In the case of Middle Wharf, the modification provides flexibility for development in the context of the land forming part of an operational wharf. This change seeks to provide balance between completing demands, and is not considered to affect the wider scoring for Nine Elms site allocations.</p>																				<p>The site allocations have neutral effects against the sustainability objectives. Overall, these have a limited impact upon the positive impact that the site allocations are considered to have.</p>	<p>No negative effects identified which would require mitigation.</p>		
	O	+	+	++	O	O	O	O	+	++	++	++	+	++	O	O	++	+	++	+				
	<p>Interpretation Summary (Regulation 19 Plan) The Site Allocations across Nine Elms have very positive effects against the sustainability objectives related to housing opportunity, community access to services and facilities, employment space and promoting sustainable transport. Of course, it has a very positive effect against the objective related to being a Council aspiration for a priority neighbourhood given the area is undergoing substantial renewal.</p> <p>The allocations address pressure on the natural environment with an emphasis on green infrastructure connectivity. Built and historic environment effects impact in a more limited way given the renewal of the area. Traffic management and sustainable transport are addressed across the allocations in the context of securing accessibility by active travel and public transport.</p> <p>The allocations are very positive in their effects for business and employment. Requirements seek to increase the amount of accessible, flexible and modern business accommodation. The allocations retain industrial floorspace.</p>																							

Table 3.18: Sustainability Appraisal for the Clapham Junction and York Road/Winstanley Regeneration Area Site Allocations

Site Allocation	Scoped Sustainability Objective and Impact																				Conclusions	Mitigation
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
Clapham Junction	O	O	+	+	O	O	O	O	O	++	++	++	+	++	++	O	++	O	++	O	Overall, modifications have a limited impact upon the positive impact that the site allocations are considered to have.	No negative effects identified which would require mitigation.
	<p>Interpretation Summary (Modified Plan) The modifications to the site allocations in Clapham Junction that are considered to affect the SA concern public transport facilities. Objective 17 is the most relevant, and it already scores highly across the allocations. Overall, this change has a limited impact upon the positive impact that the Clapham Junction site allocations are considered to have overall.</p>																					
	O	O	+	+	O	O	O	O	O	++	++	++	+	++	++	O	++	O	++	O		
<p>Interpretation Summary (Regulation 19 Plan) The Site Allocations across Clapham Junction and York Road / Winstanley clearly address population and household growth and housing demand and supply by promoting regeneration to address deprivation and social exclusion, address public health and ensuring access to essential community services for all residents to meet their needs This has very positive effects against the sustainability objectives. The allocations address pressure on the natural and historic environment to a lesser extent by promoting nature and acknowledging heritage. Traffic management and sustainable transport are addressed across the allocations in the context of promoting public transport and active travel. The allocations are very positive in their effects for business and employment. Requirements seek to increase the amount of flexible, modern, affordable business accommodation for the variety of small firms in Wandsworth.</p>																						

Table 3.19: Sustainability Appraisal for the Tooting Site Allocations

Site Allocation	Scoped Sustainability Objective and Impact																				Conclusions	Mitigation
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
Tooting	0	0	+	+	0	0	0	0	0	++	0	0	0	0	++	0	++	0	++	0	Overall, modifications have a limited impact upon the positive impact that the site allocations are considered to have.	No negative effects identified which would require mitigation.
Interpretation Summary (Modified Plan) The modifications to the site allocations in Tooting that are considered to affect the SA concern parking provision at allocation TO3. Objective 17 is the most relevant, and it already scores highly across the allocations. Overall, this change has a limited impact upon the positive impact that the Tooting site allocations are considered to have overall.																						
0	0	+	+	0	0	0	0	0	0	++	0	0	0	0	++	0	++	0	++	0		
Interpretation Summary (Regulation 19 Plan) The Site Allocations across Tooting provide very positive effects for core outcomes against the sustainability objectives. The allocations clearly address population and household growth and housing demand and supply by providing locations to accommodate this growth. It is very positive for effects on public health as there is a requirement for a health centre. Traffic management and sustainable transport are addressed across the allocations in the context of public transport and active travel. The allocations are very positive in their effects for business and employment. Requirements seek to increase the amount of flexible, modern, affordable business accommodation. The allocations address, to a lesser extent, pressure on the natural and historic environment by recognising the value of nature and heritage townscape.																						

Table 3.20: Sustainability Appraisal for Other Site Allocations

Site Allocation	Scoped Sustainability Objective and Impact																				Conclusions	Mitigation
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
Wandsworth Town	++	0	++	+	0	0	0	0	0	++	++	0	0	0	++	0	++	0	0	0		
	<p>Interpretation Summary (Modified Plan) The modifications to the 'other' site allocations that are considered to affect the SA concern the promotion of active and sustainable transport in relation to development proposals and, in the case of OUT3, delivering a form of development in keeping with the site's context. Objective 17 is the most relevant, and the changes to the policies are likely to have an impact on active travel across the 'OUT' site designations. The changes in the requirements for OUT3 in terms of built form resonate with Objective 3, which already scores highly.</p>																				Improvements for Objective 17 through strong emphasis on sustainable travel in modifications.	No negative effects identified which would require mitigation.
	++	0	++	+	0	0	0	0	0	++	++	0	0	0	++	0	0	0	0	0		
<p>Interpretation Summary (Regulation 19 Plan) Other Site Allocations have positive effects against the sustainability objectives. The allocations address pressure on the natural environment by promoting open space retention and provision, and encourages urban greening. Responding to heritage is positively affected.</p> <p>The allocations clearly address population and household growth and housing demand and supply by providing locations to accommodate this growth and ensuring community access to services and facilities. The allocations are very positive in their effects on public health, as they require the re-provision of health facilities where appropriate.</p>																						

Appendix 1: Modified Policies (Regulation 19 with Main Modifications)

LP3 The Historic Environment (Strategic Policy) (Modified Reg.19 Version)

A. Development proposals will be supported where they sustain, preserve and, wherever possible, enhance the significance, appearance, character, function and setting of any heritage asset (both designated and non-designated), and the historic environment. The more important the asset the greater the weight that will be given to its conservation. Proposals should demonstrate that consideration has been given to the following:

1. The conservation of features and elements that contribute to the heritage asset's significance and character.
2. The reinstatement of features and elements that contribute to the significance of the heritage asset which have been lost.
3. The conservation and, where appropriate, the enhancement of the space in between and around buildings including front, side and rear gardens.
4. The removal of additions or modifications that are considered harmful to the significance of any heritage asset. This may include the removal of pebbledash, paint from brickwork, non-original style windows, doors, satellite dishes or other equipment.
5. Securing the optimum viable use for the heritage asset (being that which is likely to cause the least harm to its significance).
6. Adaptations to allow people with disabilities access to, or use of, a heritage building or asset and that these have been sensitively and appropriately designed.

B. The Council will work with its stakeholder partners to protect the Outstanding Universal Value (OUV) for which the Westminster World Heritage Site (WWHS) was inscribed. The Council will also assist its stakeholder partners in reviewing the Westminster World Heritage Site Management Plan. Development proposals affecting the setting and approaches of the Westminster World Heritage Site must have regard to the most up-to-date Westminster World Heritage Site Management Plan and any other relevant guidance and will be required to demonstrate that it:

1. preserves or enhances the authenticity, integrity and Outstanding Universal Value of the WWHS, as set out in the official statement of Outstanding Universal Value;
2. preserves views into, across and from the Westminster World Heritage Site;
3. preserves or enhances the environmental quality of the public realm and vantage points; and
4. where appropriate provides the opportunity to better understand, appreciate and reveal the authenticity, integrity and Outstanding Universal Value of the Westminster World Heritage Site.

C. 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 below) and valued views and vistas (as identified in the Spatial Area Maps Urban Design Study (2021)) Appropriate supporting evidence will be required to demonstrate acceptable visual impact on protected views.

D. The substantial or total demolition of buildings in Conservation Areas that make a positive contribution to the character of the area will be resisted unless it can be demonstrated that the tests set out in Part E have been fully complied with.

- E. Development proposals involving substantial harm to (or total loss of significance of) designated heritage assets will be refused unless it can be clearly and convincingly demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss.
- F. Proposals for development involving ground disturbance in Archaeological Priority Areas (as identified on the Policies Map), or heritage assets of archaeological interest will need to be supported by a desk based archaeological assessment and may also require appropriately supervised field evaluation. The recording and publication of results will be required and in appropriate cases, the Council may also require preservation of assets in situ, or excavation.
- G. Proposals affecting non-designated heritage assets (including locally listed buildings) will be assessed on the scale of the harm relative to the significance of the asset, in accordance with national policy and guidance.
- H. Where there is evidence of deliberate neglect of, or damage to, a heritage asset, any consequential deteriorated or damaged state will not be taken into account in any decision.
- I. Proposals for alterations and adaptations in order to provide for climate change mitigation alterations and adaption will be supported where it has been demonstrated that the requirements of Part A to this policy in particular have been met.

LP4 Tall and Mid-rise Buildings (Modified Reg.19 Version)

A. Buildings which are 7 storeys or over, or 21 metres or more, from the ground level to the top of the building (whichever is lower) will be considered to be tall buildings.

B. Proposals for tall buildings will only be appropriate in tall building zones identified on tall building maps included at Appendix 2 to this Plan, where the development would not result in any adverse visual, functional, environmental and cumulative impacts. Planning applications for tall buildings will be assessed against the criteria set out in Parts C and D of the London Plan Policy D9 and those set out below as follows:

Visual Impacts

1. That the proposal respects and responds to key views and their associated corridors towards and from strategic landmarks and heritage assets across both the borough and neighbouring boroughs.
2. The proposed location of the tall building(s) must avoid creating substantial visual interruptions in areas with otherwise very consistent building heights and/or roof lines.
3. Proposals should be designed to reflect and respond to an analysis of relevant key view corridors towards the site to ensure the location, form, detailing and prominence of the tall building(s) are appropriate within the wider context.
4. The design of the lower, middle and upper parts of any tall building should result in the creation of a visually coherent scheme both in terms of the building itself, how it relates to the surrounding area and how it would appear in any mid-range and long-range views.
5. Planning applications should be supported by graphic 3D modelling. The 3D modelling must incorporate any existing tall buildings or those where an extant planning permission is in place to ensure that the individual and cumulative impact of the proposal is fully assessed including in relation to its impact on the existing skyline.
6. Development proposals affecting the setting and approaches of the Westminster World Heritage Site, will be required to address all criteria set out in Part B of Policy LP3.

Spatial Hierarchy

7. The massing of any proposed tall buildings should be proportionate to the local environment, including when taking into consideration the width of publicly accessible areas adjacent to the proposed building(s) as well as the proximity to public open spaces, parks and watercourses, and should be designed so as to not create an overbearing impact having regard to its context.
8. Where tall buildings are proposed to be located in close proximity to publicly accessible areas measures should be incorporated to soften their edges and create high-quality public spaces including through the use of generously sized, safe and attractive walkways and the introduction of soft landscaping, including trees of an appropriate scale for the space to which it relates.

Tall Buildings Near the River Thames Frontage

9. Tall buildings should not result in the creation of development which would impede the outlook and/or amenity of occupiers of existing buildings or users of public spaces having regard to their relationship with the river frontage.

10. Where appropriate, the massing of proposed tall buildings should take into account their landward facing orientation and provide sufficient articulation, including through devices such as a 'step down,' in order to provide an appropriate transition between the proposed building(s) and those of a lower height.
11. Where relevant any proposed tall building(s) should be set back from the Thames Path to ensure that it continues to provide a welcoming public route or where it would provide an opportunity to enhance its attractiveness and usability.

Microclimate and Lighting

12. The design of any tall building should avoid including lighting features which adversely impact on the occupiers of surrounding buildings (particularly those in residential use), as well as on night-time vistas and panoramas and fauna.
13. The design and glazing of any proposed tall building should take into account its use at night, minimise light spill that would result in light pollution and avoid creating unacceptable solar glare onto any publicly accessible areas or where it would have an adverse effect on the amenity of occupiers of adjoining buildings.
14. Building materials should be capable of ensuring that the proposals would not contribute to the urban heat island effect as a result of thermal radiation or the release of anthropogenic (waste) heat. Regard should be had to Policy LP10 (Responding to the Climate Crisis).
15. Planning applications should be supported by a shade analysis that clearly demonstrates that any shadow created by a proposed tall building(s) would not give rise to solar gain such as to cause thermal discomfort for users of publicly accessible and private spaces.

Ground Floor Uses and Public Realm

16. Proposals for tall buildings should incorporate active frontages at ground floor. The main access to any proposed tall building should be located within a frontage facing a main street or publicly accessible area and should provide a safe, welcoming and clearly defined entrance.
17. The lower sections of any tall building should provide for pedestrian weather protection (such as colonnades) along the main frontages of the building and should incorporate the use of high-quality materials and human-scale detailing that encourages social interaction and animates the ground floor external environment.
18. Where ground floor non-residential uses are proposed, the public realm should be enhanced through the incorporation of public spaces such as plazas at their entrance unless it can be clearly demonstrated that such an approach would not be appropriate.
19. Sites which have existing through routes or are capable of accommodating through routes must ensure that such routes are maintained or provided to support ease of movement and connectivity.

C. The Council will seek to restrict pProposals for tall buildings ~~will not be permitted~~ outside the identified tall building zones.

D. Proposals for tall buildings should not exceed the appropriate height range identified for each of the tall building zones as set out at Appendix 2 to this Plan. The height of tall buildings will be required to step down towards the edges of the zone as indicated on the relevant tall building

map unless it can be clearly demonstrated that this would not result in any adverse impacts including on the character and appearance of the local area.

E. Buildings which do not fall within the definition of a tall building as set out in Part A, but are 5 storeys or over, or 15 metres or more from the ground level to the top of the building (whichever is lower) will be considered to be mid-rise buildings.

F. Proposals for mid-rise buildings will be supported in tall and mid-rise building zones identified at Appendix 2, where the development would:

1. be located and designed in order to create a step down between the proposed development and buildings within the surrounding area;
2. respond appropriately in height, scale and massing to existing buildings in the surrounding area, and protect or enhance heritage assets, including their settings;
3. respect the scale, width and proportion of adjacent buildings, streets and watercourses, and local character, and avoid adverse effects on key characteristics, valued features and sensitivities as identified in the relevant character area profile set out in the Council’s Urban Design Study (2021); and
4. provide a varied and interesting roofline, respond to surrounding architectural styles, avoid the creation of long homogeneous blocks of development and create active frontages at ground floor level.

G. The Council will seek to restrict pProposals for mid-rise buildings ~~will not be permitted~~ outside the identified tall and mid-rise building zones.

H. Proposals for mid-rise buildings should not exceed the appropriate height identified within the relevant mid-rise building zones as identified at Appendix 2 of this Plan.

LP10 Responding to the Climate Crisis (*Strategic Policy*) (Modified Reg.19 Version)

Sustainable Construction and Design

A. Developments will be required to achieve high standards of sustainable design and construction in order to mitigate the effects of climate change, and to realise the Council’s ambition of becoming zero carbon by 2050. In order to mitigate the effects of climate change and achieve the Council’s target of becoming a zero-carbon borough by 2050, development proposals should:

1. Incorporate the London Plan’s circular economy principles at the start of the design process.
2. Submit a Whole Life Cycle Assessment for all major applications.
3. Incorporate Sustainable Drainage Systems (SuDS) or demonstrate that any proposed alternative sustainable approaches to the management of surface water will be equally effective.
4. Use sustainable construction methods and sustainably sourced and recycled materials, and maximise the use of the river for freight.
5. Retain existing buildings and their embodied carbon in renewal and regeneration projects where this is a viable option.
6. Re-use any demolished materials in-situ where practicable, in order to minimise the transportation of materials and waste, reduce the need for mineral extraction and reduce carbon emissions.
7. Incorporate water conservation measures, to meet a maximum water efficiency standard of 110 litres per person per day for homes (including an allowance of five litres or less per person per day for external water consumption). Planning conditions will be applied to new residential development to ensure that the water efficiency standards are met.
8. Incorporate green roofs and walls wherever possible (see LP57 Urban Greening Factor for additional green features).

B. Development proposals will be required to meet the following:

1. New non-residential buildings over 100 sqm will be required to meet BREEAM ‘Outstanding’ standard, unless it can be demonstrated that this would not be technically feasible. New buildings should be designed taking into account changes to the climate over their lifespan.
2. Where proposals are for a change of use to residential, they will be required to meet BREEAM Domestic Refurbishment ‘Outstanding’ standard, unless it can be demonstrated that this would not be technically feasible.
3. New residential development will be expected to meet the BRE Home Quality Mark or Passivhaus standards wherever practicable.

Reducing Carbon Dioxide Emissions

C. Development proposals will be required to incorporate measures which improve energy conservation and efficiency, as well as contribute to renewable and low carbon energy generation. Proposals will be required to meet the following minimum reductions in carbon emissions:

1. All new major development should achieve zero carbon standards, as set out in the London Plan, with a minimum on-site reduction of 35%.
2. All non-major new residential development provided in new buildings should achieve a minimum on-site reduction of 35%.
3. Residential development should achieve at least a 10% reduction and non-residential development should achieve at least a 15% reduction through the use of energy efficiency measures.
4. In exceptional circumstances, where it is clearly demonstrated that ~~the on-site percentage threshold targets listed in Parts C.1 and/or C.2~~ above cannot be fully achieved on-site, as a last resort, any shortfall to achieve the zero carbon standard in Part C.1 and/or the on-site threshold in Part C.2 must be addressed by making a financial contribution to the Council's Carbon Offset Fund'.
5. Development, including the re-use or extension of existing buildings, should achieve the maximum feasible reductions in carbon emissions and support in achieving the strategic carbon reductions target set out in this Plan, while protecting the heritage and character of the buildings.

The Energy Hierarchy

D. All development is required to follow the energy hierarchy set out within the London Plan (Policy SI2) with respect to its design, construction, and operation.

Energy Assessments

E. All new residential development and major non-residential development proposals are required to submit an energy assessment, and minor non-residential development proposals are strongly encouraged to provide one.

Compliance and Monitoring

F. Major development proposals will be required to provide, or fund the provision of, post-construction monitoring of renewable and low-carbon equipment to demonstrate full compliance with the commitments identified within the permission, for a period of four years.

Adapting to Climate Change

G. The Council will expect all development to be fully resilient to the future impacts of climate change in order to minimise the vulnerability of people, property, the public realm and essential infrastructure to its effects. 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. However, there are risks of maladaptation and it is important that right retrofit and adaption of buildings is undertaken.

Overheating

H. New development should, through its layout, design, construction, materials, landscaping, and operation, minimise the effects of overheating, mitigate the urban heat island effect, and minimise energy consumption in accordance with the cooling hierarchy set out in the Policy SI4 of the London Plan.

LP11 Energy Infrastructure *(Strategic Policy)* (Modified Reg.19 Version)

A. New development will be expected to connect to any existing decentralised energy network (DEN); or any alternative strategies that can be demonstrated as being more efficient, clean and decarbonised than the DEN in accordance with the London Plan Energy Hierarchy. 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.

B. Where no decentralised energy networks are planned, or in exceptional circumstances where it can be sufficiently demonstrated that it is not technically feasible and/or economically viable to connect to an existing network in line with the GLA’s latest Energy Assessment Guidance, major developments should incorporate on-site DEN.

C. Major developments within the Heat Network Priority Areas that cannot immediately connect to an existing heating or cooling network should be designed in accordance with the heating hierarchy set out in London Plan Policy SI3.D and SI4 B and should be encouraged for all developments where possible.

D. Where applicable and viable, applicants are required to consider the installation of low, or preferably ultra-low, NOx boilers to reduce the amount of NOx emitted in the borough.

LP12 Water and Flooding (Modified Reg.19 Version)

Flood Risk Management

A. 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.

B. Development will be guided to areas of lower risk, both on-site and by applying the 'Sequential Test' unless already passed under part E below, 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).

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.

D. Where a Flood Risk Assessment is required, applicants will be required to demonstrate that their proposal does not increase, and reduces surface water, fluvial and/or tidal flood risk elsewhere by ensuring that:

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.

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.

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.

~~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.~~

The application of Sequential Test

E. 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. 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. The Sequential Test is considered to have been passed ~~and a Flood Risk Assessment will not be required, is not a major development or at least one of the following applies~~ if the proposal meets one of the following criteria:

1. The application site is located within an Area Strategy area as identified in this Local Plan; including within a 400m buffer around the Town Centre based strategies*:
 - a. Vauxhall Nine Elms Battersea Opportunity Area (including Battersea Design and Technology quarter)
 - b. Roehampton Regeneration Area
 - c. The Wandle Valley
 - d. Wandsworth’ s Riverside
 - e. Balham*
 - f. Clapham Junction and York Road/Winstanley Regeneration Area*
 - g. Putney*
 - h. Tooting*
 - i. Wandsworth Town, including the Wandle Delta sub-area*
2. The application site is a Local Plan Site Allocation, unless the proposed use is not in accordance with the allocations of the Local Plan.
3. Redevelopment of an existing single residential property or its ancillary uses.
4. Minor development*, conversions and change of use (except changes of use to a caravan, camping or chalet site, or to a mobile home or park home site).
5. ~~For development sites falling outside of these areas, 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 Assessment.~~

Table 15.1 - Flood Zones - Development Restrictions

Flood Zone	Land uses and development - restrictions	Sequential Test	Exception Test	Flood Risk Assessment
Zone 3b	The functional floodplain as identified in the Council’s SFRA will be protected by not permitting any form of development on undeveloped sites unless it: <ul style="list-style-type: none"> • is for Water Compatible development; • is for essential infrastructure which has to be located in a flood risk area and no alternative locations are available and it can be demonstrated that 	Required for essential infrastructure	Required for essential infrastructure	Required for all development proposals

	<p>the development would be operational and safe, result in no net loss of flood storage, not impede water flows, not increase flood risk elsewhere and where possible would reduce flood risk overall.</p> <p>Redevelopment of existing developed sites will only be supported if there is no intensification of the land use and a net flood risk reduction is proposed; any restoration of the functional floodplain will be supported.</p> <p>Proposals for a change of use or conversion to a use with a higher vulnerability classification will not be permitted.</p> <p>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. Safe access and egress at a Low Hazard rating is required.</p>			
<p>Zone 3a (Tidal/Fluvial)</p>	<p>Land uses are restricted to:</p> <ul style="list-style-type: none"> • Essential Infrastructure; • Water Compatible; • Less Vulnerable; and • More Vulnerable development <p>Highly Vulnerable developments will not be permitted.</p> <p>To provide safe refuge, and depending on location, finished floor levels for all development</p>	<p>Required for all developments unless exceptions outlined in the supporting text apply</p>	<p>Required for more vulnerable development</p>	<p>Required for all development proposals</p>

	<p>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.</p> <p><i><u>In areas of fluvial flood risk, finished floor levels for all development must be raised to a minimum of 300m 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> <p>Self-contained residential basements will not be permitted in locations at risk of fluvial, or tidal defended flooding.</p> <p>Bedrooms at basement level will not be permitted in fluvial flood risk areas subject to <i><u>with the exception of</u></i> the requirements set out in Table 15.2</p>			
<p>Zone 2</p>	<p>No land use restrictions.</p> <p>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.</p> <p><i><u>In areas of fluvial flood risk, finished floor levels for all</u></i></p>	<p>Required for all developments unless exceptions outlined in the supporting text apply</p>	<p>Required for highly vulnerable development</p>	<p>Required for all development proposals unless for change of use from water compatible to less vulnerable</p>

	<p><u>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> Safe access and egress at a Low Hazard rating is required.</p> <p>Self-contained residential basements will not be permitted in locations at risk of fluvial, or tidal defended flooding.</p> <p>Bedrooms at basement level will not be permitted in fluvial flood risk areas subject to <u>with the exception of</u> the requirements set out in Table 15.2</p>			
<p>Zone 1</p>	<p>No land use restrictions.</p> <p>Where development over 1 ha is proposed or there is evidence of flooding from another localised source opportunities should be sought to:</p> <p>Ensure that the management of surface water runoff from the site is considered early in the site planning and design process;</p> <p>Ensure that proposals achieve an overall reduction in the level of flood risk to the surrounding area, through the appropriate application of sustainable drainage techniques.</p>	<p>Not applicable</p>	<p>Not applicable</p>	<p>A sustainable Drainage Statement is required for all major development.</p> <p>Where development over 1 ha is proposed or for all other development proposals where there is evidence of a risk from other sources of flooding, including surface water, groundwater and sewer flooding.</p>

Basements and Subterranean Developments

Basements within flood affected areas of the borough represent a particularly high risk to life as they may be subject to very rapid inundation. Applicants will have to demonstrate that their proposal complies with the following:

Table 15.2 – Requirements for Basements in Flood Zones

<p>Flood Zone 3b</p>	<p>Basements, basement extensions, conversions of basements to a higher vulnerability classification or self-contained units will not be permitted.</p>
<p>Flood Zone 3a <u>(Tidal)</u></p>	<p>In areas of Extreme, Significant and Moderate Breach Hazard (as set out in the Council's SFRA):</p> <ul style="list-style-type: none"> • New basements: <ul style="list-style-type: none"> ○ Restricted to Less Vulnerable / Water Compatible use only. ○ 'More Vulnerable' uses will only be considered if a site-specific Flood Risk Assessment demonstrates that the risk to life can be managed. Bedrooms at basement levels will not be permitted. ○ 'Highly Vulnerable' uses such as self-contained basements/bedrooms will not be permitted. • <u>Existing basements:</u> <ul style="list-style-type: none"> ○ <u>No basement extensions, conversions or additions for 'Highly Vulnerable' uses.</u> ○ <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> <p>In areas of Low or No Breach Hazard (as set out in the Council's SFRA):</p> <p>New basements:</p> <p>If the Exception Test (where applicable) is passed, basements may be permitted for residential use where they are not self-contained or, in locations at risk of fluvial flooding, are not used for bedrooms.</p> <p><u>Existing basements:</u></p> <p><u>Basement extensions, conversions or additions may be permitted for existing developments where they are not self-contained.</u></p> <p>If a basement, basement extension or conversion is acceptable in principle in terms of its location, it must:</p> <p>have safe access threshold levels and internal staircases provided to access floors 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</p>

	<p>Environment Agency for defended tidal areas. The only exception to this is for basement development within areas of defended tidal flood risk, where the applicant has demonstrated that a permanent fixed barrier is in place to prevent floodwater from entering any sleeping accommodation that is located below the extreme water level in accordance with the hazard advice above. Flood resistant and resilient design techniques must be adopted.</p> <p>In areas at risk of surface water flooding, basements, basement extensions and basement conversions must be protected by appropriate mitigation such as raising floor level thresholds, providing storage for surface water or other SuDS proposal. Basements will not be permitted in areas of high surface water risk without appropriate mitigation.</p>
<p>Flood Zone 2 <u>(Tidal)</u></p>	<p>In areas of Extreme, Significant and Moderate Breach Hazard (as set out in the Council's SFRA):</p> <p><i>New Basements:</i></p> <p>If the Exception Test (where applicable) is passed, basements may be permitted for residential use where they are not self-contained or, in locations at risk of fluvial flooding, are not used for bedrooms.</p> <p><i>Existing Basements:</i></p> <p>Basement extensions, conversions or additions maybe permitted for existing developments where they are not self-contained or, in locations at risk of fluvial flooding, are not used for bedrooms.</p> <p>If a basement, basement extension or conversion is acceptable in principle in terms of its location, it must:</p> <p>have safe access threshold levels and internal staircases provided to access floors 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. The only exception to this is for basement development within areas of defended tidal flood risk, where the applicant has demonstrated that a permanent fixed barrier is in place to prevent floodwater from entering any sleeping accommodation that is located below the extreme water level in accordance with the hazard advice above. Flood resistant and resilient design techniques must be adopted.</p> <p>In areas at risk of surface water flooding, basements, basement extensions and basement conversions must be protected by appropriate mitigation such as raising floor level thresholds, providing storage for surface water or other SuDS proposal. Basements will not be permitted in areas of high surface water risk without appropriate mitigation.</p>
<p>Flood Zone 1</p>	<p>In areas at risk of surface water flooding, basements, basement extensions and basement conversions must be protected by appropriate mitigation such as raising floor level thresholds, providing storage for surface water or other SuDS proposal.</p>

Sustainable Drainage

E. The Council will require the use of Sustainable Drainage Systems (SuDS) in all development proposals. Applicants will have to demonstrate that:

1. A reduction in surface water discharge to greenfield run-off rates will be achieved unless it is clearly demonstrated that this is technically unfeasible.
2. Where it has been clearly demonstrated that greenfield run-off rates are not technically feasible, at least a 50% attenuation will be required, with an objective of achieving 100% attenuation of the existing (undeveloped) site's surface water runoff at peak times based on the levels existing prior to the commencement of development.
3. ~~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.~~
4. Where minor development is proposed, schemes should not affect floodplain storage or flow routes through the incorporation of mitigation measures in line with the Construction Industry Research and Information Association's guidance on SuDS.

F. The Council will require, where necessary, financial contributions through a S106 planning obligation towards flood protection measures and SuDS in accordance with the Council's Planning Obligations SPD or successor document.

G. Applicants must demonstrate that surface water must be drained to ground water courses or a surface water sewer and not to the foul water sewer.

Flood Defences

Applicants will be required to demonstrate, where relevant, that their proposal complies with the following:

1. That the effectiveness, stability and integrity of flood defences, river banks and other formal and informal flood defence infrastructure will not be compromised.
2. Ensures that the proposal does not prevent essential maintenance and upgrading of any formal or informal flood defence infrastructure to be carried out in the future in a cost-effective manner in agreement with the Environment Agency.
3. 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 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.

~~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).~~

4. Has taken into account the requirements of the Environment Agency’s Thames Estuary 2100 Plan, and demonstrates how current and future requirements for flood defences have been incorporated into the development, including the need to raise flood defences to the required levels whilst enhancing the riverside environment in accordance with the Thames Estuary 2100 Plan.
5. Would not result in the removal of formal or informal flood defences unless this forms part of an agreed flood risk management strategy adopted or approved by the Environment Agency.
6. That the opportunities to undertake river restoration and enhancement and implement natural flood management measures as part of a development to make space for water have been assessed and where technically feasible incorporated into the proposal. Enhancement of existing assets, such as through de-culverting, the using bio-engineered river walls, and raising bridge soffits to take into account climate change should be accommodated in development proposals where technically feasible.
7. *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.~~

Multifunctional Benefits

In addressing flood mitigation opportunities to bring other benefits including recreational, habitat creation to support biodiversity and urban greening will be encouraged.

LP23 Affordable Housing (Strategic Policy) (Modified Reg.19 Version)

A. The Council will seek to maximise the delivery of affordable housing in accordance with the London Plan. This will contribute to securing the Mayor’s strategic target of 50 per cent of all new homes to be affordable.

B. Development that creates 10 or more dwellings (gross) on individual sites must provide affordable housing on-site in accordance with the threshold approach set out in London Plan Policy H5.

C. The Council will require an affordable housing tenure split of at least 50% low-cost rent products, ~~25% First Homes and 25%~~ with a balance of other intermediate products. ~~A minimum discount of 30% will be applied to First Homes.~~

D. Affordable housing will be required on site. Off-site provision of affordable housing will only be accepted in exceptional circumstances where it can be clearly demonstrated that affordable housing cannot be delivered on-site or where it can be demonstrated that off-site provision on another site in the borough would better deliver the creation of mixed and balanced communities than through on-site provision. Applicants will be required to identify a site(s) which would be acceptable for the development of affordable housing. In exceptional circumstances, when it is clearly demonstrated to the Council’s satisfaction that an alternative site cannot be identified, will the payment of a financial contribution to support the delivery and supply of affordable housing on another site in the borough be considered. The provision of affordable housing on another site(s) will be at least equivalent to the increased development value if affordable housing is not provided on-site and will be provided prior to, or tied to, the completion of the on-site market housing, subject to such a contribution being viable. Further guidance will be provided in the Planning Obligations SPD.

E. 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.

F. Where a Registered Provider is required for the management of affordable housing, it should be undertaken by ~~The management of the affordable housing provided (other than in Build to Rent schemes and in relation to First Homes) it should be undertaken by a Registered Provider which is a Preferred Partner of the Council, unless otherwise agreed by the Council. Any relevant scheme will need to demonstrate that the design, siting and phasing of affordable homes provides for its proper integration and timely provision as part of the wider development.~~

G. The application of the Vacant Building Credit (VBC) is not appropriate in Wandsworth. The use of VBC will only be considered in limited circumstances, where applicants clearly demonstrate there are exceptional reasons why it is appropriate and all of the following criteria are met:

1. The building is not in use at the time the application is submitted.
2. The building is not covered by an extant or recently expired permission.
3. The site is not protected for alternative land use.
4. The building has not been made vacant for the sole purpose of redevelopment.

H. The provision of affordable housing or financial contributions will be sought from any development making provision for new dwellings or the provision of residential accommodation with shared facilities.

LP27 Housing Standards (Modified Reg.19 Version)

A. All new residential development, including new-build dwellings, conversions and change-of-use schemes where new dwellings are created, will be required to:

1. comply with the Nationally Described Space Standard;
2. meet all requirements for housing standards *and private internal space* set out in the Policy D6 of the London Plan *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);*
3. meet all requirements for accessible housing set out in the Policy D7 of the London Plan;
4. be designed to be inclusive, accessible and safe to all, in accordance with the requirements of Policy D5 of the London Plan; and
5. achieve the highest standards of fire safety, having regard to the requirements of Policy D12 of the London Plan.

B. All new residential development will be expected to provide dual-aspect accommodation, unless it can be suitably demonstrated that a single aspect dwelling would provide for a more appropriate design solution than a dual aspect dwelling. Where such circumstances are demonstrated, all single aspect units should:

1. provide for an acceptable level of daylight for each habitable room, and optimise the opportunity for enabling direct sunlight;
2. ensure that the aspect is not predominantly north facing;
3. not face onto significant sources of air pollution and/or noise and vibration, and/or odours which would preclude opening windows;
4. provide a good level of natural ventilation throughout the dwelling via passive/non-mechanical design measures; and
5. ensure that future occupiers have a good level of privacy and do not experience adverse impacts from overlooking.

C. Housing development must be designed to be ‘tenure blind’ to ensure that dwellings across all tenures are indistinguishable from one another in terms of quality of design and materials, space standards and access; and that the provision of open space and amenities is accessible by occupiers within different tenures. Proposals will be required to demonstrate that this approach has been considered from the outset of the design process.

D. Residential developments and mixed-use schemes incorporating a residential element will be expected to provide an appropriate amount of communal amenity space in accordance with the London Plan standards and children’s play space in accordance with Policy LP19 (Play Space).

LP28 Purpose Built Student Accommodation (Modified Reg.19 Version)

A. Proposals for Purpose-Built Student Accommodation will be supported where the development:

1. meets all requirements for student accommodation, including affordable provision through the threshold approach, as set out in London Plan Policy H15;

~~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;~~

2. is accompanied by a site management and maintenance plan which demonstrates that the accommodation will be managed and maintained over its lifetime so as to ensure an acceptable level of amenity and access to facilities for its occupiers, and would not give rise to unacceptable impacts on the amenities of existing residents in the neighbourhood;

3. has access to good levels of public transport, and to shops, services and leisure facilities appropriate to the student population;

4. would not result in an over-concentration of single-person accommodation at the neighbourhood level which may be detrimental to the balance and mix of uses in the area or place undue pressure on local infrastructure;

5. provides a high-quality living environment, including the provision of *functional living spaces and layouts*~~appropriate space standards and facilities~~, well-integrated internal and external communal areas, and a high level of amenity (providing good levels of daylight and sunlight, and natural ventilation); and

6. provides at least 10% of student rooms which are readily adaptable for occupation by wheelchair users.

B. The loss of existing student accommodation will be permitted when it is demonstrated that the facility no longer caters for current or future needs and the floorspace is replaced by another form of residential accommodation that meets other Local Plan housing requirements. Proposals for a change of use of existing student accommodation which result in the net loss of residential floorspace will only be permitted when:

1. the loss of student accommodation would be solely at ground floor level; and
2. the development would replace the ground floor student accommodation with active ground floor uses; and
3. the proposed ground floor uses would pass the sequential test for main town centre uses in accordance with Policy LP43 (Out of Centre Development).

LP29 Housing with Shared Facilities (Modified Reg.19 Version)

A. Development proposals for new Houses in Multiple Occupation (HMOs) will be supported where they:

1. do not result in the loss of housing suitable for occupation by families as defined in Part A of Local Plan Policy LP26 (Conversions);
2. do not result in an overconcentration of HMOs and other single-person accommodation at the neighbourhood level;
3. do not give rise to adverse impacts on the amenity of the surrounding properties and the character or the neighbourhood, including as a result of cumulative impacts;
4. have access to good levels of public transport (PTAL 4 or higher), and to shops and services appropriate to the needs of the intended occupiers; and
5. provide a good quality of accommodation, in line with Policy LP27 (Housing Standards).

B. Development proposals that result in the loss of an HMO will be resisted unless:

1. it can be demonstrated that the existing building does not meet the appropriate standards for an HMO and has no realistic prospect of meeting the standards; or
2. adequate replacement provision can be secured within the borough, having regard to the requirements of Part A above, such that there would be no net loss in HMO floorspace.

C. Development proposals for large-scale purpose-built shared living accommodation which is defined as being a 'sui generis' use will generally be resisted. Such accommodation will only be permitted where:

1. it is proposed on a site which is not suitable for conventional housing;
2. it is clearly demonstrated that large-scale purpose-built shared living accommodation is better suited to meeting the local housing needs than conventional housing; and
3. it would not lead to an overconcentration of single-person accommodation at the neighbourhood level.

D. Where the principle of large-scale purpose-built shared living accommodation is accepted in line with Part C, proposals must:

1. meet criteria A1-A10 of London Plan Policy H16;
2. demonstrate through the submission of a management plan that the development will be managed and maintained over its lifetime so as to ensure an acceptable level of amenity and access to facilities for its occupiers and would not give rise to unacceptable impacts on the amenities of existing residents in the neighbourhood; and
3. provide a financial contribution towards the provision of affordable housing in the borough, in accordance with the London Plan.

LP31 Specialist Housing for Vulnerable People and for Older People (Modified Reg.19 Version)

A. Existing specialist and supported housing will be protected where it is considered suitable for its use and meets relevant standards for this form of accommodation. The loss of existing specialist and supported housing will not be supported unless:

1. the applicant can robustly demonstrate that there is no longer an identified need for the retention of the accommodation either in its current format or through the modernisation of the premises; or
2. the needs met by this form of accommodation will be re-provided elsewhere within the borough, resulting in no net loss of overall provision.

B. Proposals for the development of specialist and supported housing will be supported where:

1. 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 where this is relevant and the Council’s commissioning and housing strategies;
2. the accommodation is of a high quality and meets relevant best practice guidance for this type of accommodation;
3. the accommodation has access to good levels of public transport, and to shops, services and leisure facilities appropriate to the needs of the intended occupiers; and
4. affordable housing is provided, in accordance with Policies H4, H5 and ~~H5~~ H13 of the London Plan.

LP33 Protecting and Promoting Offices (*Strategic Policy*) (Modified Reg.19 Version)

Locations for New Office Space

A. The Council will support the development of new office space within the Central Activities Zone (CAZ), focused on the emerging centres at Battersea Power Station and Vauxhall. These areas will cater for the provision of predominantly large-scale office floorspace for high-value occupiers and related businesses, to support their potential as strategic employment hubs.

B. Outside the CAZ, new office development will be supported in the following locations, subject to compliance with any applicable area-specific criteria. Such development will be expected to cater primarily for the local and sub-regional office market, and should provide workspace suitable for small and medium enterprises (SMEs). Larger businesses will also be appropriate in town centres, where the provision of flexible and touchdown space will also be encouraged.

1. Town and Local Centres
2. Appropriate edge-of-centre sites allocated for office use, including within:
 - a. Economic Use Intensification Areas (EUIAs)
 - b. The Battersea Design and Technology Quarter (BDTQ) (see Policy LP34, Part B – Managing Land for Industry and Development)
3. Economic Use Protection Areas (EUPAs)
4. *Battersea Studios Site Allocation (NE8)*

C. All proposals for office development must be of a scale and size that is compatible with its intended location and, where relevant, the Vision set out for that location within the relevant Area Strategy and/or through guidance provided as part of the Site Allocation.

D. Applications for new office development located outside of the areas identified in Parts A and B will only be supported where this would not undermine the function of these sequentially preferable locations, as identified through a sequential test.

Protecting Existing Office Space

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. they would result in no net loss of office floorspace and the criteria of the relevant designation and/or Site Allocation has been met (Policies LP35 - Mixed Use Development on Economic Land); or
2. within the BDTQ or Site Allocation NE8, existing office floorspace is being redeveloped for industrial uses, in accordance with LP34.A; or
3. it has been clearly demonstrated that there is no demand for the use of the premises as offices through the submission of evidence that a full and proper marketing exercise of the site for a period of at least 18 months has been undertaken in line with the requirements set out at Appendix 1 (Marketing Evidence) of this Plan.

LP34 Managing Land for Industry and Distribution (*Strategic Policy*) (Modified Reg.19 Version)

Providing Industrial Land and Premises

A. The Council will support the use of land and premises for industry and distribution in appropriate locations, falling within the following uses:

1. Light industry (falling within Use Class E (giii));
2. General industry (B2);
3. Storage and logistics/distribution (B8);
4. Flexible hybrid industrial space;
5. Secondary materials, waste management, minerals infrastructure sites and aggregates;
6. Utilities infrastructure;
7. Land for suitable transport functions, including intermodal freight interchanges, rail and bus infrastructure;
8. Research and development of industrial and related products or processes (falling within Use Class E (gii)); and
9. Sui generis uses that relate to, and are necessary to support, the operation of sites of an industrial nature.

Strategic Reservoir of Industrial Land

B. A strategic reservoir of industrial land, comprised of the borough's Strategic Industrial Locations (SILs) and Locally Significant Industrial Areas (LSIAs), will be protected and retained. In these locations:

1. Uses identified in Part A will be supported. Where necessary, proposals may be subject to the use of planning conditions or Section 106 planning obligations in order to protect the industrial function of the land.
2. The redevelopment of sites must provide at least the full replacement of existing industrial floorspace, in accordance with those uses identified in Part A. The provision of B8 floorspace is preferred.
3. The intensification of sites for industrial purposes, especially for B8 uses, 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.
4. Development proposals for other uses in these locations will not be supported, except in the following circumstances and provided that the use does not erode the effective operation of the industrial function of the SIL or LSIA:
 - a. In the Battersea Design and Technology Quarter, and for Site Allocation NE8, SME office accommodation and research and development uses will be appropriate on upper floors if it would result in the intensification of industrial, especially B8 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, ~~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.~~ Ground floor units must be capable of accommodating B8 uses. The design of such industrial uses should ensure no material harm to heritage assets, amenity of neighbouring occupiers, and operations of neighbouring uses.

- b. In other locations, offices and other non-industrial uses will only be supported where they are ancillary to the use of the site or premises for one or more of the industrial uses identified in Part A.
- c. In limited instances, non-industrial uses may be appropriate in these locations if they are small-scale and cater for the local needs of people working in the area.

Industrial Land and Premises in Other Locations

C. In order to meet the identified need for industrial land and premises, the Council will seek to retain these where they are located outside of the strategic reservoir (SILs and LSIAs). The redevelopment of sites, including former industrial land, to provide intensified or new industrial premises will be supported in the following locations:

- 1. Economic Use Intensification Areas (EUIAs).
- 2. Economic Use Protection Areas (EUPAs).
- 3. Focal Points of Activity.
- 4. On sites allocated for industrial use (including as part of mixed-use schemes) in the Area Strategies and/or Site Allocations.
- 5. Existing industrial land and premises that are not otherwise designated.

D. Proposals for mixed-use developments, including residential, on sites within the locations identified in Part C will be supported, where:

- 1. industrial, storage or distribution floorspace is provided, in accordance with Policy LP35 (Mixed Use Economic Development on Economic Land), and where all other relevant criteria of this policy have been met; or
- 2. there is no reasonable prospect of the site being used for the industrial and related purposes set out in Part A of this policy, as demonstrated through the submission of evidence that a full and proper marketing exercise of the site, for a period of at least 18 months, has been undertaken in line with the requirements set out at Appendix 1 of this Plan.

New Covent Garden Market

E. The primary function of New Covent Garden Market, and the railway arches immediately adjacent to it, as a wholesale retail facility will be protected. The principle of the consolidation and reconfiguration of New Covent Garden Market will be supported, subject to it being clearly demonstrated that the operational requirements of the market as a whole would not be compromised.

LP45 Evening and Night-time Economy (Modified Reg.19 Version)

A. Proposals that enhance or diversify Wandsworth’s evening and night-time economy will be supported where they:

1. are of a size and type that reflects the role and function of the centre or location, taking consideration of the Night-Time Economy Classification within the London Plan;
2. improve access, inclusion and safety for all night-time workers and users, including travel to and from venues; and
3. do not detract from the character of the surrounding shops and services during the day-time by creating an agglomeration of blank frontages; and
4. do not result in a negative impact on the amenity of the surrounding residential and non-residential uses as a result of the use itself or from those travelling to and from the use, taking account of the cumulative impact. Conditions may be used, including limits on hours of operation, in order to ensure this.

B. Where new development is proposed in locations in which there are existing uses that positively contribute to the borough’s night-time economy, and where the development includes uses that are potentially sensitive to the noise and other nuisances generated by those uses, the Agent of Change principle will apply, as set out in the London Plan Policy D13.

LP51 Parking, Servicing and Car-Free Development (Modified Reg.19 Version)

A. Development will be supported where:

1. Cycle Parking is provided in accordance with the minimum levels set out in the London Plan with reference to Table 10.2 and any subsequent amendments. The parking must be easily accessible, secure, and well-located to the unit it is associated with.
2. Off street residential car parking is provided and does not exceed the maximum requirements set out in the London Plan with reference to Table 10.3 and any subsequent amendments, and it can be demonstrated that parking on site is the minimum necessary. On mixed-use developments car parking spaces should be allocated to the specific uses proportionally. Off street parking should be designed in conformity with LP1.
3. Car parking in new shopping and leisure developments in Town Centres provides short stay parking and serves the Town Centre as a whole rather than being reserved solely for use in connection with the proposed development and be in accordance with Table 10.5 of the London Plan on maximum retail parking standards;
4. Car club parking and memberships are provided in all residential developments that require travel plans and count towards the maximum parking standards and are not appropriate in the CAZ, in accordance with LP50 Transport and Development (b).
5. Adequate off-street servicing arrangements are made for commercial vehicles and general servicing.
6. Minimum numbers of disability-friendly car parking spaces are provided in accordance with the London Plan and any subsequent amendments.
7. Electric vehicle charging capacity is provided in accordance with the London Plan and any subsequent amendments.
8. Office parking provision is provided in accordance with the London Plan and any subsequent amendments.

B. On-street Parking.

1. New developments must comply with the London Plan's guidance regarding on-street car parking and any subsequent amendments. The Council will encourage applications for development that require less on-street parking in areas well-connected to public transport.
2. Developers will need to show that their proposal does not lead to an unacceptable amount of on-street parking. This will include showing acceptable motorcycle and scooter parking provision in town centre locations which does not detract from the character of the area.
3. For residential conversions, the Council will encourage replacement of existing general on-street parking with other kerbside uses to encourage more sustainable transport.

C. The Council will support the redevelopment of existing car parks for alternative uses where it can be shown that the provision of car parks is being met now and into the future.

D. Car-free residential development will be required where:

1. The PTAL is 4 or higher.

2. In an Opportunity Area, unless specific circumstances can be demonstrated where the provision of parking can be justified.

~~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.~~

3. The appropriate minimum number of disability friendly parking spaces are provided in accordance with the London Plan and any subsequent amendments.

E. Low car residential development will be required where:

1. The PTAL is 3.

~~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.~~

2. The appropriate minimum number of disability friendly parking spaces are provided in accordance with the London Plan and any subsequent amendments.

F. No additional parking permits will be issued to any occupiers of additional housing units created in major residential or mixed-use developments anywhere in the borough or through conversions in existing or future Controlled Parking Zones (CPZ). For existing occupiers being rehoused as part of estate redevelopments, parking permits should be limited to residents who already have parking permits or who own and park a car on the estate.

G. Where development includes both affordable and market units, parking should be allocated equitably between market and affordable units. If the level of parking proposed for affordable units is less than that proposed for market units, the disparity will need to be justified taking account of estimated demand and information on relative levels of car ownership.

LP52 Public Transport and Infrastructure (Modified Reg.19 Version)

A. The Council will promote major transport infrastructure schemes including Crossrail 2, Clapham Junction expansion, the Northern Line Extension to Battersea, improved rail links between South London and Heathrow, suburban rail services, ~~highway improvement schemes~~, the removal of the Wandsworth Gyrotory, and new pedestrian and cyclist bridges to be delivered by other parties including Government, TfL, public transport companies and private developers.

1. Development of sites that would compromise land used for sustainable transport functions, including intermodal freight interchanges, rail and bus, and active travel infrastructure will only be permitted where:
 - a. there is no current or future strategic or operational need; or
 - b. alternative provision is made; and
 - c. consultation has been undertaken with operators, owners and stakeholders, including TfL.
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.

~~B. Development will be expected to meet all Healthy Street objectives (see Policy LP49 (Sustainable Transport)).~~

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:
 - 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;
 - b. any new accesses linking the riverside walk to the surrounding area are at least three metres wide;
 - c. riverside walks should where possible allow for provision of cycling, ensuring pedestrian safety; and
 - d. the Environment Agency has been consulted for all developments adjacent to a watercourse.

B. Development will be expected to meet all Healthy Street objectives (see Policy LP49 (Sustainable Transport)).

C. Commercial heliport facilities will be restricted to the existing heliport site. Further new commercial heliport sites will not be permitted.

D. Due to the growing digitisation of the private vehicle hire industry, the provision of new minicab (private hire) offices will not be allowed however redevelopment of existing offices will be allowed provided they:

1. do not adversely impact traffic congestion, local parking problems, residential amenity, safety, or footways; and

“At any time” stopping restrictions are already in place.

For more information write to:
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