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Port of London Authority response: London Borough of Wandsworth Local Plan Main Modifications and Policy Map Changes consultation

16 March 2023

Dear Eoghan

Thank you for consulting the Port of London Authority (PLA) on the Wandsworth Local Plan Main Modifications and Policy Map Changes. I have now had the opportunity to review the proposed Main Modifications and have the following comments to make:

- **MM25: WT11 Western Riverside Waste Transfer Station (Erratum)**

Support the proposed amendment to 'de-designated' rather than 'decommissioned' with regard to site allocation WT11 (Western Riverside Waste Transfer Station).

- **MM35: Area Strategy for Nine Elms, paragraph 5.12**

Note, as discussed at the Examination Hearing Sessions with regard to the Nine Elms Pimlico Bridge proposals that references have been changed from 'preferred' to 'indicative' here to recognise that other locations may be appropriate and that further detailed design is required for this aspiration (also amended in modifications MM40, MM41, MM42, MM51 and MM53). As highlighted in previous responses to the Local Plan, the PLA, as the owner of the riverbed and given its role as the statutory harbour authority for the River Thames, would not support a river crossing located in an area that could negatively affect the long term viability of one of

the boroughs key safeguarded wharves and potentially constrain navigation, which would be contrary to 2021 Ministerial Safeguarding Directions and policy SI15 (Water Transport) of the London Plan (2021).

- **MM39: Policy PM39 Nine Elms**

To highlight a slight spelling mistake here to change 'safe-guarded' to safeguarded in the final plan.

- **MM42: Map 5.3 Spatial Area Map: Kirtling Street Cluster**

Welcome that the icon for a 'suggested location for new public open space' has been removed from map 5.3. As noted above with regard to the indicative Nine Elms Pimlico Bridge proposal, the PLA considers that the current indicative location is contrary to wharf safeguarding directions and London Plan SI15, which could negatively affect the long term viability of the safeguarded Kirtling Wharf.

- **MM46: Kirtling Street Cluster paragraph 5.27**

To confirm, whilst the PLA supports the greater flexibility provided by the modification, it is not considered that the proposed amendment to Paragraph 5.27 ensures that the operational requirements of the safeguarded wharves are specifically protected. The following amendment is therefore required to ensure that the areas safeguarded wharves are sufficiently highlighted.

"Ground floor uses should have consideration of the proximity to heavily trafficked streets, [the operational needs of the safeguarded wharves](#) and flood zone parameters and should accord with the relevant Design Code (July 2021, or successor document)"

- **MM49: Kirtling Street Cluster paragraph 5.30**

The proposed modification to Paragraph 5.30 is currently as follows:

"5.30 ~~Open Space~~ **Public Realm** – Proposals to the north of the cluster ~~in~~ at the Kirtling Wharf ~~and Cringle Dock~~ sites (NE9, ~~NE11~~) will be required to provide a publicly accessible landscaped area ~~open space~~ that connects to the proposed Nine Elms Pimlico Bridge, the Thames Path and subject to operation and maintenance requirements, ~~the open space above 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. 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."

To confirm the PLA objects to the inclusion of the wording to provide a '*publicly accessible landscaped area*' that connects to the proposed Nine Elms Pimlico Bridge here, which is considered to be contrary to London Plan policy SI15 and the 2021 Wharf Safeguarding Directions, as this places a significant constraint on the long term use and viability of the safeguarded Kirtling Wharf. Policy SI15 part E specifically states that "*The redevelopment of safeguarded wharves for other land uses should only be accepted if the wharf is no longer viable or capable of being made viable for waterborne freight-handling*" which highlights how for these sites that emphasis must be on the enhancement and maximization of safeguarded wharf uses first before contemplating other uses which may be in direct conflict with the primary use, and must be recognised here.

Also of relevance to note is with regard to the Thames Tideway Tunnel Development Consent Order (DCO) (2014), which as a consequence of the legal restoration requirements in the DCO for safeguarded wharves including those in Wandsworth, obliges Thames Tideway to facilitate waterborne/marine operations in accordance with their safeguarded status. This also highlights how for this site (NE9) and the Kirtling Street Cluster it must be clearly set out that any proposals for publicly accessible landscaped areas will only be acceptable if they do not negatively constrain the long term safe and viable operations of the safeguarded wharves, or the ongoing safe operation of and access to the tunnel access shaft.

Furthermore, whilst it is recognised in London Plan policy SI16 (Waterways – use and enjoyment) that development proposals along waterways should protect and enhance inclusive public access to and along the waterway front, and improve and expand the Thames Path, it is noted that this will require collaboration with relevant partners including the PLA as well as landowner, developer and community representatives. For operational wharves and terminals specifically, this will require pragmatic solutions that achieve appropriate, safe public access, that takes into account safety, regulatory and operational requirements.

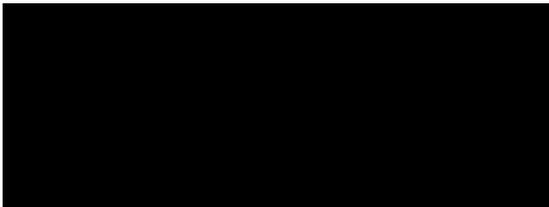
Related to this the PLA is aware of a previously agreed wording for paragraph 5.30 in the Statement of Common Ground (Doc ref: WBC-004) between the Western Riverside Waste Authority (WRWA) and the Council, which included the word 'appropriate' in the context of providing open space/public realm here. Therefore, whilst it is acknowledged that the wording in MM49 requires proposals to comply with Policy SI15 it is recommended that the word 'appropriate' is also included in the final wording for paragraph 5.30, as well as a further amendment to highlight the 'indicative' nature of the potential Nine Elms Pimlico crossing, as follows:

"5.30 ~~Open Space~~ Public Realm – Proposals to the north of the cluster ~~in~~ at the Kirtling Wharf ~~and Cringle Dock~~ sites (NE9, ~~NE11~~) will be required to provide an appropriate publicly accessible landscaped area ~~open space~~ that connects to the ~~proposed~~ potential Nine Elms Pimlico Bridge, the Thames Path and subject to operation and maintenance requirements, ~~the open space above 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. 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.

I hope these comments are of assistance. Please contact me on the details contained at the top of the response if you wish to discuss any of the matters raised above in more detail

Yours Faithfully



Michael Atkins
Senior Planning Officer
Port of London Authority