



Document title: Updated Schedule of Modifications (including amendments agreed through Statements of Common Ground) (April 2020) and following amendments to 'Minor or Main modification' assessment directed by the Inspectors

Document code: CORE_025_V2

Updated Schedule of Modifications (including amendments agreed through Statements of Common Ground) (April 2020)

1 Introduction

This schedule contains all modifications proposed when Westminster's City Plan 2019-2040 was submitted to the Planning Inspectorate in November 2019 consolidated with post-submission modifications. It updates and replaces submission document CORE_002.

Modifications to the Publication Draft Plan are identified as being 'Main' or 'Minor'. The Minor Modifications do not materially affect the substance of the plan, its overall soundness or the submitted sustainability appraisal. The minor modifications relate to points of clarification, factual updates and typographical or grammatical errors. The reasons for making each of the changes are clearly set out in the schedule.

Modifications proposed at submission have 'M' at the start of their reference; post-submission modifications have 'PS' at the start of their reference. Some modifications in the table below include pre- and post-submission changes to the same paragraph. Where this is the case, the modification reference given at submission has been kept. The following format has been used to denote the modifications:

- Underlined red text = new text suggested at submission
- ~~Strikethrough red text~~ = text proposed for removal at submission
- Underlined blue text = new text suggested post-submission
- ~~Strikethrough blue text~~ = text proposed for removal post-submission
- Underline green text = submission modification altered post-submission
- ~~Strikethrough green text~~ = submission modification removed post-submission

| Modification ref | Section of plan | Proposed change | Reason for change | Minor or Main Modification | Reason (e.g. which test of soundness?) | Notes (inc. relevant Statement of Common Ground) |
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| Introduction | | | | | | |
| PS/I/01 | Introduction, Page 4, "How to use this plan", Step 2 | Step 2: Consult the 'policies map' that goes with this plan. It shows where the policies apply. You can use this to find the policies that relate to your site or area of interest. The map also shows 'key development sites' and Appendix 1 provides further guidance on the types and scale of use that we expect to see on these sites. | For consistency with changes to Appendix 1 (PS/A1/01) | Main | b) justified c) effective | |
| M/I/01 | How to use this plan, page 4 | While each of the policies hold equal weight, particular attention should be paid to Policy 7. As this policy is concerned with neighbourly development and primarily managing amenity impacts, it is important to read this policy alongside all other policies in the Plan when determining impacts and potential mitigation on these sites. | For clarity that all policies have equal weight | Main | c) effective | |
| M/I/02 | Foreword, page 3 | Greener living must inform the choices we make – sometimes literally. Soft landscaping and streets lined with trees, bring natural beauty and mitigate against the harmful effects of CO ₂ <u>to help achieve our carbon neutral ambition.</u> | To reflect carbon reduction targets adopted by the council in September 2019. | Minor | | |
| PS/I/02 | Contents, page 7 | Appendix 1 <u>Key Development Sites Westminster's Housing Trajectory</u> | For consistency with changes to Appendix 1 (PS/A1/01) | Main | b) justified c) effective | |

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| Context | | | | | | | |
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| M/Cx/01 | Timeline, page 9 | 2020/21 19 Elizabeth Line Crossrail due to open | Correction | Minor | | | |
| M/Cx/02 | Timeline, page 9 | Add <u>Crossrail 2</u> | Correction | Minor | | | |
| M/Cx/03 | Purple infographic, page 21 | <u>3 4 passenger River bus</u> terminals | Correction | Minor | | | |
| M/Cx/04 | Paragraph 2, page 20 | The structure of our city is also a major contributor to CO2 emissions. In the UK, buildings are responsible for around 40% of CO2 emissions. In Westminster that figure is more than double at around 90%. This not only wastes energy but amplifies the Urban Heat Island affect. <u>In September 2019 the City Council declared a Climate Emergency and set an ambitious target for Westminster to be carbon neutral by 2040 – ten years in advance of Government and Mayor of London targets. This target will inform everything we do as we strive to meet the challenges of climate change and deliver a carbon neutral city. cont...</u> | To reflect carbon reduction targets adopted by the council in September 2019. | Minor | | | |
| M/Cx/05 | Our Approach, page 22 | Climate change is changing the way we do things. Design will prioritise sustainable construction materials, with energy-efficiency on an equal footing as aesthetic appeal. We will be a world leader in sustainable design <u>and zero carbon development. cont...</u> | To reflect carbon reduction targets adopted by the council in September 2019. | Minor | | | |
| M/Cx/06 | Our Approach, page 23 | Over the course of the next 20 years Westminster's air quality will improve dramatically. <u>and our CO2 emissions will be near zero.</u> | To reflect carbon reduction targets adopted by the council in September 2019. | Minor | | | |

| Objectives | | | | | | |
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| M/O/01 | Objective 10 | Make the most of our unique heritage and historic environment, though its conservation and enhancement, while and encouraging world class new buildings which sensitively integrate with the historic environment innovations in building technology and improve ing sense of place. | For clarity that what we mean by 'make the most of our heritage' includes conserving it and in response to representation from Historic England. | Minor | | Statement of Common Ground between WCC and Historic England (SCG_002) |
| M/O/02 | Objective 6 | Improve quality of life, climate resilience and tackle environmental challenges by encouraging innovations in building technology and protecting, enhancing, expanding our valuable network of parks and open spaces. | For clarity, and in response to representation from Historic England, moved from Objective 10, as this more clearly related to Objective 6. | Minor | | |
| Spatial Strategy | | | | | | |
| M/S/01 | Chapter introduction, Page 28 | To respond to our growth we need to develop; the challenge is to optimise maximise our limited space | For consistency with other policies in the plan regarding appropriate development | Minor | | |
| M/S/02 | Policy 1 A 2 | Delivering at least 22,222 20,685 homes, of which at least with 35% will be of new homes as affordable" | For clarity and in response to representations from Shaw Corporation. | Main | d) Consistent with national policy | This modification clarifies that the council are aligning to the London Plan housing target. |
| PS/S/01 | Policy 1 A 5 | Protecting and enhancing uses of international and/or national importance, the buildings that accommodate them, and the specialist clusters of uses within the | For completeness and in response to | Main | c) Effective | Statement of Common Ground between WCC and Marylebone |

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| | | city's most distinct places. | representations by the Marylebone Cricket Club | | | Cricket Club (SCG_008) |
| M/S/03 | Policy 1 A 7 | Protecting and enhancing the city's unrivalled heritage assets <u>(including their settings)</u> , and townscape value | For completeness and in response to representations from Historic England. | Main | d) Consistent with national policy | Statement of Common Ground between WCC and Historic England (SCG_002) |
| M/S/04 | Policy 1 B | Growth will <u>primarily</u> be delivered through the: | For clarity and in response to representations from the Church Commissioners for England. | Main | a) Positively prepared | This modification clarifies that the plan does not restrict growth outside of key growth areas. |
| PS/S/02 | Policy 1 B 5 | ...realisation of the <u>development</u> potential of our the identified <u>key development</u> sites <u>listed in (see Appendix 1)</u> | For consistency with changes to Appendix 1 (PS/A1/01) | Main | b) justified c) Effective | |
| M/S/05 | Para 1.5 | Like the rest of London, demand for new housing across all tenures in Westminster is very high. We have therefore set an ambitious housing target that exceeds the London Plan target in the first ten years of the Plan to deliver levels of housing consistent with the government's standard methodology for calculating housing need. The affordable housing target will ensure that <u>in addition to meeting the demands from the private housing market</u> , delivery <u>also</u> meets identified need in the affordable sector <u>and conforms with the Mayor's strategic target of 50% affordable housing across all of London, as well as demand from the market</u> | For clarity that the policy is in general conformity with the London Plan and in response to representations from the GLA and the Cathedral Area Residents Group. | Main | c) Effective d) Consistent with national policy | This modification clarifies that the approach to affordable housing is in line with the London Plan. |

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| M/S/06 | Para 1.8 | As the heart of a world city, Westminster's portion of the CAZ includes the functions of monarchy and government, a variety of cultural, educational, professional and religious institutions, world class retail, headquarters of national and international businesses, embassies, <u>high quality hotels</u> , leisure and entertainment. | For completeness and in response to representations from 4C Hotel Group. | Minor | | |
| M/S/07 | Figure 7 Key Diagram | <i>Amendment to extent of Paddington Opportunity Area, Victoria Opportunity Area and West End Retail and Leisure Special Policy Area boundaries as shown in section 3.2 and 3.3 of the Schedule of Changes to the Policies Map (November 2019)</i> | See Section 3.2 and 3.3 of the Schedule of Changes to the Policies Map (November 2019) | Main | b) justified c) effective | |
| M/S/08 | Para 2.10 | This activity will help ensure <u>a balanced and well managed</u> the evening and night-time economy <u>that</u> is not dominated by the consumption of alcohol, which can lead to issues of anti-social behaviour and deter those who do not drink from visiting central London outside of the daytime. | For completeness and in response to representations from Longmartin Properties and Shaftesbury Plc. | Minor | | |
| M/S/09 | Sub-heading above para 2.11 | Freight and servicing <u>and the public realm</u> . | Correction and in response to representations from WPA. | Minor | | |
| M/S/10 | Policy 3 F | Enhanced job opportunities and <u>community</u> facilities for the residents of <u>Paddington and</u> the neighbouring areas of Church Street and the NWEDA. | For clarity and in response to representations from NHS London Healthy Urban Development Unit/Central London and West London Clinical Commissioning Groups. | Main | c) effective | |

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| M/S/11 | Para 3.8 | The three key A number of identified development sites within the area have the potential to contribute significantly to the delivery of the policy priorities. Paddington station is a key development site within the area with has capacity for expanded transport provision and improved modal interchange and improved permeability and legibility, and a mix of commercial uses. Two other key development sites remain in the area. | For completeness and in response to representations from Travis Perkins. | Main | b) justified c) effective | |
| M/S/12 | Policy 4 C | Improve ments to and integration between public transport modes. | For clarity and in response to representations from Network Rail, Victoria BID and Victoria Westminster BID, Victoria Gardens Development Ltd/Stockley House, Landsec, Grosvenor, WPA. | Minor | | |
| PS/S/03 | Paragraph 4.3 | Over the Plan period, we will continue to facilitate the further intensification of the Opportunity Area according to the principles of sustainable development, including through the delivery of the key development sites with potential for mixed-use intensification identified as set out in Appendix 1, and the development of Crossrail 2 safeguarded sites either alongside or after necessary infrastructure works. | For consistency with changes to Appendix 1 (PS/A1/01) | Main | b) justified | |
| M/S/13 | Figure 10 | <i>Amend map - see Submission Policies Map and the Schedule of Changes to the Policies Map.</i> | Correction in response to representations | Main | b) justified c) effective | |

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| | | | from Thane Freehold, Cathedral Area Residents Group (CARG), Diana C C Colvin (individual), Thorney Island Society, Graeme Cottam, Belgravia Society. | | | |
| M/S/14 | Para 4.6 | The area contains a significant number of larger and taller buildings which are primarily located along the key routes of Buckingham Palace Road, Vauxhall Bridge Road and Victoria Street. Victoria is also home to a significant number of heritage assets, including <u>several conservation areas</u> , the Grade II Listed station, Grade I listed Westminster Cathedral and is in close proximity to the Royal Parks, the Thames and the Westminster World Heritage Site. | For completeness and in response to representations from Pimlico Neighbourhood Forum. | Minor | | Statement of Common Ground between WCC and Historic England (SCG_002) |
| M/S/15 | Para 4.8 | The area also lacks a coherent sense of place and of urban quality. Visual clutter and the absence of <u>many</u> key landmarks add to this. | For clarity and in response to representations from Graeme Cottam. | Minor | | Modification was made in error. |
| M/S/16 | Para 4.10 | Key dDevelopment sites A number of key development sites exist within the Victoria Station environs, which Victoria Station represents a key opportunity to achieve our targets deliver our priorities for the area, including an improved transport provision, modal | In response to representations from Network Rail, Victoria BID and Victoria Westminster BID, Victoria Gardens Development | Main | b) justified c) effective | |

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| | | <u>integration, public realm and local environmental quality, and act as a catalyst for further development. The presence of other key identified development sites within the station's environs, provides scope to while ensuring</u> a coordinated approach to development is taken to integrate sites together and deliver successful places designed around people. <i>cont...</i> | Ltd/Stockley House, Landsec, Grosvenor, WPA. | | | |
| M/S/17 | Para 5.4 | The canal is a significant underutilised asset that offers opportunities to provide an attractive walking and cycling environment – both to job opportunities in nearby Paddington, <u>the Kensal Area</u> and Old Oak Common, and to high quality open space at Regent's Park. ...We will work with TfL and the Canal & Rivers Trust to facilitate the Paddington to West Drayton Quietway. | In response to representations from RBKC and Canal & River Trust. | Minor | | |
| M/S/18 | Para 5.5 | Redevelopment in the Woodfield Road area represents an opportunity to improve the pedestrian environment in this part of the NWEDA and to address the issues of severance identified above. The developments <u>of key sites</u> at Harrow Road/Elmfield Way and at Westbourne Park Bus Garage among others over the plan period will <u>deliver a mix of uses including housing</u> , will help to improve pedestrian permeability and provide better connections both within and beyond the NWEDA as well as delivering the land use priorities of the NWEDA... | For completeness and in response to representations from NHS. | Main | b) justified c) effective | |
| PS/S/04 | Paragraph 6.4 | The Edgware Road Circle & District Line station site, together with the adjacent Capital House and Griffith House, together represent a redevelopment opportunity to enable further connectivity between the | For consistency with changes to Appendix 1 (PS/A1/01) | Main | b) justified c) effective | |

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| | | Church Street / Edgware Road Housing Renewal Area, the Paddington Opportunity Area and the rest of the CAZ. They have therefore been designated as a key development site (see Appendix 1) to co-ordinate their development and ensure benefits are brought to this housing renewal area. | | | | |
| M/S/19 | Para 6.7 | ...There will also be improved facilities for Church Street Market, including a new layout, higher quality public realm, <u>and</u> parking and storage facilities <u>for traders</u> . | For clarity. | Minor | | |
| M/S/20 | Policy 7 A | Protecting and where appropriate enhancing amenity, by <u>normally</u> preventing unacceptable impacts in terms of <u>material losses</u> of daylight and sunlight, <u>and preventing significant increases in</u> sense of enclosure, overshadowing, <u>loss of</u> privacy and overlooking. | Correction in response to representations from Whitbread, John Lewis Partnership, 4C Hotel Group, Church Commissioners, Grosvenor and WPA. | Main | c) Effective | This modification materially affects the application of the policy. |
| M/S/21 | Policy 7 D | <u>Ensuring that sufficient local infrastructure is provided to support growth. Not overburdening the capacity of local infrastructure.</u> | For clarity in response to representations from Shaftesbury and NHS London Healthy Urban Development Unit/ Central London and West London Clinical Commissioning Groups. | Main | c) effective | |
| M/S/22 | Para 7.1 | Westminster is already densely developed. As the city grows, detrimental impacts on existing users of the area must | For completeness in response to | Minor | | |

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| | | be avoided <u>in order to protect residents' health and wellbeing.</u> | representations from NHS London Healthy Urban Development Unit/ Central London and West London Clinical Commissioning Groups. | | | |
| M/S/23 | Para 7.2 | The principles of neighbourly development contained in this policy apply to all <u>planning</u> applications. | For clarity. | Minor | | |
| M/S/24 | Para 7.3 | Provision of good indoor daylight and sunlight levels is important for health and well-being and to decrease energy consumption through reduced need for artificial heating and lighting. <u>While it is acknowledged that it may not always be possible to meet standards set out in the Building Research Establishment (BRE) Guidelines¹ due to the specific constraints of each site, the Guidelines will be used as a starting point to assess proposals.</u> <u>New footnote 1 'Site layout planning for daylight and sunlight' (1991) Building Research Establishment (BRE)</u> | For clarity in response to representations from Throphaeum Asset Management, 4C Hotel Group, Land Securities, GIA Chartered Surveyors, Marks & Spencer PLC, Capco Capital & Counties and The Portman Estate | Main | c) effective | |
| M/S/25 | Para 7.3 (last sentence) | Even when there may be no material loss of daylight or sunlight, new developments should prevent unacceptable <u>significant adverse</u> increases in the sense of enclosure. | For clarity. | Minor | | |
| M/S/26 | Para 7.4 | Polluted air, excessive smells, noise and strong vibrations are examples of environmental impacts <u>associated with the operation of development</u> that have an | For clarity. | Minor | | |

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| | | adverse impact on quality of life and health and well-being. | | | | |
| M/S/27 | Para 7.7 | Development must therefore protect and <u>where appropriate</u> enhance the green infrastructure in the city. <i>cont...</i> | For clarity in response to representations from Shaftesbury. | Minor | | |
| Housing | | | | | | |
| PS/H/01 | Policy 8 A | The number of new homes built in Westminster will exceed <u>22,22220,685</u> over the Plan period. <u>Housing delivery will be 'stepped up' over the first 10 years of this plan to deliver 1,495 new homes each year.</u> This will be achieved by: 1. optimising site densities <u>on Key Development Sites</u> , including those in Housing Renewal Areas; | To align with the London Plan housing target. | Main | b) Justified; d) Consistent with national policy | |
| M/H/01 | Policy 8 C | All existing residential <u>units</u> , uses, floorspace and land will be protected, except where: | For clarity | Minor | | |
| PS/H/02 | Para 8.2 | The London Plan sets all London boroughs an annual housing target based on the GLA's estimate of land capacity through the Strategic Housing Land Availability Assessment (SHLAA). The target allocated to Westminster in the Draft London Plan is <u>4,040985</u> homes per year over ten years. This figure is based on capacity of land to deliver new homes and considers existing local plan policy to estimate capacity. | To reflect changes to the draft London Plan through its examination in public. | Main | b) Justified c) Effective d) Consistent with national policy | |
| PS/H/03 | Para 8.3 | <u>The National Planning Policy Framework requires local planning authorities to use a standard methodology to calculate the number of homes needed unless exceptional circumstances exist to justify using a different methodology. The</u> | To align with the London Plan housing target. | Main | b) Justified d) Consistent with national policy | |

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| | | standard methodology differs from the SHLAA's capacity based approach in that it starts off with a baseline housing need based on population projections, then adjusts that figure based on an 'affordability factor'. The resultant figure is then capped at 40% above the existing housing target. Using this methodology results in an annual requirement of 1,495 homes per year for Westminster. | | | | |
| PS/H/04 | Para 8.4 | This City Plan is more pro-growth and ambitious than its predecessors. Our policies are geared towards encouraging applicants to come forward with more housing, optimising housing delivery sites and finding new innovative ways to deliver more homes. We therefore consider we can deliver above the London Plan target of 1,010 per year in the first 10 years of the Plan period, to meet the housing need figure derived from the standard methodology. Through this approach, we expect to exceed the London Plan derived target of 22,222 <u>20,685</u> homes across the Plan period. Setting a higher housing target in the first 10 years of this plan is part of our pro-growth and ambitious narrative and sets a strong foundation for delivering more homes to meet actual need rather than just satisfying assumed capacity based on a previous policy approach. | To align with the London Plan housing target. | Main | b) Justified d) Consistent with national policy | |
| PS/H/05 | Figure 14 | <i>Replace with updated trajectory</i> | Reflects changes to the evidence - detail is set out in the appendix | Main | b) Justified c) Effective d) Consistent with national policy | |

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| PS/H/06 | Para 8.5 | We can demonstrate at least five years of housing land supply to satisfy the requirement to identify a five-year supply of deliverable housing sites available to achieve the housing target of 1,495 homes per year over this period. Our Housing Trajectory (Figure 14) demonstrates that Westminster will be able to meet the housing target, taking account of a range of sources of supply. This includes an allowance for small sites (below 25 units) in line with the Draft London Plan small sites target for Westminster, which also takes account of both non-self-contained homes and vacant properties returning to use, which we strongly support — particularly those on Historic England's 'Heritage at Risk' register. | To align with the London Plan housing target. | Main | b) Justified d) Consistent with national policy | |
| PS/H/07 | Para 8.7 | Historically more than 80% of Westminster's housing delivery has come forward as windfall. Through our key development sites housing trajectory and the future production of a Site Allocations Development Plan Document we are taking a more proactive approach to planning for growth in Westminster. Nevertheless, high existing use values in Westminster mean that it is not always possible to predict when land will come forward for redevelopment. This means that large sites will inevitably continue to come forward as windfalls and therefore we continue to include a large windfall allowance in our housing trajectory. These 'windfall' developments are not included as allocated land in the Plan, but e Consistent past trends in windfall | To reflect changes to Appendix 1 (PS/A1/01) and the council's analysis of windfalls. | Main | b) justified c) effective | |

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| | | development and future projections are used to estimate the future -scale of windfall delivery from such schemes . | | | | |
| PS/H/08 | Para 8.8 | Historically, housing in Westminster has been developed at relatively low densities. This cannot continue in the face of very high demand for housing and projected population growth. Therefore, as developable land is scarce, to deliver our housing targets, higher density development will be required. Our key development sites in Appendix 1 have been modelled at higher densities than in their existing form, to maximise their potential for new homes. | For consistency with changes to Appendix 1 (PS/A1/01) | Main | b) justified c) effective | |
| M/H/02 | New para 8.10 | <u>Existing Housing</u> <u>The high cost of land in Westminster and its limited availability mean that all existing housing uses must be protected. The acute shortage of affordable housing and the continued need to provide for family-sized homes mean that the only exceptions where the loss of residential uses or floorspace may be acceptable is where they are being reconfigured to better meet these needs. Where existing supported or affordable housing is being reconfigured or redeveloped it will be assessed against the latest evidence of need, either through the council's Annual Affordable Housing Statement or up-to-date evidence specific to Westminster.</u> | For clarity on the application of the policy and in response to representations from the Mayor of London and Maida Hill Neighbourhood Forum. | Main | c) Effective | |
| M/H/03 | New para 8.11 | <u>To help meet the continued need for family sized housing in Westminster, the council will allow the loss of one existing</u> | For clarity and in response to representations | Main | c) Effective | This modification changes how the policy operates by |

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| | | <u>non-family sized home where this is being reconfigured or merged with another to provide larger units (de-conversion), provided other options to extend the building to create larger units have first been explored. Properties that are de-converted to create family-sized homes should not exceed the 200sq m maximum unless it is demonstrably impracticable to do so.</u> | from Mayor of London. | | | clearly setting out how loss of existing residential will be assessed and improves its effectiveness as a result. |
| M/H/04 | Para 8.10 | <u>Re-numbered to Para 8.12</u> | Correction. | Minor | | |
| PS/H/09 | Policy 9 A | <u>At least</u> 35% of all new homes will be affordable across Westminster. | For clarity and in response to representations from the Mayor of London. | Main | b) Justified c) Effective | Statement of Common Ground between WCC and Mayor of London (SCG_007) |
| M/H/05 | Policy 9 H | The council will maximise provision of additional affordable housing through renewal of its housing assets, particularly in designated housing renewal areas. Proposals for re-provision of existing affordable housing will be at an equivalent or better quality than existing and will maximise the amount of affordable housing floorspace. Proposals involving the demolition of existing affordable housing will not be permitted unless it is replaced by at least an equivalent amount of affordable housing floorspace. Additional affordable housing will be maximised in such redevelopment proposals. | For clarity and in response to representations from the Mayor of London. | Main | c) Effective d) Consistent with national policy | This modification brings this aspect of the policy into line with the London Plan approach. |
| M/H/06 | Policy 9.1 | ...The shortage of land, its high price and current funding mechanisms mean that to exceed the strategic 35% affordable housing target threshold and contribute to the Mayor's strategic target of 50% | For clarity that the policy is in general conformity with the London Plan | Main | c) Effective d) Consistent with national policy | This modification brings this aspect of the policy into line with the London Plan |

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| | | <u>affordable homes across London</u> , it is essential to require affordable housing contributions from private housing developments. <u>All major developments are therefore expected to provide at least 35% of new homes as affordable housing.</u> Developments which fall short of provision of 35%-this requirement will be subject to post-permission viability <u>assessment and reviews in line with the Mayor's threshold approach to viability.</u> | in response to representations from the Mayor of London. | | | approach. |
| M/H/07 | Para 9.2 | To maintain our stock, where affordable homes are redeveloped <u>at least an equivalent amount of affordable housing floorspace must be re-provided. We will seek an uplift in the amount of affordable housing provided where existing affordable housing is redeveloped as part of mixed tenure or mixed-use schemes. Such proposals will be expected to submit a viability assessment to maximise the amount of additional affordable housing provided.</u> ‡ There will be no overall net loss of floorspace and re-provision must be in the vicinity of the original home(s) to maintain mixed tenure communities... | For clarity and in response to representations from the Mayor of London. | Main | c) Effective d) Consistent with national policy | This modification brings this aspect of the policy into line with the London Plan approach. |
| M/H/08 | Para 9.3 | All affordable housing requirements from residential development will be calculated based on the total gross residential floor-space development proposed (Gross Internal Area). <u>All developments that include the re-development of affordable housing will be assessed in line with the Mayor's threshold approach to viability. On estate regeneration schemes we will maximise the amount of affordable housing, seeking to deliver 50% affordable</u> | For clarity that the policy is in general conformity with the London Plan in response to representations from the Mayor of London. | Main | c) Effective d) Consistent with national policy | This modification brings this aspect of the policy into line with the London Plan approach. |

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| | | <u>housing on public land where viable. On these schemes, To</u> to facilitate large-scale estate renewal and deliver mixed communities, better quality homes and a more appropriate mix of unit sizes, on-estate renewal schemes the 35% affordable housing requirement will apply across the regenerated estate, taking account of any affordable homes that have been re-provided. <i>cont...</i> | | | | |
| PS/H/10 | Para 9.3 | ...This is in recognition of the wider benefits brought about for residents of affordable accommodation by estate regeneration beyond just an increase in numbers. <u>Maximising affordable housing on estate regeneration schemes, and securing affordable housing through certain commercial developments in the CAZ (see policy 10), will both help contribute to the Mayor's strategic 50% affordable housing target.</u> | For clarity and in response to representations from the Mayor of London. | Minor | | Statement of Common Ground between WCC and Mayor of London (SCG_007) |
| PS/H/11 | Para 9.9 | Registered Provider (RP) owned affordable homes delivered through section 106 agreements may change to market tenure provided the unit is vacant, the affordable homes are re-provided <u>in Westminster and are of an equal or higher quality elsewhere in the city, in terms of size, location, and design quality</u> , and the change is part of a transparent asset management process. <u>All receipts from the sale of affordable homes to market tenure housing should be re-invested in affordable housing re-provision. The mechanisms for achieving this will be set out in a forthcoming planning obligations and affordable housing SPD.</u> | For clarity and in response to representations from the Mayor of London. | Minor | | Statement of Common Ground between WCC and Mayor of London (SCG_007) |

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| M/H/09 | Policy 10 B | <u>With the exception of the international centres, where affordable housing units are required rather than a payment in lieu,</u> these should be delivered on-site, unless it is demonstrably impracticable or unviable to do so. | For clarity and to align with Economy policies. | Main | c) Effective | |
| M/H/10 | Para 10.2 | A mixed use policy was first introduced into Westminster's planning framework through our Unitary Development Plan (2001 1997) in response to an imbalance in the delivery of commercial and residential floorspace in the CAZ. <i>cont...</i> | Correction. | Minor | | |
| M/H/11 | Para 10.5 | To simplify what has become a very complicated policy approach, to encourage a balance between competing uses and to ensure that affordable housing is delivered in the CAZ, the policy now requires office and hotel developments above certain size thresholds, <u>including changes of use,</u> to contribute to the delivery of affordable housing, either through payments in lieu or on-site delivery. Off-site provision of affordable housing is therefore only to be considered <u>in exceptional circumstances where issues of viability or the practicality of on-site delivery cannot be overcome,</u> to ensure that affordable housing is delivered on-site as much as possible where it is <u>practical and</u> viable to do so, and thereby achieve mixed communities. | For clarity and in response to representations from the development industry on the challenges of on-site delivery. | Main | c) Effective | This modification changes the operation of the policy by softening the on-site approach in some circumstances. This will improve the effectiveness of the policy. |
| M/H/12 | Para 10.9 | ...Where off-site provision is deemed acceptable, applicants will need to demonstrate that they can provide more and higher quality units than would have been possible on-site, for example, through provision of larger units that will | For clarity and in response to representations from the development industry on the | Minor | | |

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| | | better meet identified need, or through provision of more amenity space or better access to a range of transport options. <u>Land use swaps may be an acceptable mechanism for achieving this where they are considered appropriate.</u> | challenges of on-site delivery. | | | |
| M/H/13 | Policy 11 B | New build homes will be designed with growing families in mind and 25% of all new homes <u>across Westminster</u> will be family sized. | For clarity that the family-sized housing requirement is. | Main | b) Justified | This changes the meaning of the policy to show that 25% is a strategic target. The evidence for a strategic target is fully justified. |
| M/H/14 | Policy 11 D | The council supports the provision of well-managed new housing which meets an identified specialist housing need. All existing specialist and supported housing floorspace which meets a specific local housing need will be protected from changing to non-specialist or supported residential use except where it is demonstrated that: | For clarity | Minor | | |
| M/H/15 | Policy 11 D | 3. it is surplus to requirements as any form of specialist or supported housing and is being replaced by affordable housing ; or | For clarity that it is possible to redevelop such sites for a mix of housing types. | Main | b) Justified c) Effective | |
| M/H/16 | Policy 11 H | At least 35% <u>A proportion</u> of the purpose-built student accommodation will be secured as affordable student housing <u>accommodation as defined in accordance with</u> the London Plan. All accommodation should include a proportion of units that are adaptable to meet specialist needs. | For clarity and to demonstrate general conformity with new London Plan Policy H17. | Main | c) Effective d) Consistent with national policy | This modification brings this aspect of the policy into line with the London Plan approach. |

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| M/H/17 | Policy 11 J | Permission for g Gypsy and traveller sites may be granted-permitted where it is demonstrated that there is a need in Westminster, and that they are well-appropriately designed developments that and will not have adverse-unacceptable impacts, particularly on traffic or parking. | For clarity and to improve wording. | Main | c) Effective | This modification improves the effectiveness of the policy and clarifies that such developments have impacts beyond traffic and parking. |
| M/H/18 | Para 11.1 | Westminster has a broad range of housing needs and we support delivery of a range of housing types and sizes to meet those needs. <u>The provision of specialist housing and accommodation will contribute to the council's overall housing target of at least 22,222 20,685 homes over the plan period.</u> | To clarify that provision of specialist housing will contribute to the council's overall housing targets. | Main | c) Effective d) Consistent with national policy | Altered to clarify overall target is now in line with the London Plan |
| M/H/19 | Para 11.19 | Student accommodation must be affordable, well-managed and a sufficient proportion must be adaptable to meet specialist needs. Thirty five per cent of accommodation must be provided as affordable student accommodation in line with the London Plan <u>A proportion of purpose-built student accommodation must be provided as affordable student accommodation, as defined in the London Plan and associated guidance. The Mayor's threshold approach to viability will be used to assess the appropriate proportion of affordable student accommodation in accordance with London Plan Policy H17.</u> | To demonstrate general conformity with new London Plan Policy H17. | Main | c) Effective d) Consistent with national policy | This modification brings this aspect of the policy into line with the London Plan approach. |
| M/H/20 | Para 12.2 | ...This requirement may be waived if the rents charged are at a level comparable to Westminster's intermediate rent and these rental levels are secured by legal agreement in perpetuity. <u>We will expect</u> | For clarity and in response to representations from Unite Students. | Main | b) justified c) effective | |

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| | | <u>Build to rent and large-scale purpose-built shared living schemes to follow the affordable housing requirements set out in the forthcoming Planning Obligations and Affordable Housing SPD. Until the SPD is adopted, the London Plan requirements will be followed.</u> <i>cont...</i> | | | | |
| M/H/21 | Para 13.1 | Housing plays an important role in the safety, health and well-being of individuals and communities and in the shaping of <u>inclusive</u> neighbourhoods. It must therefore be designed to a high quality. This is particularly important in Westminster given the growing need for housing driving higher density developments. <u>We will expect all new developments to be tenure blind and maximise tenure integration.</u> | In response to representations from the Church Street Ward Neighbourhood Forum and Achim Von Malotki. | Minor | | |
| M/H/22 | Para 13.4 | The policy requirements <u>Part A of the policy apply applies</u> to: all new homes (across all tenures); residential extensions; when flats are being merged; or when a change of use results in new homes. | For clarity. | Main | c) Effective | |
| M/H/23 | Para 13.6 | ... The Nationally Described Space Standards (NDSS) are therefore adopted in Westminster and will ensure residents have access to a suitable amount of space in their <u>new self-contained</u> homes. This requirement applies to new-build dwellings <u>however it is recognised that it is often sometimes impracticable to meet them within heritage assets. However, we expect the standards to be met when converting or extending homes where possible.</u> | For clarity and in response to representations from the Church Commissioners for England. | Main | b) Justified c) Effective | |

| Economy and Employment | | | | | | |
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| M/EE/01 | Policy 14D | <u>the proposal is for the replacement of ground floor office space within the town centre hierarchy with an A1 or complementary town centre use; or</u> (renumber D3 to D4) | For completeness and in response to representations from British Land, BMO Real Estate Partners, and WPA representations. | Main | d) Consistent with national policy | This modification clarifies a range of town centre uses are acceptable in the town centre hierarchy in accordance with the NPPF. |
| M/EE/02 | Para 14.11 | Given past levels of loss, and the national <u>importance, international and London significance</u> of <u>the</u> central London's office market, the further <u>net</u> loss of <u>total</u> office floorspace from the CAZ will be resisted. | For completeness and in response to representations from the Mayor of London. | Main | c) Effective | This modification clarifies that policy resists an overall net loss of office floorspace from the CAZ - recognising criteria within the policy offers scope for some loss from individual sites in certain circumstances. |
| PS/EE/01 | Paragraph 14.16 | As the principle of redeveloping such sites has been established through their <u>inclusion identification</u> as <u>key development identified</u> sites <u>in Appendix 1</u> , proposals for them will not be required to provide evidence of vacancy and marketing. | For consistency with changes to Appendix 1 (PS/A1/01) | Main | c) Effective | |
| M/EE/03 | Policy 15 D | In addition to clause C above, proposals for the permanent change of use of an <u>ground floor</u> A1 retail unit will be supported by evidence that there is no reasonable prospect of its continued use for A1 retail purposes, as evidenced by | For clarity and in response to representations from Crown Estate, NWEA, and Bentall | Main | a) Positively prepared | This modification ensures plan is not overly onerous on change of use proposals beyond ground floor and is |

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| | | appropriate marketing of at least 18 months. This includes proposals involving the sub-division and loss of <u>ground floor</u> A1 floorspace, but not the inclusion of subsidiary uses within an A1 store as part of a diversified offer. <i>cont...</i> | Greenoak. | | | therefore positively prepared in supporting growth and development opportunities. |
| M/EE/04 | Para 15.3 | GLA forecasts based on a range of scenarios indicate that despite the growing use of online shopping and increased space efficiency within stores, over the period from 2015 to 2041, there will be a need for between 375,468 <u>284,693</u> sq m and 467,814 <u>399,021</u> sq m (net) additional comparison retail floorspace in Westminster, assuming base expenditure levels continue. Over the Plan period, this equates to 229,944 – 322,286 sqm. | Correction to reflect evidence base. | Main | b) Justified | Ensures plan accurately reflects its supporting evidence |
| M/EE/05 | Para 15.7 | In some instances, this could necessitate the loss of some existing A1 floorspace - <u>particularly such as</u> from the upper floors of multi-level stores, <u>but possibly also from the ground floor where retail remains the dominant function.</u> | For clarity and in response to representations from Crown Estate and the Mayor of London. | Main | a)Positively prepared | Ensures policy is not overly restrictive given the challenges facing the retail sector |
| M/EE/06 | Para 15.12 | The permanent change of use of an A1 retail unit, <u>including or</u> proposals to sub-divide <u>an existing unit to provide an alternative use, it and lose a subsequent standalone A1 unit</u> will require marketing evidence demonstrating that continued retail use is no longer viable. | For clarity and in response to representations from Carter Jonas. | Minor | | |
| M/EE/07 | Figure 15 | <i>Amend map - see Submission Policies Map and the Schedule of Changes to the Policies Map.</i> | Correction in response to representations from Covent Garden Community | Main | b)Justified c)Effective | |

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| | | | Association, Longmartin Properties, Berners Allsop Estate, and Baker St Quarter Partnership. | | | |
| PS/EE/02 | Policy 16 B | B. All existing arts and cultural uses <u>and uses of cultural significance</u> will be protected <u>and proposals for enhancement will be supported in principle</u> . <u>New Proposals for new</u> arts and cultural uses will be supported in: 1. Strategic Cultural Areas when they complement the existing cultural offer; and 2. the town centre hierarchy; and 3. commercial areas of the CAZ. Outside of the CAZ, <u>new</u> arts and cultural uses will be of a scale and nature appropriate to the local context and of benefit to the local community. | For clarity and in response to representations from the Marylebone Cricket Club. | Main | c) Effective | Statement of Common Ground between WCC and Marylebone Cricket Club (SCG_008) |
| PS/EE/03 | Paragraph 16.1 | Growth in this sector must be balanced with the need to protect the liveability of the city and enhance participation of local communities in cultural activities. <u>Furthermore, to ensure the continued success of Westminster's visitor economy (including night-time economy) is not compromised by new development, the Agent of Change principle will be applied to proposals looking to introduce sensitive uses such as residential into commercial areas.</u> | For clarity and in response to representations from the Mayor of London. | Minor | | Statement of Common Ground between WCC and Mayor of London (SCG_007) |

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| M/EE/08 | Para 16.3 | <p>There are many parts of the city that have a distinct cultural focus or present a more localised cultural offer. These include Soho for film and visual effects, Church Street for art and antiques, and Covent Garden for street entertainment. <u>The city also has a high concentration of theatres, music venues and LGBTQI+ venues.</u> <i>cont...</i></p> <p><u><i>New footnote: GLA Cultural Infrastructure Map - https://maps.london.gov.uk/cim/index.html</i></u></p> | For completeness and in response to representations from the Mayor of London. | Minor | | |
| M/EE/09 | Para 16.4 | <p>... In the Knightsbridge SCA a concentration of institutions of international importance includes the Royal Albert Hall, the Serpentine Gallery, <u>Imperial College</u>, the Royal College of Art and the Royal College of Music.</p> | For completeness and in response to representations from Imperial College. | Minor | | |
| M/EE/10 | Para 17.5 | <p><u>Although the public health risks of alcohol consumption are recognised,</u> Ppublic houses can play an important role as social hubs at the heart of communities, add to the diversity of commercial areas, and make a positive contribution towards townscape and local identity. <i>cont...</i></p> | For completeness and in response to representations from the NHS HUDU / CCGs. | Minor | | |
| M/EE/11 | Para 17.6 | <p>... These include venues aimed at specific communities (such as LGBTQI+), the decline of which we seek to halt through the introduction of this policy and by working in partnership with community groups, landlords, the Mayor of London and other partners.</p> | Typo. | Minor | | |

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| M/EE/12 | Para 18.1 | Community infrastructure and facilities consist of: — Health facilities e.g. hospitals, GP surgeries. — Education facilities e.g. schools, nurseries, universities and colleges. — Sports and leisure facilities e.g. leisure centres, swimming pools, outdoor playing pitches <u>and fields</u> and Multi-Use Games Areas. <i>cont ...</i> | For completeness and in response to representation from Sport England. | Minor | | Statement of Common Ground between WCC and Sport England (SCG_001) |
| M/EE/13 | Para 18.2 | Community facilities and infrastructure can be either publicly or privately owned and/or operated. Wherever possible, they should have shared or extended use to serve the wider community, for example, the use of school sports facilities beyond the school day for the wider community ^{12a} . <u>To respond to this opportunity the council has developed a new Community Use Agreement (CUA) template, based on Sport England's guidance. This is what we use to secure community use of community facilities of all types, in schools and elsewhere. CUAs will be secured via planning condition.</u> <u><i>New Footnote:</i></u> <u>^{12a}See Sport England guidance on making the best use of school facilities</u> <u>www.sportengland.org/useourschool/</u> | For completeness and in response to representation from Sport England. | Main | c) Effective | Statement of Common Ground between WCC and Sport England (SCG_001) |
| M/EE/14 | Para 18.8 | There may be cases where there is no continued need or demand for the provision of community facilities. Where this may be the case, the <u>Where a community facility is identified as surplus</u> | For clarity and in response to representation from Sport England. | Minor | | Statement of Common Ground between WCC and Sport England (SCG_001) |

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| | | <p><u>to requirements via a strategy published by the council* (or alternative needs assessment accepted by the council as more up to date and robust),</u> early marketing of vacant community floorspace to assist in identifying any alternative occupiers who could make a good public service use of the site is strongly encouraged. <i>cont...</i></p> <p><u>*New footnote: Such as the council's Playing Pitch and Built Facilities strategies</u></p> | | | | |
| M/EE/15 | Policy 19 D 1 | financial contributions towards employment, education and skills initiatives <u>from residential and commercial schemes</u> ; and | For clarity and in response to representations from Imperial College London. | Main | b) Justified | This modification ensures policy is justified in seeking financial contribution that are not overly onerous. |
| M/EE/16 | Policy 21 B | ...small and medium enterprise (SME) workspace, particularly in the creative sectors <u>industries</u> ; | To align with glossary, in response to representations from the Soho Society. | Minor | | |
| M/EE/17 | Para 21.4 | It is important to maintain the mix of uses present in Soho to protect local character. This policy aims to promote a range of uses that reflect Soho's cosmopolitan and diverse-varied nature. <u>Soho has a diverse range of retailers, many of which form specialist clusters within the area, such as: fashion and tailoring; music and the arts; food; and those catering to the LGBTQI+ community.</u> | For completeness. | Minor | | |

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| M/EE/18 | Para 21.7 | ...Larger floorplate units are generally at odds with Soho's existing scale and grain. <u>We consider small-scale hotels, in a Soho context, to be those of fewer than 100 rooms.</u> | For clarity. | Main | c) Effective | This modification gives clarification to what is considered a small-scale hotel. |
| M/EE/19 | Para 22 B | Additional floorspace for use as art galleries and antique trading is supported in principle within both SPAs. The net loss of gallery floorspace from either SPA <u>for a use other than antique trading</u> will be resisted. | For clarity and in response to representations from the Pollen Estate. | Main | b) Justified | This modification ensures policy is not overly onerous in restricting uses that are identified as being fundamental to the areas character. |
| Connections | | | | | | |
| M/C/01 | Policy 25 C 5 | Major development should provide or financially contribute towards creating well-connected, high-quality, convenient, safe cycle infrastructure and routes. | For clarity and in response to representations from Transport for London. | Main | d) Consistent with national policy | This modification expands the application of the policy to all types of infrastructure/routes, not just those for cycling. |
| PS/C/01 | Paragraph 25.3 | This responds to the need to create an integrated transport network that minimises the impact that motorised traffic has on growth by directly designing in more pedestrian and cycle measures. <u>It is also consistent with the Mayor's Transport Strategy, which aims for 80% of all personal trips across London to be by walking, cycling or public transport journeys by 2041 (with higher mode shares expected in well-connected locations such as Westminster).</u> | Resolve objection from Mayor of London | Minor | | Statement of Common Ground between WCC and Mayor of London (SCG_007) |
| M/C/02 | Para 25.7 | There is a wider need to deliver a sustainable future network by recognising that as central London grows the transport network will need to be | For completeness and in response to | Minor | | |

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| | | developed in a manner that meets the demands of the majority in terms of encouraging more use of active travel options, like walking and cycling along with use of the bus (<u>including river buses</u>), underground and national rail networks. | representations from Port of London Authority. | | | |
| M/C/03 | Policy 26 B 2 | Contribute towards improved legibility and wayfinding including signage to key infrastructure, transport nodes, green spaces, <u>the Thames Path</u> and canal towpaths (such as through TfL's Legible London). | For completeness and in response to representations from Port of London Authority. | Minor | | |
| M/C/04 | Para 26.11 | However, <u>given the</u> pressure from competing uses, <u>priority to deliver public realm improvements</u> , high PTAL values across the city and the limited space on offer within Westminster's fine grain urban environment mean that provision of short stay cycle spaces will <u>may</u> not always be appropriate it is also important that the location and design of short-stay cycle parking does not negatively affect pedestrians, particularly in areas of high footfall, public transport reliability or essential deliveries and servicing. Wherever possible it should therefore be provided at a convenient location within a development site rather than on the public highway. This approach is reflected in Westminster's travel pattern that suggests people don't generally cycle to visit areas like the Central Activity Zone (CAZ) and many of Westminster's town centres" | For clarity and in response to representations from Mayor of London and Transport for London. | Minor | | Statement of Common Ground between WCC and Mayor of London SCG_007_V2 |

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| M/C/05 | Para 27.2 | ... Improvements to routes to and from public transport nodes (bus stops and stations) are critical in <u>ensuring that facilities can maintain or improve passenger experience and in</u> persuading more people to use buses and trains. | For clarity and in response to representations from Transport for London. | Minor | | |
| M/C/06 | Policy 27 C 1 | ...make a financial contribution towards improvements to the public realm which facilitates improvements to the operation of the <u>all sustainable transport modes bus network and associated infrastructure</u> ; | Correction. | Main | d) Consistent with national policy | This modification widens the application of the policy beyond bus transport alone. |
| M/C/07 | Policy 27 C 2 | ...support car clubs, cycle hire facilities and other sustainable transport initiatives, <u>such as electric vehicle charging infrastructure</u> where they do not detrimentally impact upon public realm improvements and pocket parks; and <i>cont...</i> | Correction. | Minor | | |
| PS/C/02 | Paragraph 27.5 | Victoria Coach Station (VCS) is the country's largest and is considerably exceeding its original built capacity, resulting in substantial congestion and environmental and amenity concerns. We will continue to work with TfL and National Express to find an appropriate strategy to relieve these impacts in the short-term. In the long, term we support the closure of VCS and relocation of new coach terminal provision. <u>As such VCS has been allocated as a key development site</u> | For consistency with changes to Appendix 1 (PS/A1/01) | Main | | |
| PS/C/03 | Policy 28 A | A. The parking standards in the <u>Draft London Plan Appendix 2</u> will apply to all developments, <u>except in parking zones B and F where the following maximum residential standards will apply: 1. Up to 0.4 spaces per residential unit and clause B and D to H of Draft London Plan policy</u> | Resolve objection from Mayor of London. For consistency with changes to Appendix 2 | Main | c) Effective d) Consistent with national policy | This modification brings the policy into line with the London Plan approach. Statement of Common Ground |

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| | | T.6.1 detailed in Appendix 2. 2. All new parking these spaces should provide active provision for electric charging vehicles. while the remaining spaces should incorporate a passive provision. | (deleted). To reflect changes to the council's position on electric vehicles. | | | between WCC, GLA and TFL. (SCG_003_V2) |
| PS/C/04 | Policy 28 B | B. In zones B & F W where on-site parking is delivered applicants will: 1. provide car club membership for all residents and provision of car club spaces; 2. ensure that all outdoor and open parking areas are designed to a standard which accommodates the need for safe pedestrian and vehicle movement and creates permeable links through the site; 3. prioritise the issue of parking spaces within development to families with young children; and let, rather than sell, parking spaces to new residents <u>of new developments</u> on a short-term basis, <u>with spaces allocated to individual addresses or property number S.</u> | Resolve objection from Mayor of London | Main | c) Effective d) Consistent with national policy | This modification brings the policy into line with the London Plan approach. Statement of Common Ground between WCC, GLA and TFL. (SCG_003_V2) |
| PS/C/05 | Policy 28 C | C. The council will apply the maximum non-residential car parking standards set out in <u>Appendix 2 the Draft London Plan.</u> | For clarity. For consistency with changes to Appendix 2 (deleted). | Main | c) Effective d) Consistent with national policy | This modification brings the policy into line with the London Plan approach. Statement of Common Ground between WCC, GLA and TFL. (SCG_003_V2) |

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| PS/C/06 | Para 28.4 | On-site Parking 28.4 / The National Planning Policy Framework (NPPF) advises that local authorities should consider an area's accessibility, type, mix and use of development, availability of public transport, local car ownership levels and the need to reduce the use of high-emission vehicles when setting local parking standards. | To align supporting text with changes to Policy 28 | Main | c) Effective d) Consistent with national policy | This modification brings the policy into line with the London Plan approach. Statement of Common Ground between WCC, GLA and TFL. (SCG_003_V2) |
| PS/C/07 | Para 28.5 | 28.54 / Our approach to residential car parking conforms to the Draft London Plan principle of balancing new development with the prevention of excessive car parking that undermines cycling, walking, and public transport use. In accordance with the NPPF, Appendix 2 sets out maximum parking standards, which take into account existing levels of car ownership, existing on-street parking stress levels,6 and the high level of public transport provision in Westminster. The standards also set out the requirements for electric vehicles to encourage use of new technologies, minimum requirements for cycle parking provision and requirements for disabled and car club spaces in both residential and non-residential developments. The standards in table 10.3 'Maximum residential parking standards' in the Draft London Plan apply in Westminster and set out maximum residential parking standards, which take into account the high level of public transport provision in the city. For non-residential developments the standards in the Draft | To align supporting text with changes to Policy 28 | Main | c) Effective d) Consistent with national policy | This modification brings the policy into line with the London Plan approach. Statement of Common Ground between WCC, GLA and TFL. (SCG_003_V2) |

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| | | London Plan also apply in Westminster. | | | | |
| PS/C/08 | Para 28.6 | <p>28.65 Given the high levels of public transport provision and accessibility to jobs, leisure and shopping facilities in Westminster, we have taken the view that new development should be predominantly car free. Notwithstanding, there will always be a need to ensure that a lack of provision does not result in significant increases in demand for on-street parking in the vicinity of the development, leading to increased congestion, disruption to traffic flow, air and noise pollution, poor parking practices, and adverse impacts on the amenity of residents. To ensure this is the case, developments should not create or exacerbate areas of parking stress. As a result, we will not allow the parking stress level in a local area to exceed the defined threshold of 80% of on-street parking spaces being occupied during the day or at night, in compliance with existing parking restrictions. Where a residential development without on- or off-site car parking is proposed in an area of existing high parking stress (i.e. over 80% of on-street parking spaces being occupied during the day or at night, in compliance with existing parking restrictions), mitigation measures will be expected to off-set the impact of increased car ownership on Westminster's streets. As a minimum,</p> | To align supporting text with changes to Policy 28. For consistency with changes to Appendix 2 (deleted). | Main | <p>c) Effective d) Consistent with national policy</p> | <p>This modification brings the policy into line with the London Plan approach. Statement of Common Ground between WCC, GLA and TFL. (SCG_003_V2)</p> |

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| | | <u>mitigation may include lifetime car club membership for all future residential occupiers, increased cycle parking quantum and quality within the development site, provision of off-street car parking in the vicinity of the site by utilising existing non-residential car parking spaces and other measures agreed with the council.</u> | | | | |
| PS/C/09 | Para 28.7 | 28.7 / As a result, we have developed a parking policy approach which functions on two distinct but interrelated levels. Firstly, we have an overarching parking policy which covers most of the city and follows emerging London Plan car free standards and secondly, we have a localised policy specifically covering Parking Zones B & F. | To align supporting text with changes to Policy 28 | Main | c) Effective d) Consistent with national policy | This modification brings the policy into line with the London Plan approach. Statement of Common Ground between WCC, GLA and TFL. (SCG_003_V2) |
| PS/C/10 | Para 28.8 | 28.8 / The second strand of this policy allows on-site parking under the conditions outlined above. It is considered that this approach more accurately reflects the particular characteristics and future development plans inherent in these zones. The justification for a localised parking approach in these distinct zones is: — The levels of parking stress are most acute in and around the Paddington Opportunity Area where a significant portion of Westminster's growth is targeted (Zones B). — Kerbside space within Westminster is at a premium and exacerbated by parking stress levels. Less polluting travel modes such as electric charging points along with public | To align supporting text with changes to Policy 28 | Main | c) Effective d) Consistent with national policy | This modification brings the policy into line with the London Plan approach. Statement of Common Ground between WCC, GLA and TFL. (SCG_003_V2) |

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| | | realm improvements are challenging to deliver when space is limited.— Air quality is one of the top concerns for Westminster's residents. If off street parking is only allowed for a fraction of the predicted growth in zones B and F, residents would need to travel and search for parking spaces due to kerbside stress experienced in these zones.— A central principle of the emerging City Plan is to encourage mixed and sustainable communities and a demographic imbalance exists within Westminster in terms of the proportion of families living in the city. Cars provide a method of convenient transportation and release from the stress of living in central London. This is particularly relevant for young families where the cost of public transport and the logistical implications of using these forms of travel can be a prohibiting factor for many families moving to and staying in Westminster.— Zones B and F are separated from Westminster's main parks and areas of open space. | | | | |
| PS/C/11 | Para 28.9 | 28.9 / Transport assessments or statements for proposed developments without parking provision should explore the issue of parking stress and include an analysis of existing levels in the vicinity and of anticipated levels of car ownership. They must also take account of location, housing type and tenure mix and proposed sustainable transport measures, such as provision for cycling and car clubs. | To align supporting text with changes to Policy 28 | Main | c) Effective d) Consistent with national policy | This modification brings the policy into line with the London Plan approach. Statement of Common Ground between WCC, GLA and TFL. (SCG_003_V2) |

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| PS/C/12 | Para 28.10 | 28.10 / It is expected that major schemes will be appropriate for dedicated parking provision in zones B & F. In these zones car parking spaces should be let on a short-term basis so that the usage of these spaces and areas can be kept under review. Where car free development is stipulated in the policy, appropriate mitigation measures will be required, such as the fully policy-compliant delivery of sustainable transport infrastructure to encourage a modal shift, including cycle parking, cycle hire facilities and electric vehicle charging provision dependent on the location of the development. We advocate the letting rather than selling of car park spaces to residents in new development on a short term basis so that their use can be kept under review. If under-used, this approach enables car parks to be converted into another use. | To align supporting text with changes to Policy 28 | Main | c) Effective d) Consistent with national policy | This modification brings the policy into line with the London Plan approach. Statement of Common Ground between WCC, GLA and TFL. (SCG_003_V2) |
| PS/C/13 | New Para 28.6 | <u>28. 6 Where on-site parking is provided in line with clause A-C, developers will also include sustainable transport measures, such as provision for car clubs and cycling parking. Disabled parking for residential and non-residential uses should be provided in accordance with the Draft London Plan standards. We advocate the letting rather than selling of car park spaces to residents in new development on a short term basis so that their use can be kept under review. If under-used, this approach enables car parks to be converted into another use.</u> | To align supporting text with changes to Policy 28 | Main | c) Effective d) Consistent with national policy | This modification brings the policy into line with the London Plan approach. Statement of Common Ground between WCC, GLA and TFL. (SCG_003_V2) |

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| PS/C/14 | Para 28.11 | Car clubs and car sharing 28.447 The use of car clubs can contribute to a reduced need for car ownership and hence reduce parking stress, and as such they are encouraged. Where provision is made for car clubs, they should provide a range of vehicle types and sizes, including low emission and family sized vehicles. This can help broaden the appeal of membership to a range of households. Doing so can improve take-up thus reduce demand for car ownership and parking stress. | To align supporting text with changes to Policy 28. For consistency with changes to Appendix 2 (deleted). | Minor | | |
| PS/C/15 | New Para 28.8 | <u>28.8 Where parking is provided in new residential developments, free membership to a Carplus accredited car club will be secured for the occupiers of all residential units. The demand for car club bays arising from this requirement should be assessed as part of the Transport Assessment or Statement. If necessary, off-street parking will be provided by the applicant in a publicly accessible location.</u> | To align supporting text with changes to Policy 28. For consistency with changes to Appendix 2 (deleted). | Main | c) Effective d) Consistent with national policy | This modification brings the policy into line with the London Plan approach. Statement of Common Ground between WCC, GLA and TFL. (SCG_003_V2) |
| PS/C/16 | New Para 28.9 | <u>Cycle and Motorcycle parking 28.9 Cycle parking should be provided in accordance with the Draft London Plan where they do not conflict with public realm enhancements. Motorcycle / moped parking should also be provided in accordance with the Draft London Plan standards.</u> | To align supporting text with changes to Policy 28. For consistency with changes to Appendix 2 (deleted). | Main | c) Effective d) Consistent with national policy | This modification brings the policy into line with the London Plan approach. Statement of Common Ground between WCC, GLA and TFL. (SCG_003_V2) |

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| PS/C/17 | New para 28.10 | <p><u>Cycle facilities</u> <u>28.10 Showers, changing facilities and lockers should be provided for cyclists at all new workplaces (including A class uses), places of further and higher education, hospitals and health facilities. At least one shower will be installed for every 20 cycle parking spaces provided and one locker will be provided per cycle space. These facilities will be conveniently located in relation to the cycle parking spaces and accessible to all staff (and students where applicable).</u></p> <p><i>Note: subsequent renumbering of paragraphs following these modifications.</i></p> | To align supporting text with changes to Policy 28. For consistency with changes to Appendix 2 (deleted). | Main | c) Effective d) Consistent with national policy | This modification brings the policy into line with the London Plan approach. Statement of Common Ground between WCC, GLA and TFL. (SCG_003_V2) |
| PS/C/18 | Para 28.14 | <p>28.143 The London Plan seeks to <u>Although the policy encourages car-free residential development, but the London Plan standards are not strictly car-free if residents can acquire will still be able to apply for</u> on-street parking permits. Issuing permits for developments that have no on-site parking facilities would mean that the number of cars parked on-street is likely to increase <u>and have an adverse impact on other highway users and uses, reallocation of highway space to sustainable transport modes as well as the ability of residents to find an on-street parking space, leading to increased travel on the highway network. The eligibility criteria for on-street residents' parking permits will be kept under review.</u></p> <p>Therefore, in residents' parking Zone B-</p> | To align supporting text with changes to Policy 28 | Main | c) Effective d) Consistent with national policy | This modification brings the policy into line with the London Plan approach. Statement of Common Ground between WCC, GLA and TFL. (SCG_003_V2) |

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| | | <p>and F, where on-street pressure is high and where high levels of residential development are expected to take place the issuing of permits to residents of new developments will be kept under review.</p> <p><i>Note: subsequent renumbering of paragraphs following these modifications.</i></p> | | | | |
| PS/C/19 | Para 28.17 | 28.17 6 Housing <u>Estate</u> Renewal schemes will be expected to attain an overall reduction in car parking provision over time. | For clarity. | Minor | | |
| M/C/08 | Para 28.8 | <p>—A central principle of the emerging City Plan is to encourage mixed and sustainable communities and a demographic imbalance exists within Westminster in terms of the proportion of families living in the city. Cars provide a method of convenient transportation and release from the stress of living in central London. This is particularly relevant for young families where the cost of public transport and the logistical implications of using these forms of travel can be a prohibiting factor for many families moving to and staying in Westminster.</p> | In response to representations from Transport for London, Mayor of London and various resident groups. | Main | c) Effective d) Consistent with national policy | This modification brings the policy into line with the London Plan approach. Statement of Common Ground between WCC, GLA and TFL. (SCG_003_V2) |
| M/C/09 | Policy 29 A | Given the increasing demands on existing highway space, the council will resist the loss of highway land <u>particularly footways</u> . In cases involving the setting back of buildings, the council will seek to ensure the designation of resulting frontage land is designated as highway. | For clarity and in response to representations from Transport for London and Church Commissioners for England. | Main | c) Effective | Strengthens the policy approach. |

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| M/C/10 | Policy 29 B | New highway accesses should minimise the amount of <u>footway, cycling space and</u> kerb space lost for parking and / or servicing and should ensure no loss of street furniture | For clarity and in response to representations. | Main | c)Effective | Strengthens the policy approach. |
| M/C/11 | Para 30.9 | <i>Move this paragraph to sit as supporting text for policy 26 (new para 26.13)</i> | Moved to a more appropriate location. | Minor | | |
| M/C/12 | Para 31.5 | ... New or replacement facilities will be directed to accessible locations on the strategic road network (TLRN or WSRN). As these routes still include sensitive land uses, impact on local amenity <u>and groundwater</u> will be considered through appraisals such as noise, <u>and</u> air quality and <u>land contamination</u> assessments. | In response to representations from the Environment Agency. | Minor | | |
| M/C/13 | Policy 32 D | In assessing development proposals affecting Westminster's waterways and waterbodies, the council will have regard to the Thames River Basin Management Plan, <u>the Thames Vision</u> , the Marine Policy Statement and the emerging South East Marine Plan. | For completeness and in response to representations from Port of London Authority. | Minor | | |
| M/C/14 | Policy 32G | Proposals for permanent moorings on the River Thames will: <ol style="list-style-type: none"> 1. enhance the character and appearance of the riverside and be open to the public; 2. not compromise views of the river, the World Heritage Site and other heritage assets and their settings; <u>and</u> 3. not hinder navigation or jeopardise the long-term use of pier recesses; | For completeness and in response to representations from the Environment Agency. | Main | a) Positively prepared d) Consistent with national policy | This modification adds to the policy, giving full consideration to all factors relating to flood risk and management of the Thames foreshore. Draft Statement of Common Ground between WCC, |

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| | | <p>4. <u>Not compromise the integrity of the River Thames flood defences or the ability to raise it in the future in line with the Thames Estuary 2100 Plan; and</u></p> <p>5. <u>Not negatively impact the intertidal foreshore defined and protected within the London Biodiversity Action Plan and, where feasible, provide improvements to intertidal habitats. and, where required, developers should demonstrate necessary, provide appropriate mitigation measures that will preserve the continued dynamism and biodiversity value of the foreshore.</u></p> | | | | Environment Agency and Thames Water (SCG_011) |
| M/C/15 | Para 32.7 | Development that encroaches over or into waterways will normally be resisted due to impacts on openness, unless it demonstrates overriding strategic benefits such as water quality improvements (such as the Thames Tideway), enhanced flood defences, or increased river transportation. <u>Development in the south east marine plan area in the tidal Thames may need a licence from the Marine Management Organisation (MMO).</u> | For completeness and in response to representations from the Marine Management Organisation. | Minor | | |
| M/C/16 | Para 32.9 | Enhanced pier provision in the right locations can help broaden the choice of transport modes <u>(including for small scale freight and the movement of construction waste)</u> and reduce congestion elsewhere, particularly where it is well linked to public transport, pedestrian and cycle routes.... | For completeness. | Minor | | |

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| M/C/17 | Para 32.10 | ... Permanent moorings on the River Thames therefore need careful management to protect the character of the river, including its views and as part of the setting to important heritage assets, <u>to manage flood risk</u> , to protect its role as a continuous wildlife corridor and to avoid impeding river navigation. | For clarity and in response to representations from the Environment Agency. | Minor | | Draft Statement of Common Ground between WCC, Environment Agency and Thames Water (SCG_011) |
| Environment | | | | | | |
| M/E/01 | Chapter introduction, page 126 | For the past two decades Westminster has been designated an Air Quality Management Area, and reducing our CO2 emissions remains <u>achieving a carbon neutral city is now</u> a top priority. | To reflect carbon reduction targets adopted by the council in September 2019. | Minor | | |
| M/E/02 | Policy 34 A | The council will make sure that quality of life, <u>and</u> health and well-being <u>of existing and future occupiers</u> , and the natural environment are not adversely affected by harmful pollutants and other negative impacts on the local environment. | In response to representations from Thames Water and to correct a typo. | Main | c)Effective | Draft Statement of Common Ground between WCC, Environment Agency and Thames Water (SCG_011) |
| M/E/03 | Para 33.4 | All other major developments should not make air quality worse and are encouraged to achieve an overall improvement to air quality. The Air Quality Neutral <u>minimum</u> requirement also applies to developments incorporating Solid Biomass Boilers and CHP due to the potential impact of these technologies on air quality. | For clarity and in response to representations from Knightsbridge Neighbourhood Forum. | Minor | | |

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| M/E/04 | Para 34.8 | ... In order to ensure that occupiers or users are not exposed to health risks and environmental impact is avoided (e.g. on soil, watercourses or waterbodies) the history of the land uses need to be identified and if required used as a basis for any proposed remediation measures. <u>Applicants should follow the council's Contaminated Land Guidance for Developers and adhere to relevant guidance published by regulatory bodies (including the Environment Agency) and other stakeholders (including Claire, CIRIA and British Standards).</u> | In response to representations from the Environment Agency. | Minor | | Draft Statement of Common Ground between WCC, Environment Agency and Thames Water (SCG_011) |
| M/E/05 | Policy 35 G | <u>Developments should achieve biodiversity net gain, wherever feasible and appropriate.</u> Opportunities to enhance existing habitats and create new habitats for priority species should be maximised. <i>cont...</i> | In response to representations from the Environment Agency. | Main | d) Consistent with national policy | Strengthening of policy approach to ensure that the approach is in line with national policy. Draft Statement of Common Ground between WCC, Environment Agency and Thames Water (SCG_011) |
| PS/E/01 | Paragraph 35.11 | Development should aim to create net gains in biodiversity, leaving the natural environment in a better state than before. There are a growing number of tools and good practice guides available which can help <u>[NEW FOOTNOTE: Including Natural England's Biodiversity Metric 2.0]</u> | For clarity and in response to representations from the Environment Agency. | Minor | | Draft Statement of Common Ground between WCC, Environment Agency and Thames Water (SCG_011) |

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| PS/E/02 | Figure 28 | <i>Updating Figure 28 to show the triangular open space in front of the QEII centre as a private open space rather than public open space.</i> | To correct an error identified by BDP | Main | a) Positively prepared | Amended from CORE_025 to correct error identified by BDP |
| M/E/06 | Para 36.4a (new para) | In addition, sleeping accommodation below modelled breach level in areas identified at risk of flooding will not be supported in the event of a breach in Thames tidal flood defences, as set out in Environment Agency guidance. <u>Sleeping accommodation below the modelled breach flood level will not be supported in areas at risk of flooding from a breach in the Thames Tidal Flood Defences, unless it can be adequately demonstrated that there is a permanent fixed barrier to prevent water ingress, as set out in Environment Agency guidance.</u> | In response to representations from the Environment Agency. | Main | d) Consistent with national policy | Draft Statement of Common Ground between WCC, Environment Agency and Thames Water (SCG_011) |
| M/E/07 | Policy 36 G | G. All existing flood management infrastructure will be protected, including access for maintenance. Wherever possible, an undeveloped buffer zone of 16m should be maintained around flood defences structures, including buried elements of the flood defence should be maintained. | For clarity and in response to representations from the Environment Agency. | Main | c) Effective | Strengthens the policy approach. Draft Statement of Common Ground between WCC, Environment Agency and Thames Water (SCG_011) |
| M/E/08 | Policy 36 H | Improvements to flood defences will be secured through planning conditions and / or legal agreements where the size, type and / or location of development impacts on flood risk. Development should not limit future raisings of flood defences outlined in the Thames Estuary 2100 Plan. | For clarity and in response to representations from the Environment Agency. | Main | c) Effective | Strengthens the policy approach. Draft Statement of Common Ground between WCC, Environment Agency and Thames Water |

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| | | | | | | (SCG_011) |
| PS/E/03 | Paragraph 36.5 | Besides the Thames Barrier, Westminster is protected from tidal and fluvial flooding by Thames Tidal Flood Defences including the Embankment wall. We will protect flood management infrastructure to ensure the risk of flooding is minimised. <u>Development within 16m of a tidal flood defence would only be acceptable if it can be demonstrated that the defences can be raised and maintained for the lifetime of the development.</u> Access to defences for maintenance and emergency purposes must be retained, and their improvement will be sought as a condition or via legal agreement where appropriate. | For completeness and in response to representations from the Environment Agency. | Main | d) Consistent with national policy | Draft Statement of Common Ground between WCC, Environment Agency and Thames Water (SCG_011) |
| M/E/09 | Para 36.6 | 36.6 The Thames Estuary 2100 Plan (TE2100) is the strategic flood management plan for London and the Thames Estuary. Its primary focus is tidal flooding, and Westminster is located in the London City Zone. We will work with our partners to make sure the Thames Flood Defences remain strong and the recommendations of the TE2100 Plan are implemented. We will also continue to work with partners to support the timely implementation of the Thames Tideway Tunnel including the combined sewer outflows in the city. <u>We may use conditions to ensure necessary water or sewerage network upgrades.</u> | In response to representations from Thames Water. | Minor | | |

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| M/E/10 | Policy 38 D | <u>Developers are required to demonstrate through the Site Environment Management Plan and associated Site Waste Management Plan, the recycling, re-use, and responsible disposal of Construction, Demolition and Excavation waste in adherence with the council's Code of Construction Practice.</u> | For completeness and in response to representations from NLWP. | Main | c) Effective | Strengthens the policy approach. |
| M/E/11 | Policy 38 E | <u>The council will continue to collaborate with other London Local Authorities in the management of its waste apportionment target and monitor its arisings and capacity requirements.</u> | In response to representation from the Mayor of London and NLWP. | Main | c) Effective | Strengthens the policy approach. |
| M/E/12 | Para 38.2 | Our strategic focus is on waste reduction and recycling in the city. In accordance with the Government's emerging Resource and Waste Strategy and the Mayor's draft London Plan, these policies and strategies along with the NPPW, associated planning guidance and the Waste Management Plan for England commit the council to move waste up the waste hierarchy. We are committed to ensuring that waste is managed appropriately and efficiently in the city Recent evidence ⁷ has shown that Westminster has no capacity for new strategic waste management facilities and we will therefore protect existing waste management facilities and we will continue to monitor and research opportunities for new sites in Westminster. We will work with local partners and other London boroughs to make arrangements to pool the waste apportionments set by the London Plan to meet our strategic waste planning duties. | For completeness and in response to representations from NLWP. | Minor | | |

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| M/E/13 | Para 38.3 | Developments should provide adequate waste management facilities that are fully integrated into the design of the scheme. <u>The council's Recycle and Waste Storage Requirements guide - Apr 2019, provides applicants with guidance on how it expects this to be done including the installation of balers and compactors within the development as required. This also supports the requirements for the amalgamation of facilities in an area may be required</u> in locations that demand an area specific approach to waste management. <i>cont...</i> | For completeness. | Main | d) Consistent with national policy | Strengthens the policy approach. |
| M/E/14 | New para 38.4 | <u>The Government revoked the Site Waste Management Plan Regulations 2008 requiring a site waste management plan (SWMP) for construction projects costing greater than £300,000 (exc VAT). However, given the very significant amounts of construction and associated CDE waste generated in the borough, the council continues to require production of an SWMP for such projects and for all basement developments as specified in its CoCP which includes management of CDE waste, both through on-site recycling and re-use and on-site waste processing prior to disposal.</u> | For completeness. | Main | d) Consistent with national policy | Strengthens the policy approach. |
| M/E/15 | Para 38.2 | <i>Re-number para 38.5:</i> We will continue to work with local partners and other London boroughs <u>and the GLA</u> to make formalise current arrangements to pool the council's waste apportionment set by the London Plan to meet our strategic waste planning duties. | For completeness to reflect our evidence base and in response to representations from the Mayor | Main | a) Positively prepared c) Effective | Statement of Common Ground between WCC, Mayor and neighbouring boroughs (SCG_004) |

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| | | <u>The council will shortly be carrying out a Waste Data Study to provide an understanding of the profile of the borough's waste arisings and capacity required to inform apportionment pooling. To date, the council has been managing the majority of its waste via facilities in Southwark, Lewisham and Greenwich - rolling tonnage of 160ktps, already 84% of the Draft London Plan's apportionment. The council also uses facilities within Hammersmith and Fulham/OPDC area and understands that this site will be redeveloped for residential and commercial at some point in the future. Along with other London boroughs using this facility, the council will collaborate to address the resultant capacity shortfall.</u> | of London and NLWP. | | | |
| M/E/16 | New para 38.6 | <u>Agricultural waste is composted in the City's Royal Parks together with agricultural waste imports from other boroughs and no additional capacity is required for such waste. The City of London Corporation provides a Hazardous Waste Collection and Disposal Service, HWCDS, to London residents in all London Boroughs (except of Hillingdon). Waste water treatment is addressed by Thames Water through the upgrade and expansion of the Beckton Sewage Treatment Works as part of the Thames Tideway Tunnel scheme and there is little or no waste arising from low level radioactive so no additional facilities are required for these waste streams.</u> | To reflect evidence base. | Minor | d) Consistent with national policy | |
| Design and Heritage Policies | | | | | | |

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| M/DH/01 | Policy 39 B | All development will positively contribute and respond to Westminster's townscape and streetscape <u>including having regard to:</u> i. the character and appearance of the existing area, adjacent buildings and heritage assets, the spaces around and between them <u>and</u> ii. the pattern and grain of existing streets, squares, mews and passageways <i>(part 1 split into two points)</i> | For clarity and in response to representation from Historic England. | Main | c)Effective d)Consistent with national policy | Statement of Common Ground between WCC and Historic England (SCG_002) |
| M/DH/02 | Policy 39 B 3 | " ... the form, character, ecological and <u>heritage</u> value of parks, gardens and open spaces". | For clarity and in response to representation from Historic England. | Main | d) Consistent with national policy | Statement of Common Ground between WCC and Historic England (SCG_002) |
| M/DH/03 | Policy 39 D 3 | SUSTAINABLE DESIGN Development will enable the extended lifetime of buildings and spaces and respond to the likely risks and consequences of climate change by incorporating principles of sustainable design, including: i. use of high-quality durable materials and detail; ii. providing flexible, high quality floorspace; iii. optimising resource <u>and water</u> efficiency. | For completeness and in response to representation from the Environment Agency. | Main | d) Consistent with national policy | To further align the policy with national and London policy. Draft Statement of Common Ground between WCC, Environment Agency and Thames Water (SCG_011) |
| PS/DH/01 | Policy 39 D (new point 6) | <u>6. maximising opportunities for greening including incorporation of living roofs, walls, landscaping and nature based sustainable drainage where appropriate.</u> | In response to representations from Environment Agency and Thames Water. | Main | d) Consistent with national policy | Draft Statement of Common Ground between WCC, Environment Agency and Thames Water |

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| | | | | | | (SCG_011) |
| M/DH/04 | Policy 39 E | <p>Applicants will demonstrate how sustainable design principles and measures have been incorporated into designs, utilising environmental performance standards as follows:</p> <ul style="list-style-type: none"> i. Non-domestic residential developments of 500 sq m (GIA) of floorspace or above will achieve at least BREEAM “Excellent” or equivalent standard. ii. Residential cConversions and extensions of 500 sq m (GIA) of residential floorspace or above, or five or more dwellings will aim to achieve “Excellent” in BREEAM domestic refurbishment. | For clarity. | Minor | | |
| M/DH/05 | Para 39.2 | <p>These qualities underpin the city’s attractiveness as a place to live, work and visit and contribute to a high quality of life for everyone. <u>To achieve our growth targets sustainably, we expect a design-led approach which will optimise capacity of sites in the most appropriate way, based on an understanding of context.</u></p> | For clarity and in response to representations. | Minor | | |
| M/DH/06 | Para 39.3 | <p>We will prepare supplementary guidance on the application of this and the other design <u>and heritage</u> policies.</p> | For clarity and in response to representations. | Minor | | |
| M/DH/07 | Para 39.9 | <p>... This may include strategic design considerations, such as the orientation of buildings and spaces, design of façades to capitalise on solar gain, whilst</p> | For completeness and in response to | Minor | | |

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| | | minimising risks of overheating and other measures, for example incorporation of green infrastructure, and flood resilience <u>and sustainable drainage</u> measures. <i>cont...</i> | representation from the Environment Agency. | | | |
| M/DH/08 | Para 39.10 | All development should ensure the reduction, reuse or recycling of resources and materials, <u>including water and waste</u> and minimise energy use and emissions that contribute to climate change. | For completeness and in response to representations. | Minor | | |
| M/DH/09 | Para 39.10 | ... All development should ensure the reduction, reuse or recycling of resources and material and minimise energy use and emissions that contribute to climate change. <u>As Westminster falls within an area classified as "seriously" water stressed, developments proposals should maximise water efficiency. Residential proposals should meet the optional water efficiency requirement set out in Part G of the Building Regulations (110 litres/person/day), in line with the London Plan.</u> | For completeness and in response to representation from the Environment Agency. | Main | d) Consistent with national policy | Sets a new standard in line with national and London policy. Draft Statement of Common Ground between WCC, Environment Agency and Thames Water (SCG_011) |
| M/DH/10 | Para 39.11 | Finally Consideration should also be given to how buildings and spaces will be managed by either private or public owners and managers, to ensure they remain of high quality over the lifetime of the development. | Correction. | Minor | | |
| M/DH/11 | Para 39.12 | BREEAM (Building Research Establishment's Environmental Assessment Method) is the most commonly used methodology for assessing, rating and certifying the sustainable design and construction of buildings. Applicants will demonstrate | Correction (equivalent standards are not set out above). | Minor | | |

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| | | how they will meet BREEAM or equivalent standards set out above . | | | | |
| M/DH/12 | Policy 40 D | Development will protect the <u>skyline, prominence and iconic</u> silhouettes of the Palace of Westminster and Westminster Abbey and will protect and enhance identified significant views out of, across and towards the World Heritage Site. | For clarity and in response to representations. | Main | c) effective | Statement of Common Ground between WCC and Historic England (SCG_002) |
| M/DH/13 | Policy 40 E | The council will work with partners to promote the use, management and interpretation of the site in ways that protect, enhance and better communicate its OUV. <u>The council will commit to lead the production and review of an updated World Heritage Site Management plan.</u> | In response to representation from Historic England. | Main | a) positively prepared c) effective | Statement of Common Ground between WCC and Historic England (SCG_002) |
| M/DH/14 | Policy 40 F | Applicants will be required to demonstrate that any impacts of their proposals on the World Heritage Site or its setting have been fully assessed, <u>informed by using</u> Heritage Impact Assessment methodology <u>and that any harm, including cumulative harm, has been avoided or justified.</u> | For clarity and in response to representations. | Main | c) effective d) consistent with national policy | Statement of Common Ground between WCC and Historic England (SCG_002) |
| M/DH/15 | Policy 40 K | Development will preserve or enhance the character and appearance of conservation areas, <u>retaining features that contribute positively to their significance</u> and protecting their settings Features that contribute positively to the significance of conservation areas will be retained and Opportunities will be taken to enhance them <u>conservation areas</u> and their settings, wherever possible. | Grammatical correction and for clarity. | Main | c) effective | |

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| M/DH/16 | Policy 40 Q | Proposals affecting Westminster's historic parks, gardens and open spaces will safeguard their <u>special</u> historic <u>interest</u> , integrity, character and appearance, and protect their settings and significant views from and towards these spaces. | For clarity and in response to representation from Historic England. | Main | d) consistent with national policy | Statement of Common Ground between WCC and Historic England (SCG_002) |
| M/DH/17 | Para 40.1 | Given its immense contribution to the character, economy and quality of life of our city, it is vital that the historic environment is valued, maintained, and refurbished in ways appropriate to its significance <u>and as an integral part of good growth.</u> | For clarity on what we mean by 'good growth'. | Minor | | |
| M/DH/18 | Para 40.4 | As a designated heritage asset of international importance, it is of the highest level of significance and must be afforded the highest level of protection and maximum weight possible in the planning process. <u>Development beyond the designated boundary but within the setting of the site can also affect its OUV. Its setting is not precisely defined.</u> | For clarity and in response to representation from Historic England. | Minor | | Statement of Common Ground between WCC and Historic England (SCG_002) |
| M/DH/19 | Para 40.5 | Where development will affect the site or its setting, applicants <u>should will be required</u> to demonstrate proposals will conserve, enhance or better reveal its OUV. Sufficient information <u>should will</u> be provided to demonstrate impacts have been considered. <u>and Depending on the scale and nature of proposals, in addition to the heritage statement,</u> this should include a Heritage Impact Assessment using the methodology set out by ICOMOS. <i>cont...</i> | For clarity and in response to representation from Historic England. | Minor | | Statement of Common Ground between WCC and Historic England (SCG_002) |

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| M/DH/20 | Para 40.6 | A number of significant projects will affect the World Heritage Site during the Plan period, in particular the Restoration and Renewal of the Palace of Westminster. We will work with partner organisations to ensure potential for the positive contribution of such projects to the conservation, enhancement and communication of OUV of the site <u>and its setting</u> is realised. Enhancements to the spaces within and immediately adjacent to the site, including improvements to public realm, approaches <u>and ceremonial routes</u> to the site, security measures and visitor experience will be encouraged and initiated where possible. | For clarity and in response to representation from Historic England. | Minor | | Statement of Common Ground between WCC and Historic England (SCG_002) |
| M/DH/21 | Para 40.6 | We will support production of conservation management plans for the Palace of Westminster and Westminster Abbey to ensure the protection of the key buildings within the site and are <u>will lead</u> working with the steering group to update the management plan for the site. which is a key tool for the long-term sustainable management of the site and its setting. | For clarity and in response to representation from Historic England. | Minor | | Statement of Common Ground between WCC and Historic England (SCG_002) |
| M/DH/22 | Para 40.11 | The total or substantial demolition <u>of listed buildings</u> which will result in substantial harm will only be considered where exceptional circumstances have been demonstrated, as set out <u>in the tests</u> in the National Planning Policy Framework (NPPF). | For clarity of the Plan's consistency with the NPPF | Minor | | |
| M/DH/23 | Para 40.16 | In some circumstances, demolition behind retained facades can provide a way to protect facades of townscape merit while allowing new accommodation to be developed behind this and may be | For clarity and in response to representation from Historic England. | Main | b) justified c) effective | Statement of Common Ground between WCC and Historic England (SCG_002) |

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| | | acceptable where the overall integrity of unlisted buildings is maintained in street views <u>retaining side or rear elevations or roofscapes of townscape value. In all cases, we will only allow demolition where proposals for the future redevelopment of the site have been approved and their implementation assured by planning condition or agreement, to avoid harmful gaps occurring within the townscape as a result of empty plots.</u> | | | | |
| M/DH/24 | Para 40.26 | <u>Changes to Development or proposals affecting</u> the layout, design, character, use and function of historic parks and gardens should retain and enhance their significance <u>and should not prejudice their future restoration.</u> | For clarity and in response to representation from Historic England. | Main | c) effective | Statement of Common Ground between WCC and Historic England (SCG_002) |
| M/DH/25 | Policy 41 D | Alterations and extensions will respect the character of the existing and adjoining buildings, avoid adverse visual and amenity impacts and will not obscure important architectural features or disrupt any uniformity, patterns, rhythms or groupings of buildings <u>and spaces</u> that contribute positively to Westminster's distinctive townscape | For clarity and in response to representations. | Minor | | |
| M/DH/26 | Policy 41E & F | <u>In predominantly residential areas an additional roof storey will be permitted where this adds new residential floorspace to an existing unit or creates a new self-contained residential unit. Roof extensions should and</u> fulfils one of the following criteria: 1. the application site forms part of a terrace or group where a variety of roof additions or alterations create an established mixed pattern and | For clarity and in response to representation. | Main | a) Positively prepared | To clarify approach and its application to both residential and commercial buildings and ensure we are positively planning for growth across the city. |

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| | | <p>further development of a similar form would not cause additional harm or would help to unify a group of buildings and townscape; or</p> <p>2. in the case of a terrace or group of unlisted buildings which has an existing roof line unimpaired by extensions, the development would take a coordinated approach, adding roof extensions of consistent and appropriate design to each property within the complete terrace or group; or</p> <p>3. in other locations where the proposed roof form is of appropriate design, sympathetic to the architectural character of the building and does not cause harm to amenity or heritage assets.</p> <p><u>F On residential buildings or</u> in predominantly residential areas an additional roof storey will be permitted <u>supported in principle</u> where this adds new residential floorspace to an existing unit or creates a new self-contained residential unit and meets one of the following <u>criteria in Part E</u>.</p> | | | | |
| M/DH/27 | Policy 41 F & G | <p>F G Within the Opportunity Areas, in the International Centres of the West End and Knightsbridge and the Major Centre, and in other commercial locations on the Transport for London and Strategic Road networks, upwards extensions of one or more storeys which create additional commercial floorspace will be permitted on unlisted buildings, provided they are of appropriate and high quality design, do</p> | For clarity and in response to representations. | Main | a) Positively prepared | To clarify approach and its application to both residential and commercial buildings and ensure we are positively planning for growth across the city. |

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| | | not impact adversely on heritage assets and incorporate setbacks to minimise visibility from street level, where appropriate. In all <u>other</u> cases other than those listed in F & G proposals for upwards extensions will be assessed using the criteria in clause D of the policy permitted where they fulfil the criteria in part E. (F&G merged) | | | | |
| M/DH/28 | Para 41.7 | Care should always be taken not to disfigure buildings or upset their proportions <u>and to ensure good standards of amenity as set out in Policy 7.</u> | For clarity | Minor | | |
| M/DH/29 | Para 41.11 | However, we will consider applications which would take a coordinated approach, adding roof extensions of consistent design to a complete terrace or group of unlisted buildings with a uniform roofline. <u>In such cases we will require extensions across the whole terrace group to be implemented at one time and this may be secured by legal agreement.</u> | For clarity. | Main | c) Effective | Introduces a new requirement in the application of the policy. |
| M/DH/30 | Para 41.12 | While one additional storey will usually be most appropriate, larger extensions of more than one storey may be appropriate in certain locations, <u>particularly in commercial locations with more varied townscape character.</u> | For clarity and in response to representations. | Minor | | |
| M/DH/31 | Para 41.12 | More than one storey of commercial floor space may also be permitted in smaller retail centres including district centres and CAZ town clusters or other commercial locations where it can be demonstrated that they meet the criteria in clause F will | Correction. | Minor | | |

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| | | be sympathetic to age and character of the building and townscape. | | | | |
| M/DH/32 | Para 41.17 | Recognising the national importance of Westminster's heritage and townscape, we have also identified certain 'metropolitan views' of major landmarks and the most significant river views and areas of townscape in the city. The council will publish a list of views of metropolitan importance and prepare guidance on their management. <u>World Heritage Site views will be identified in the Management Plan.</u> <i>cont...</i> | For completeness and in response to representations. | Minor | | Statement of Common Ground between WCC and Historic England (SCG_002) |
| M/DH/33 | Policy 42 A | <u>Tall buildings are defined as buildings of twice the prevailing context height or higher.</u> Westminster is not generally suitable for tall buildings. Developments significantly higher than their surroundings will need to demonstrate that building higher is the only way to make the most efficient use of the site. | For clarity and in response to representations. | Main | b) Justified | Strengthens of policy approach to align further with evidence base. |
| M/DH/34 | Policy 42 B | Buildings of more than 30 metres, or those that are more than twice the prevailing context height (whichever is lower) will be considered to be tall buildings, and will therefore <u>Any tall building proposals will</u> need to satisfy both the general principles in clause D and relevant locational principles in clauses E and F (and for Housing Renewal Areas, Policy 43). | For clarity and in response to representations. | Main | b) Justified | Strengthens of policy approach to align further with evidence base. |
| M/DH/35 | Policy 42 C | Buildings that do not meet the definition of a tall building but are higher than their surroundings should positively respond to prevailing context heights and local | For clarity and in response to representations. | Main | b) Justified | Strengthens of policy approach to align further with evidence base. |

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| | | character and may be subject to <u>the general principles in</u> clauses D, E and F of this policy (and for Housing Renewal Areas, Policy 43). | | | | |
| M/DH/36 | Para 42.8 | <p>... Any deviation from the identified height ranges must be robustly justified by demonstrating the general principles in this policy have been met <u>and taking into account any exceptional public benefits in full</u></p> <p><i><u>New footnote: Exceptional public benefits will be considered on a case by case basis, but should be beyond policy compliance) and applicants must demonstrate that these cannot be met otherwise into account.</u></i></p> | For clarity and in response to representations. | Main | a) Positively prepared | Clarifying the policy approach, supporting sustainable development. |
| M/DH/37 | Policy 43 A | Delivering large scale public estate regeneration comes with <u>unique</u> viability challenges that are different to private developments , such as decanting of existing residents and a higher affordable housing requirement. <i>cont...</i> | For clarity and in response to representations. | Minor | | |
| M/DH/38 | Para 44.6 | The installation of <u>high quality and durable</u> seating will be encouraged where appropriate and where it adds to the peaceful enjoyment of the public realm. | For clarity and in response to a representation | Minor | | |
| M/DH/39 | Para 46.3 | ... A site-specific Flood Risk Assessment (FRA) will be required for basement developments. Measures to be incorporated may include Sustainable Drainage Systems (SuDS) and positive pumped devices or equivalent to address sewerage flooding, or <u>and</u> other measures recommended in the FRA. | In response to representations by Thames Water. | Minor | | Draft Statement of Common Ground between WCC, Environment Agency and Thames Water (SCG_011) |
| Implementation and monitoring | | | | | | |

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| PS/IM/01 | Page 173 | <p>The SPDs will cover the follow topic areas, among others:</p> <ul style="list-style-type: none"> - Planning Obligations and Affordable Housing - Heritage - Design and Public Realm — North Bank - Environment — Local Enforcement - West End | Following update to LDS | Minor | | |
| M/IM/01 | Land use swaps, Page 174 | <p>... Therefore, a system of land use swaps may be appropriate in some circumstances to enable better development outcomes. Within the Savile Row Special Policy Area land use swaps will be considered where it can be demonstrated that the proposal will result in at least equal quantity and greater quality provision of bespoke tailoring floorspace.</p> | For clarity that land use swaps are acceptable in principle across the city. | Minor | | |
| PS/IM/02 | Monitoring Framework KPI 1 | <p>Delivery of new homes (floorspace, units by size and tenure) against target of 1,495,985 new homes per year for the first ten years of the Plan period and 22,222 <u>20,685</u> homes overall up to 2040</p> | To align with the London Plan target as per changes to Policies 1 and 8 (Modification references M/S/02, PS/H/01, PS/H/02) | Minor | | |
| M/IM/02 | Monitoring Framework KPI 5 (Trigger for review) | <p>Trend in Net reduction in floorspace</p> | In response to representations. | Minor | | |

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| M/IM/03 | Monitoring Framework KPI 2 (Trigger for review) | Total number of new affordable homes does not meet target after five <u>three</u> years. | For consistency with KPI 1. | Minor | | |
| M/IM/04 | Monitoring Framework KPI 25 | <u>Production of updated Management Plan as 'living document' with regular review mechanism and Removal of the World Heritage Site from the annual reporting requirements of the World Heritage Committee</u> | In response to representations. | Minor | | Statement of Common Ground between WCC and Historic England (SCG_002) |
| M/IM/05 | Monitoring Framework KPI 33 | Reduction of NOx and carbon dioxide emissions , and particulate matter (PM2.5 and PM10) concentration against national and regional Air Quality targets. | Correction. | Minor | | |
| M/IM/06 | New KPI 38 | <u>Reduction of carbon dioxide emissions (total end user and per capita) by local authority area, as reported by Department of Business Environment and Industrial Strategy (BEIS)</u> | Correction and for completeness. | Minor | | |
| M/IM/07 | New KPI 39 | <u>Number of family sized homes delivered</u> | For completeness. | Minor | | |
| Appendix 1: Key Development Sites | | | | | | |
| M/A1/01 | 'Key designations' column title, page 180 | <u>New footnote: Only key heritage designations have been identified, a comprehensive list of relevant heritage assets will be identified in the Site Allocations DPD.</u> | For completeness For consistency with changes to Appendix 1 (PS/A1/01) | Minor | | |
| M/A1/02 | First paragraph, page 180 | <u>It also includes residential sites which propose more than 50 units and housing renewal sites and indicative housing numbers which are intended to guide the appropriate scale of development proposals but do not represent a minimum</u> | For completeness For consistency with changes to Appendix 1 (PS/A1/01) | Minor | | |

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| | | or maximum figure for the site. More detail on the Key Development Sites will be set out in the forthcoming Site Allocations DPD. | | | | |
| M/A1/03 | Site 1 - Notes | ... Comprehensive development of the site is supported ideally through the creation of a new masterplan which recognises the site's role as a key driver for growth and a significant agent for place shaping, whilst respecting the listed building status and heritage value of a number of the incorporated blocks :- In addition to the Grade II buildings, facade retention of a number of buildings should be considered a number of unlisted hospital buildings make a positive contribution to the conservation area. | For clarity-For consistency with changes to Appendix 1 (PS/A1/01) | Minor | | |
| M/A1/04 | Site 3 - Notes | Development proposals for the site should consider the recommendations in respond to the 2004 adopted Planning Brief. Pre-application discussions took place in 2016. Development should would be of a lower scale than avoid creating a tunnel effect along the surrounding buildings with lower height values fronting the canal potentially increasing in height towards the Harrow Road. | Correction and in response to representation from Travis-Perkins. For consistency with changes to Appendix 1 (PS/A1/01) | Minor | | |
| M/A1/05 | Site 20 - Expected uses | Transport infrastructure; mixed commercial and residential | In response to representation from TfL- Commercial Development. For consistency with changes to Appendix 1 (PS/A1/01) | Minor | | |

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| M/A1/06 | Site 25 - Notes | Historical pre-application discussions have taken place. The buildings make an important contribution to the character and appearance of the conservation area. Retention of the existing buildings would be supported. | For clarity For consistency with changes to Appendix 1 (PS/A1/01) | Minor | | |
| M/A1/07 | Site 26- Expected uses | Residential, on-site affordable, public space, a continued military function | In response to representation from Defence Infrastructure Organisation. For consistency with changes to Appendix 1 (PS/A1/01) | Minor | | |
| PS/A1/01 | Appendix 1 | <i>APPENDIX 1 to be replaced entirely – see below</i> | Changes to Appendix 1 reflect a re-analysis of housing supply and identification of deliverable and developable sites in accordance with national policy | Main | b) Justified d) Consistent with national policy | See Housing Topic Paper Addendum on Housing Supply (EV_H_03) |
| Appendix 2 | | | | | | |
| PS/A2/01 | Parking standards | <i>APPENDIX 2 to be removed entirely</i> <i>Note: subsequent renumbering of Appendix 3</i> | As a result of modifications to Policy 28 and its supporting text | Main | c) Effective | Statement of Common Ground between WCC, GLA and TFL. (SCG_003_V2) |
| Appendix 3: Schedule of Strategic Policies | | | | | | |

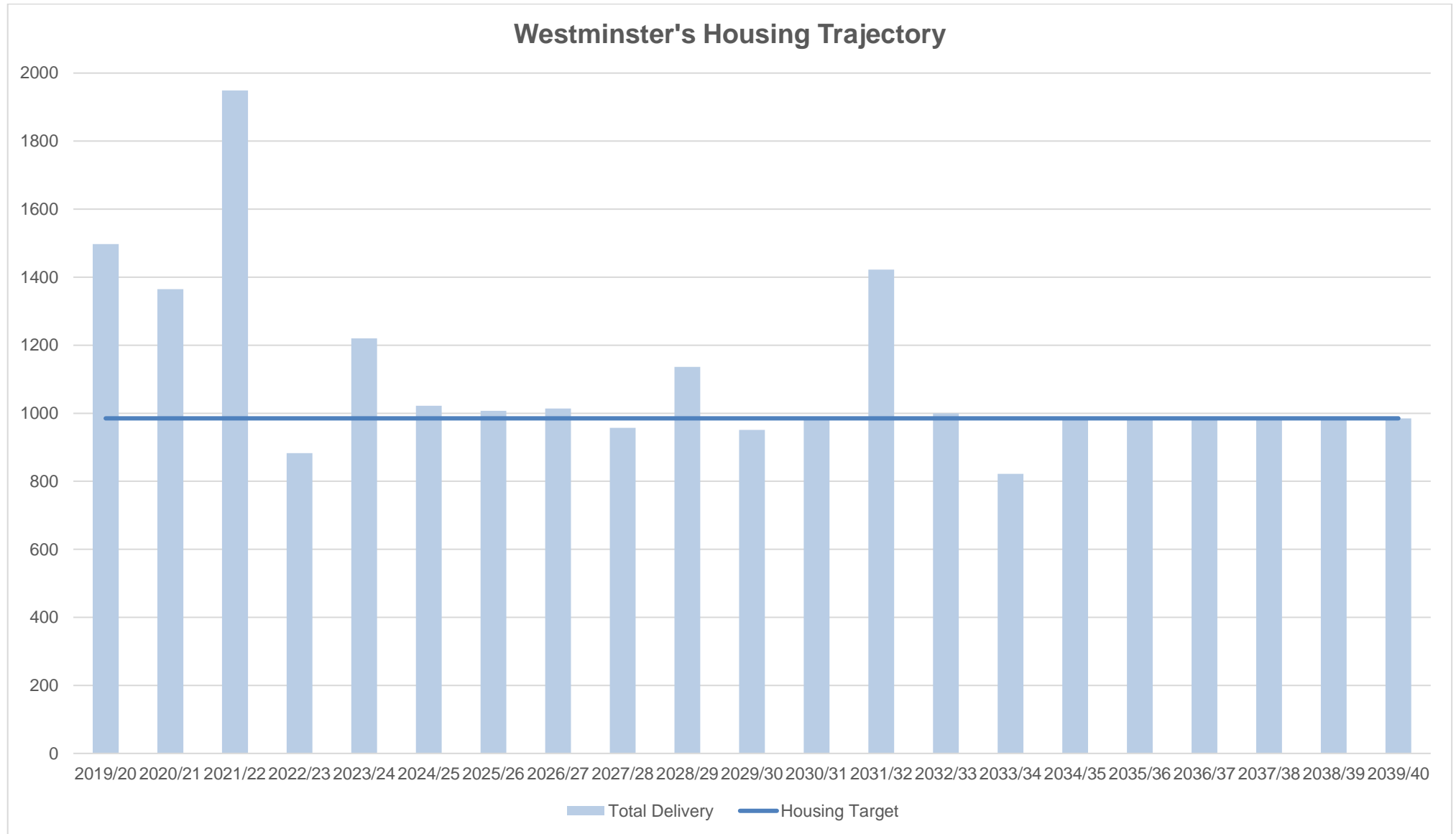
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| M/A3/01 | Policy 38 D (new clause) | <u>Strategic</u> | Following amendments to policy. | Minor | | |
| M/A3/02 | Policy 38E (new clause) | <u>Strategic</u> | Following amendments to policy. | Minor | | |
| Glossary | | | | | | |
| M/G/01 | New Definition: | <u>Outstanding Universal Value: Cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations.</u> | For clarity and in response to representation from Historic England. | Minor | | Statement of Common Ground between WCC and Historic England (SCG_002) |
| M/G/02 | Idling | Unnecessarily running a motor vehicles <u>vehicle's</u> engine when the vehicle is not in motion. | Typo. | Minor | | |
| M/G/03 | Affordable housing | Housing for sale or rent, for those whose needs are not met by the market <u>in line with the NPPF definition</u> . In Westminster this is split into 'social' and 'intermediate' types. | For clarity. | Minor | | |
| M/G/04 | New Definition | <u>Estate renewal: Regeneration of the council's affordable housing estates, conducted across a range of sites over time to facilitate large-scale estate renewal and deliver mixed communities, better quality homes and a more appropriate mix of unit sizes.</u> | For clarity. | Minor | | |
| M/G/05 | New Definition | <u>Agent of Change: The principle places the responsibility of mitigating the impact of nuisances (including noise) from existing nuisance generating uses on proposed new development close by, thereby ensuring that residents and users of the new development are protected from</u> | For completeness. | Minor | | |

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| | | <u>nuisances, and existing uses are protected from nuisance complaints. Similarly, any new nuisance generating development, for example a music venue, will need to put in place measures to mitigate noise impacts on existing development close by.</u> | | | | |
| M/G/06 | List of strategies on page 207 | <u>OSD Place Strategy & Action Plan (2019)</u> | For completeness. | Minor | | |
| M/G/07 | List of strategies on page 207 | <u>Energy Strategy 2019 (emerging) Carbon Reduction Strategy 2020 (emerging)</u> | Correction. | Minor | | |

New Figure 14 as referred to in PS/H/05



New Appendix 1 as referred to in PS/A1/01**Appendix 1: Westminster's Housing Trajectory**

The following list of sites are the identified deliverable and developable sites making up Westminster's 5-15 year housing land supply. Sites providing 50 or more net dwellings are named below and are grouped by broad location. Where sites are listed as developable and have no planning status, the indicative housing units have been derived from a broad-brush assessment and are not to be considered as evidence for determining individual planning applications.

| Site Name | Planning / Development Status | Delivery phase | Net Housing units | Deliverable / Developable |
|---|--|--------------------------------|--------------------------------|--|
| Paddington Opportunity Area | | | | |
| Dudley House | Completed 2019-20 | 1-5 | 151 | Deliverable |
| North Wharf Road | Under construction | 1-5 | 100 | Deliverable |
| Harbet Road (Merchant Square building 3) | Planning application (pending decision) | 6-10 | 426 | Developable |
| Travis Perkins | No planning status | 6-10 | 75 | Developable |
| St Mary's Hospital | No planning status | 11-15 | 400 | Developable |
| Victoria Opportunity Area | | | | |
| New Scotland Yard | Under construction | 1-5 | 268 | Deliverable |
| Palace Street / Buckingham Gate | Under construction | 1-5 | 72 | Deliverable |
| Victoria Coach Station (Arrivals) | No planning status | 6-10 | 75 | Developable |
| Terminus Place | No planning status | 11-15 | 100 | Developable |
| Victoria Coach Station (Departures) | No planning status | 11-15 | 230 | Developable |
| Tottenham Court Road Opportunity Area | | | | |
| Tottenham Court Road Elizabeth Line Station (Oxford Street / Dean Street) | Under construction | 1-5 | 87 | Deliverable |
| Church Street/ Edgware Road Housing Renewal Area | | | | |
| Luton St / Capland Road | Under construction | 1-5 | 157 | Deliverable |
| 466-490 Edgware Road | Under construction | 1-5 | 76 | Deliverable |
| Parson's North | Under construction | 1-5 | 60 | Deliverable |
| West End Gate | Under construction | 1-5 | 628 | Deliverable |
| Paddington Green | Under construction | 1-5 | 194 | Deliverable |
| Lisson Arches | Under construction | 1-5 | 59 | Deliverable |
| Church Street Site A | No planning status (council Housing Investment Plan) | 1-5 (phase 1) / 6-10 (phase 2) | 233 (100 phase 1, 133 phase 2) | Deliverable (phase 1)/ Developable (phase 2) |

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|--|---|--------------------------------|-------------------------------|---|
| Council Offices, Lisson Grove | Pre-application (council Housing Investment Plan) | 6-10 | 150 | Developable |
| Church Street Site B | No planning status (council Housing Investment Plan) | 6-10 / 11-15 | 288 | Developable |
| Gateforth and Cockpit Theatre | No planning status (council Housing Investment Plan) | 11-15 | 98 | Developable |
| Church Street Site C | No planning status (council Housing Investment Plan) | 11-15 | 72 | Developable |
| Ebury Bridge Housing Renewal Area | | | | |
| Ebury Bridge Estate | Pre-application (council Housing Investment Plan) | 1-5 (Phase 1) / 6-10 (Phase 2) | 400 (87 phase 1, 313 phase 2) | Deliverable (Phase 1) / Developable (Phase 2) |
| North Westminster | | | | |
| St John's Wood Road / Lodge Road | Planning application (pending decision) | 1-5 | 101 | Deliverable |
| Tollgate Gardens | Under construction | 1-5 | 106 | Deliverable |
| Hathaway House, Woodfield Road | Under construction | 1-5 | 74 | Deliverable |
| 221-235 Lanark Road | Under construction | 1-5 | 73 | Deliverable |
| Queens Grove / Finchley Road | Under construction | 1-5 | 66 | Deliverable |
| Bayswater Road / Fosbury Mews | Under construction | 1-5 | 50 | Deliverable |
| Jubilee Sports Centre, Caird Street | Under construction | 1-5 | 56 | Deliverable |
| Dora House, 60 St John's Wood Road | Under construction | 1-5 | 79 | Deliverable |
| Whiteleys Centre | Under construction | 1-5 | 153 | Deliverable |
| St John's Wood Barracks, Ordnance Hill | Under construction (stalled) | 1-5 | 163 | Deliverable |
| Warwick Community Hall, 300 Harrow Road | Planning application (pending decision) (council Housing Investment Plan) | 6-10 | 112 | Developable |
| Carlton Dene, 45 Kilburn Park Road | Pre-application (council Housing Investment Plan) | 6-10 | 88 | Developable |
| Queensway / Moscow Road / Salem Road / Queens Mews | Planning application (pending decision) | 6-10 | 60 | Developable |
| Paddington Exchange | No planning status | 11-15 | 200 | Developable |
| Queensway / Inverness Terrace | Planning application (pending decision) | 6-10 | 90 | Developable |
| Paddington Green Police Station | No planning status | 6-10 | 350 | Developable |
| Westmead, Tavistock Road | No planning status | 6-10 | 68 | Developable |
| Harrow Road / Elmfield Way | No planning status | 11-15 | 100 | Developable |

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| Edgware Road Station / Capital House / Griffith House | No planning status | 11-15 | 280 | Developable |
| Royal Oak | No planning status | 11-15 | 200 | Developable |
| Westbourne Park Bus Garage | No planning status | 11-15 | 50 | Developable |
| Central Westminster | | | | |
| 22 Hanover Square | Under construction | 1-5 | 81 | Deliverable |
| Park Crescent / Portland Place | Under construction | 1-5 | 73 | Deliverable |
| Marble Arch / Edgware Road | Under construction | 1-5 | 54 | Deliverable |
| 87-89 Cleveland Street | Under construction (stalled) | 1-5 | 105 | Deliverable |
| Baker Street / George Street | Planning permission (live, unimplemented) | 1-5 | 51 | Deliverable |
| Moxon Street Car Park / Aybrook Street | Under construction (stalled) | 6-10 | 79 | Developable |
| Shaftesbury Avenue | No planning status | 11-15 | 70 | Developable |
| South Westminster | | | | |
| New Court | Completed 2019-20 | 1-5 | 221 | Deliverable |
| First Chicago House | Under construction | 1-5 | 119 | Deliverable |
| Stockley House, Wilton Road | Under construction | 1-5 | 108 | Deliverable |
| Ergon House | Under construction | 1-5 | 108 | Deliverable |
| Millbank | Under construction | 1-5 | 207 | Deliverable |
| Old War Office | Under construction | 1-5 | 85 | Deliverable |
| Arundel Great Court | Under construction | 1-5 | 151 | Deliverable |
| Alexandra Buildings, Castle Lane | Planning permission (live, unimplemented) | 1-5 | 86 | Deliverable |
| Chelsea Barracks | Under construction | 1-5 | 361 | Deliverable |
| Hyde Park Barracks | No planning status | 11-15 | 250 | Developable |
| Queen Alexandra Military Hospital | No planning status | 11-15 | 170 | Developable |
| Other deliverable sites providing fewer than 50 net homes | Under construction/ Planning permission granted | 1-5 | 2,144 | Deliverable |
| Other developable sites | Including sites under pre-application discussions and other identified council sites | 6-10 / 11-15 | 784 | Developable |
| Windfalls | N/A | 6-10 / 11-15 | 5,000 | Developable |
| Total Deliverable Housing Supply (Years 1-5) | - | 1-5 | 6,914 | - |
| Total Developable Housing Supply (Years 6-10) | - | 6-10 | 5,136 | - |

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|---|---|-------|---------------|---|
| Total Developable Housing Supply (Years 11-15) | - | 11-15 | 5,175 | - |
| OVERALL TOTAL | - | - | 17,225 | - |