

## Core Policies for issues

### Promoting sustainable development

**4.143** Sustainable development is the key principle of the NPPF and the London Plan. It is the central theme of the Core Strategy, in particular setting out how to adapt to and mitigate the causes and effects of climate change. The strategy focuses on the balance to be struck between economic, social and environmental objectives and makes provision to meet needs for housing, business activity, community services and infrastructure, in a sustainable way, protecting both the built and natural environments.

**4.144** London is likely to experience warmer, wetter winters and hotter drier summers over the coming years due to the effects of climate change. This increases risks of flooding and overheating and may have detrimental health impacts. All new buildings in the borough should take this into account so that they are designed for the climate they will experience over their lifetime helping to increase resilience against the effects of climate change and extreme weather.

**4.145** A Health Impact Assessment should consider the potential impacts of development on health and should identify changes and actions to enhance the positive effects and mitigate, or eliminate the negative effects of development. Health Impact Assessments may be integrated with the Environmental Impact Assessment and sustainability appraisal process. More details are set out in DMPD Policy DMS1.

**4.146** To meet the needs of the local economy and reduce the need to travel, there is a need for flexible business accommodation, reflecting the make up of the borough as a predominantly small and medium enterprise (SME) economy. Some flexibility in the amount of employment floorspace required in mixed developments in town centres or on the riverside could be justified where such accommodation would be delivered.

**4.147** Within Wandsworth, development will be located on brownfield land, with the existing open space and Green Infrastructure network protected. The location of development should minimise the consumption of energy, and take account of issues such as flood risk, biodiversity, contaminated land and water resources. A sustainable relationship between development and transport can help reduce the need to travel, and large trip generating developments must be located in areas accessible by public transport, cycle or on foot or should be accompanied by enhancements to improve accessibility and capacity, so as to reduce the need to travel by car.

**4.148** Local delivery and servicing should be off-road wherever practicable, and should seek to minimise the impact on other road users and surrounding land uses (e.g. through noise mitigation measures or controls on delivery times). There is scope to maximise the potential of the River Thames and the rail network in the transport of freight and waste.

**4.149** The Council will encourage walking, cycling and public transport in preference to the private car by seeking enhancements to the provision of infrastructure for these modes and by promoting travel awareness campaigns, its school travel strategy, the development of travel plans and introduction of car clubs or other means of sustainable car use. New opportunities will arise with new development to address these issues. Robust Transport Assessments will be required to set out the transport impacts of a development and how these will be mitigated. Mixed use development will decrease the need for some journeys, while making development accessible to those walking, cycling or choosing public transport will also play an important role. Increased levels of walking and cycling can have beneficial health impacts, such as encouraging physical activity and improving air quality, as well as wider sustainability benefits. The Council will promote the use of local facilities and services, and will also seek to ensure that development is located where the need to travel is reduced and where there is a high level of accessibility by public transport, walking and cycling. For major developments travel plans will be required through planning conditions or S106 agreements. Travel plans will be linked to new developments in advance of their opening, so that more sustainable travel habits become "locked in" from the outset. There is a network of cycle routes in the borough including Cycle Superhighways and new development provides the opportunity to improve and provide connections to the network and new infrastructure including the Mayor of London's cycle hire scheme.

**4.150** The availability of car and cycle parking in new developments has a vital role to play in influencing the choice of travel mode. The Development Management Policies Document seeks to ensure that an appropriate balance is struck between providing adequate parking for a development while setting a realistic limit on parking that encourages travel to and from the development by more sustainable modes of transport. Maximum car parking standards are set so as to restrain the growth of private car use. There has been an increasing trend for developments to offer less on-site car parking than the maximum, and in some cases, no parking at all, and particularly in town centres and other accessible locations this is normally appropriate and desirable. The amount of parking required for commercial developments will be related to public transport accessibility and an assessment of available capacity of the location, with more restrictive standards for the most accessible locations such as the town centres. However, concerns have been expressed that some large housing schemes and the cumulative impact of small schemes with limited car parking will lead to overspill parking on residential roads, particularly in less accessible locations. Some developments can be excluded from controlled parking zones and parking policy is evolving to address issues such as evening and weekend parking pressure. A balance will need to be maintained, so that adequate off-street parking is provided, particularly in less accessible areas, and that the needs of specific groups, such as people with disabilities and residents in affordable housing are adequately provided for. The need for appropriate levels of parking for powered two wheelers (PTWs) will also be considered through Transport Assessments.

**4.151** The Council recognises that a lack of secure parking and storage is a major deterrent to wider cycle use. The amount of cycle parking provided in Wandsworth has increased significantly over recent years, but this effort needs to be sustained. The provision of cycle parking facilities is seen as an integral part of any cycling policy as without it the attraction of other cycling improvements will be diminished. Major new developments are expected to

show, in Transport Assessments and Travel Plans, how they will encourage cycling through the provision of permeable cycle access routes, and secure parking, showers, changing and storage facilities.

**4.152** Detailed criteria for Transport Assessments, the amount of car and cycle parking, and the role of Travel Plans and car clubs, are included in DMPD Policies DMT1 and DMT2.