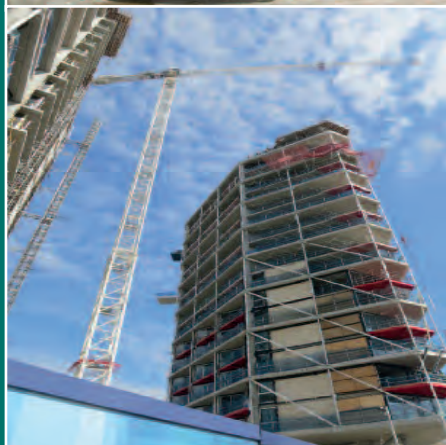


Wandsworth Local Plan



Site Specific Allocations Document

Adopted March 2016



Site Specific Allocations Document - Review

1	Introduction	6
1.1	Site locations	8
1.2	Policies Map site references	9
1.3	Spatial Strategy Areas	11
2	Nine Elms	12
2.1	Area Spatial Strategy for Nine Elms	12
2.1.1	Battersea Power Station and Goods Yard, Kirtling Street, SW8	27
2.1.2	Depot, Kirtling Street SW8	30
2.1.3	Former Petrol Filling Station, 2 Battersea Park Road, SW8	31
2.1.4	Battersea Gasholders, Prince of Wales Drive, SW8	32
2.1.5	Marco Polo House, 346 Queenstown Road, SW8	34
2.1.6	Cringle Dock, Nine Elms, SW8	36
2.1.7	Kirtling Wharf, Nine Elms, SW8	37
2.1.8	Warehouse, 88 Kirtling Street, SW8	38
2.1.9	Tideway Industrial Estate, Kirtling Street, SW8	39
2.1.10	Middle Wharf, Nine Elms, SW8	41
2.1.11	Cable and Wireless, Ballymore Site 6, Unit 2a, Battersea Park Road, SW8	42
2.1.12	Market Towers, Nine Elms, SW8	44
2.1.13	Booker Cash and Carry, 41-49 Nine Elms Lane, SW8	46
2.1.14	Sleaford Street, SW8	48
2.1.15	US Embassy, SW8	50
2.1.16	Main Site, Ballymore, Ponton Road, SW8	52
2.1.17	Securicor Site, 80 Kirtling Street, SW8	54
2.1.18	Royal Mail Group Site, Ponton Road, SW8	55
2.1.19	Christies Auctioneers Depot, Ponton Road, SW8	57
2.1.20	Government Car and Dispatch Agency, Ponton Road, SW8	59
2.1.21	Metropolitan Police Warehouse Garage, Ponton Road, SW8	60
2.1.22	Heathwall Pumping Station, 54-56 Nine Elms Lane, SW8	61
2.1.23	Brooks Court, Kirtling Street, SW8	62

2.1.24	49-59 Battersea Park Road, SW8	63
2.1.25	Dairy Crest Milk Distribution Depot, 55 Sleaford Street, SW8	65
2.1.26	Tidbury Court, Stewarts Road, SW8	67
2.1.27	New Covent Garden Market, Main Market Area, Nine Elms, SW8	68
2.1.28	New Covent Garden Market, Flower Market, Nine Elms, SW8	70
2.1.29	New Covent Garden Market, Entrance Site, Nine Elms Lane, SW8	72
2.1.30	Patcham Terrace and St Mary's School, Battersea, SW8	74
2.1.31	Silverthorne Road (Network Rail site) Battersea, SW8	76
2.1.32	National Express Bus Depot, Land off Silverthorne Road, SW8	77
2.1.33	Pensbury Place Waste Management Site, SW8	78
3	Central Wandsworth and the Wandle Delta	79
3.1	Area Spatial Strategy for Central Wandsworth	79
3.1.1	Wandsworth Business Village, Buckhold Road/Broomhill Road, SW18	82
3.1.2	Ram Brewery/Capital Studios/Former Dexion/Duvall site, Ram Street/Armoury Way/Wandsworth, SW18	84
3.1.3	Southside Shopping Centre (northern end), Wandsworth High Street, SW18	86
3.1.4	South Thames College/Welbeck House/17-27 Garratt Lane, SW18	88
3.2	Area Spatial Strategy for Land between Armoury Way and the Railway	90
3.2.1	Causeway Island including land to the east, SW18	93
3.2.2	Hunts Trucks and adjoining Gasholder, Armoury Way, SW18	95
3.2.3	Keltbray site, Wentworth House and adjacent land at Dormay Street, SW18	97
3.3	Area Spatial Strategy for Wandle Delta, land north of the Railway	99
3.3.1	Wandsworth Riverside Quarter, Point Pleasant, SW18	102
3.3.2	3-4 Osiers Road, SW18	104
3.3.3	9,11 and 19 Osiers Road, SW18	105
3.3.4	Linton Fuels site, Osiers Road, SW18	106
3.3.5	Feather's Wharf, The Causeway, SW18	108
3.3.6	Land at the Causeway, SW18	110
3.4	Cory Environmental Materials Recycling Facility, Smugglers Way, SW18	112
3.5	Western Riverside Waste Transfer Station, SW18	113
3.6	Homebase, Swandon Way, SW18	114
3.7	B&Q, Smugglers Way, SW18	115
3.8	McDonalds, Swandon Way, SW18	117

3.9	Mercedes Benz and Bemco, Bridgend Road, SW18	118
3.10	Wandsworth Bridge Roundabout, SW18	119
3.11	Wandsworth Bus Garage, Jews Row SW18	120
3.12	Pier Wharf, SW18	121
4	Clapham Junction	122
4.1	Area Spatial Strategy for Clapham Junction	122
4.1.1	ASDA, LIDL and Boots sites, Falcon Lane, SW11	125
4.1.2	Clapham Junction Station Approach, SW11	127
4.1.3	Land on the corner of Grant Road and Falcon Road, SW11	129
4.1.4	Land at Clapham Junction station, SW11	130
4.1.5	Peabody Estate, St Johns Hill, SW11	131
4.1.6	St Peter's Church & 21-31 Plough Road, SW11	133
4.1.7	Winstanley / York Road Estates, SW11	134
5	Tooting	136
5.1	180-218 Upper Tooting Road (Dadu's parade), Tooting, SW17	136
5.2	Markets Area, Tooting, SW17	137
5.3	181-207 Tooting High Street, SW17	138
5.4	79-101 Tooting High Street and Wood House/Palladino House, Laurel Close, Tooting, SW17	139
5.5	St George's Hospital Car Park, Maybury Street, SW17	141
6	Putney	142
6.1	Area Spatial Strategy for Putney Town Centre North	142
6.1.1	Wereldhave site, 56-66 Putney High Street, SW15	144
6.1.2	Jubilee House and Cinema, Putney High Street, SW15	145
6.1.3	Corner of Putney Bridge Road and Putney High Street, SW15	147
6.1.4	Putney Telephone Exchange, Montserrat Road, SW15	148
6.2	Area Spatial Strategy for Putney Town Centre South (Upper Richmond Road)	149
6.2.1	Tileman House, 131-133 Upper Richmond Road, SW15	151
6.2.2	113 Upper Richmond Road, SW15	153
6.2.3	East Putney House, 84 Upper Richmond Road and 86-88 Upper Richmond Road, SW15	155
6.2.4	85-99 Upper Richmond Road, SW15	157
6.3	Sainsbury's Supermarket, 2-6 Werter Road, Putney, SW15	159
6.4	Putney Hospital, Lower Richmond Road, SW15	160

6.5	Land Adjacent ARK Putney Academy, SW15	162
7	Balham	164
7.1	Sainsbury's Car Park, Bedford Hill, SW12	164
7.2	Former Aura House & Petrol Filling Station, Balham Hill, SW12	165
7.3	18-20 Boundaries Road, SW12	166
8	Roehampton	167
8.1	Area Spatial Strategy for Roehampton	167
8.1.1	Roehampton, Danebury Avenue, SW15	169
8.1.2	Southlands, Digby Stuart & Grove House, Roehampton Lane, SW15	171
8.1.3	Mount Clare, Minstead Gardens, SW15	172
8.1.4	Downshire House, Roehampton Lane, SW15	174
8.1.5	166-170 Roehampton Lane, SW15	176
8.2	ASDA, Roehampton Vale, SW15	178
9	Other Sites	179
9.1	Springfield Hospital, Burntwood Lane/Glenburnie Road, SW17	179
9.2	Army Forms Depot (Westfield House), 30 Knaresborough Drive, SW18	181
9.3	Council Depot, Eltringham Street, SW11	182
9.4	Wandsworth Prison, Heathfield Road, SW18	183
9.5	Former Garage Site, 39-41 East Hill, SW18	184
9.6	Cappagh waste recycling facility, The Willows, Riverside Way, SW17	185
9.7	Gypsy and Traveller site, Trewint Street, SW18	186
9.8	Garages, Woking Close, SW15	187
9.9	D. Goldsmith Ltd Waste Transfer Station, 2 Bendon Valley, SW18	188
9.10	259-311 Battersea Park Road, SW11	189
9.11	Atheldene, Garratt Lane, SW18	190
9.12	Rileys Snooker Hall, 227-231 Wimbledon Park Road, SW18	192
10	Other Thames Riverside Sites	193
10.1	Area Spatial Strategy for Ransome's Dock	193
10.1.1	Ransomes Wharf, Former Domus Tiles site, Parkgate Road/Elcho Street, SW11	195
10.1.2	12-18 Radstock Street, SW11	196
10.2	110 York Road, Battersea (Former Prices Candles factory), SW11	197
10.3	Dovercourt site, York Road, SW11	198

10.4	Homebase, York Road, SW11	199
10.5	12-14 Lombard Road, SW11	200
10.6	41-47 Chatfield Road, SW11	201
10.7	8-40 Chatfield Road, SW11	202
10.8	Gartons Industrial Estate, Gartons Way, SW11	203
10.9	York Road Business Centre, Yelverton Road, SW11	204
10.10	208-214 York Road & 4 Chatfield Road, SW11	205
10.11	36 Lombard Road, SW11	206
10.12	37 Lombard Road (Travis Perkins), SW11	207
10.13	19 Lombard Road, 80 Gwynne Road, SW11	208
10.14	58-70 York Road (The Chopper P.H.), SW11	209
10.15	Plantation Wharf, Gartons Way - York Place, SW11	210
10.16	200 York Road, Travelodge Hotel, SW11	211

Appendices

1	Tall Buildings Maps	212
2	Waste Management Sites	224

1 Introduction

The Local Plan

The Planning and Compulsory Purchase Act 2004 and National Planning Policy Framework (NPPF) require local planning authorities to produce a Local Plan, setting out a spatial strategy and policies and proposals for the development and other use of land within their borough. The Council's Local Plan is made up of a set of three Development Plan Documents. The Core Strategy is the most important of these documents as it sets out the Council's vision and guiding principles for planning in Wandsworth. Wandsworth's first Core Strategy was found sound by the Planning Inspectorate in June 2010 and was formally adopted in October 2010.

The Core Strategy is supported by two further Development Plan Documents (DPDs), this document; the Site Specific Allocations Document (SSAD), and the Development Management Policies Document (DMPD), both first adopted in February 2012. Together, these documents replaced the Wandsworth Unitary Development Plan 2003 (UDP), and form the statutory Development Plan for the borough, along with the London Plan, guiding change over the plan period 2015 - 2030.

Purpose of the SSAD

The SSAD sets out the main sites where development or other change is anticipated in the borough, where the Council has particular objectives or is supporting or promoting specific proposals. It shows development sites which will contribute to achieving the objectives of the Core Strategy. The SSAD includes sites identified in the Housing Capacity Study, sites carried forward and updated from the Unitary Development Plan, sites coming forward in the light of the Core Strategy and sites put forward by site owners and developers themselves.

The Council's first SSAD was developed over a number of years. Extensive consultations took place with key stakeholders, local groups and organisations and the wider public during the autumn and winter of 2005 and these were carried on through a series of focus groups and discussion meetings in the early part of 2006. The views expressed helped draw up the draft Issues and Options document, including sites put forward by site owners and developers themselves. The Issues and Options document was subject to consultation for a 6 week period. Further consultation took place in December 2007/January 2008 and on Preferred Options in December 2009/February 2010, following submission.

The Council's first SSAD was submitted to the Secretary of State for Examination in May 2011. The SSAD was found sound by an independent Planning Inspector in December 2011, and subject to the changes identified in the Inspector's Examination report, the SSAD was adopted by the Council in February 2012.

The Council was required to review its Local Plan following the publication of the NPPF, to ensure compliance with new national policies. Changes were also needed to reflect the London Plan 2011 and to address a number of other changes which had been identified. Following Executive approval the Council carried out consultation on the areas to be included in the review of the Local Plan. The Proposed Submission Version of the SSAD was approved by the Executive on 29 April 2013 with representations being sought between 17 May and 28 June 2013. The details of the consultation responses and the Council's proposed actions are set out in the Local Plan Review Consultation Report. This SSAD provides an update of the Council's vision and strategic sites in the borough for the next 15 years.

Links with other policy

Development Management Policies Document: The Development Management Policies Document (DMPD) supports the Core Strategy by setting out detailed policies for managing development in the borough. The role of the DMPD is principally to support the Core Strategy and London Plan, but also to help deliver Council policies and strategies where relevant. In most cases, numerous DMPD policies will be applicable to an application and for that reason they have not all been listed in relation to each SSAD site, however cross references are provided in some cases, where particularly relevant.

Authority Monitoring Report: Every local authority is required to prepare monitoring reports, previously an Annual Monitoring Report, containing information on the implementation and effectiveness of policies set out in Local Development Documents. The monitoring reports focus on indicators for which data is readily available in order to assess the extent to which policies are being achieved. The inclusion of indicators that are closely tailored to local policy will be developed on an incremental basis, reflecting the changing needs of the Council, the availability of data and relevance to the local level. Indicators relating to Core Strategy policies referred to in the SSAD, and DMPD policies relevant to the SSAD have already been identified.

Content of the SSAD

The SSAD contains Area Spatial Strategies for the areas of greatest change in the borough, together with individual site allocations. The Site Allocation for each of the sites is stated, including policy context and justification. The document explores various issues relating to opportunities and constraints for the site, some of which are discussed under the sub-headings below. Where a particular issue is not relevant to a site it has been excluded from the text. The Core Strategy sets the context from which the Area Spatial Strategies and Site Allocations have arisen.

Vauxhall/Nine Elms/Battersea Opportunity Area

Nine Elms forms the part of the Vauxhall/Nine Elms/Battersea Opportunity Area (VNEB OA) in Wandsworth and is partly within the Central Activities Zone as defined in the London Plan. The remainder of the Opportunity Area is within the London Borough of Lambeth. The Opportunity Area (OA), now known as Nine Elms Vauxhall, is the focus for considerable new development in the medium to long term and Policy PL11 of the Core Strategy outlines the broad strategic approach as to how this will be achieved. The first section of this document provides an Area Spatial Strategy for Nine Elms. This Area Spatial Strategy is informed by the Vauxhall/Nine Elms/Battersea Opportunity Area Planning Framework (VNEB OAPF) which was prepared jointly by Wandsworth Council, the Greater London Authority (GLA) and London Borough of Lambeth. The OAPF supports the delivery of high density mixed use development, including the delivery of approximately 16,000 new homes and between 20,000 – 25,000 jobs, together with a potential significant CAZ frontage (town centre) at Battersea Power Station, and a smaller CAZ frontage at Vauxhall. The London Plan 2015 updates the target for new homes in the Opportunity Area to a minimum of 20,000 with a target of 25,000 new jobs.

Infrastructure

In order to inform the OAPF, a strategic transport study was undertaken by Transport for London. The transport study concluded that in order to maximise the development potential of the VNEB OA a package of strategic transport measures is required. This includes an extension to the Northern Line, from Kennington to Battersea Power Station, with an intermediate stop at Nine Elms (on the Wandsworth Road) in Lambeth. An Infrastructure Funding Study was prepared to provide guidance on how the package of strategic transport measures, together with other important infrastructure, may be delivered. The VNEB Development Infrastructure Funding Study (DIFS) has been used to inform the level of funding required to provide the infrastructure necessary to support the regeneration of Nine Elms, with the information being updated as necessary. The work of the DIFS has informed the Council's Community Infrastructure Levy (CIL) charging schedule, which identifies specific CIL rates for Nine Elms. The Council's CIL Charging Schedule came into effect on 1 November 2012. The priorities for CIL expenditure are set out in the Council's Regulation 123 List. The Planning Obligations SPD sets out the principles which will be used in negotiating Section 106 contributions. Planning Obligations will be sought in accordance with the tests contained within the CIL Regulations.

Water Supply and Waste Water Infrastructure

Developers will be required to demonstrate that there is adequate water supply and waste water capacity both on and off a site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing water and/or waste water infrastructure. Drainage on the site must maintain separation of foul and surface flows. For further information on both water supply and sewerage/sewage treatment please contact Thames Water Utilities.

The Thames Tideway Tunnel Project

The UK Government is required to meet the requirements of the European Union Urban Waste Water Treatment Directive and Thames Water must meet those of the related UK Urban Waste Water Treatment regulations in respect of collection and treatment of sewage within its area. The Secretaries of State granted Development Consent for a wastewater storage and transfer tunnel known as the Thames Tideway Tunnel on 12 September 2014, which came into force on 24 September 2014. The tunnel will intercept identified combined sewer overflows (CSOs) that frequently discharge into the tidal reaches of the River Thames. A total of 24 sites throughout London are required for its construction and operation. Construction will commence at sites from 2016 and it is anticipated that the tunnel will be operational by 2022/23.

The construction sites and tunnel alignments are safeguarded by Article 52 of the Order. Article 52 (7) also requires that in determining the application, the local planning authority must take into account the recommendation of TWUL. The Development Consent is a material consideration of substantial weight in the determination of all applications in the vicinity of the project. The National Policy Statement for Waste Water and the Examining Authority's Report make clear that the Government considers that there is an established, urgent need for this nationally significant infrastructure.

The sites relating to Wandsworth contained within the Order are as follows: Putney Embankment Foreshore, Dormay Street, King Georges Park, Falconbrook Pumping Station, Kirtling Street (main drive site) and Heathwall Pumping Station.

Some of the sites that are identified in the SSAD will be used for the construction and operation of the Thames Tideway Tunnel. Many of the sites will, however, be available for development post completion of construction/commissioning of the Thames Tideway Tunnel.

The relevant SSAD sites are:

Dormay Street

- 3.2.1 Causeway Island including land to the east, SW18
- 3.2.3 Keltbray site, Wentworth House and adjacent land at Dormay Street, SW18

Kirtling Street

- 2.1.2 Depot, Kirtling Street, SW8
- 2.1.3 Former Petrol Filling Station, 2 Battersea Park Road, SW8
- 2.1.7 Kirtling Wharf, Nine Elms, SW8
- 2.1.8 Warehouse, 88 Kirtling Street, SW8
- 2.1.11 Cable and Wireless, Ballymore Site 6, Unit 2a, Battersea Park Road, SW8
- 2.1.17 Securicor Site, 80 Kirtling Street, SW8
- 2.1.23 Brooks Court , Kirtling Street, SW8

Heathwall Pumping Station

- 2.1.22 Heathwall Pumping Station, 54-56 Nine Elms Lane, SW8
- 2.1.10 Middle Wharf, Nine Elms, SW8

The latest information containing site details can be found on the Planning Inspectorate's website:

<http://infrastructure.planningportal.gov.uk/projects/london/thames-tideway-tunnel>

Flood Risk

All flood risk advice for each site should be read in accordance with the Wandsworth Strategic Flood Risk Assessment (SFRA), the Surface Water Management Plan (SWMP) and in consultation with the Environment Agency (EA). If a site is located within a SFRA modelled area and shown to be at risk of flood inundation then it is likely that the existing model outputs could be used to determine the residual risk to the site. However, the EA need to be consulted to confirm that existing modelling outputs are appropriate for a specific site. This is because flood depth and hazard vary spatially and the information presented in the SFRA is based on specific breach locations.

Decentralised Energy Networks

All development sites will be expected to connect to any existing heating or cooling network unless demonstrated unfeasible, as outlined in Core Strategy Policy IS2 and DMPD Policy DMS3. Where networks do not currently exist, developments should make provision to connect to any future network that may be developed, and have regard to opportunities identified through the London Heat Map. Such provision should follow guidelines set out in the Mayor's District Heating Manual for London and in any relevant Energy Masterplan.

Design Principles

The Area Spatial Strategies represent a number of SSAD sites that have been considered together in the same area to enable a wide inter-linked design strategy to be framed. This framework approach allows for the implementation of Core Strategy policy objectives through planning new development in a cohesive spatial manner. Each diagram and associated text represents the aspiration for how new development could be linked and accessed to realise the place specific objectives set out in the Core Strategy. Guidance on appropriate building heights should be read in accordance with the Stage 2 Urban Design Study - Tall Buildings, and the criteria of the tall buildings policy contained in the Development Management Policies Document. The Tall Buildings maps can be found in Appendix 1 of this document. The maps indicate the height at which buildings will be considered 'tall buildings' within the borough's town centres and focal points of activity and Nine Elms near Vauxhall. References to active frontages in the Design Principles section refer to broader urban design principles of improving the streetscene by presenting a frontage in terms of orientation of the building, positioning of ground floor windows, doors, signage etc, rather than type of use class.

Maps and Diagrams

The majority of the individual maps for each site represent site ownership. Some maps have more than one ownership and have been included as one as there are planning benefits by including adjacent sites in the locality. This does not prejudice individual parts of the larger allocation coming forward for development independently, but opportunities to develop sites as an entirety should be explored. The Area Spatial Strategy diagrams relate to a wider area considered for urban design purposes. Each diagram and associated text represents the aspirations for how new development could be linked and accessed to realise the place specific objectives set out in the Core Strategy. The maps and Area Spatial Strategy diagrams are indicative and are north facing.

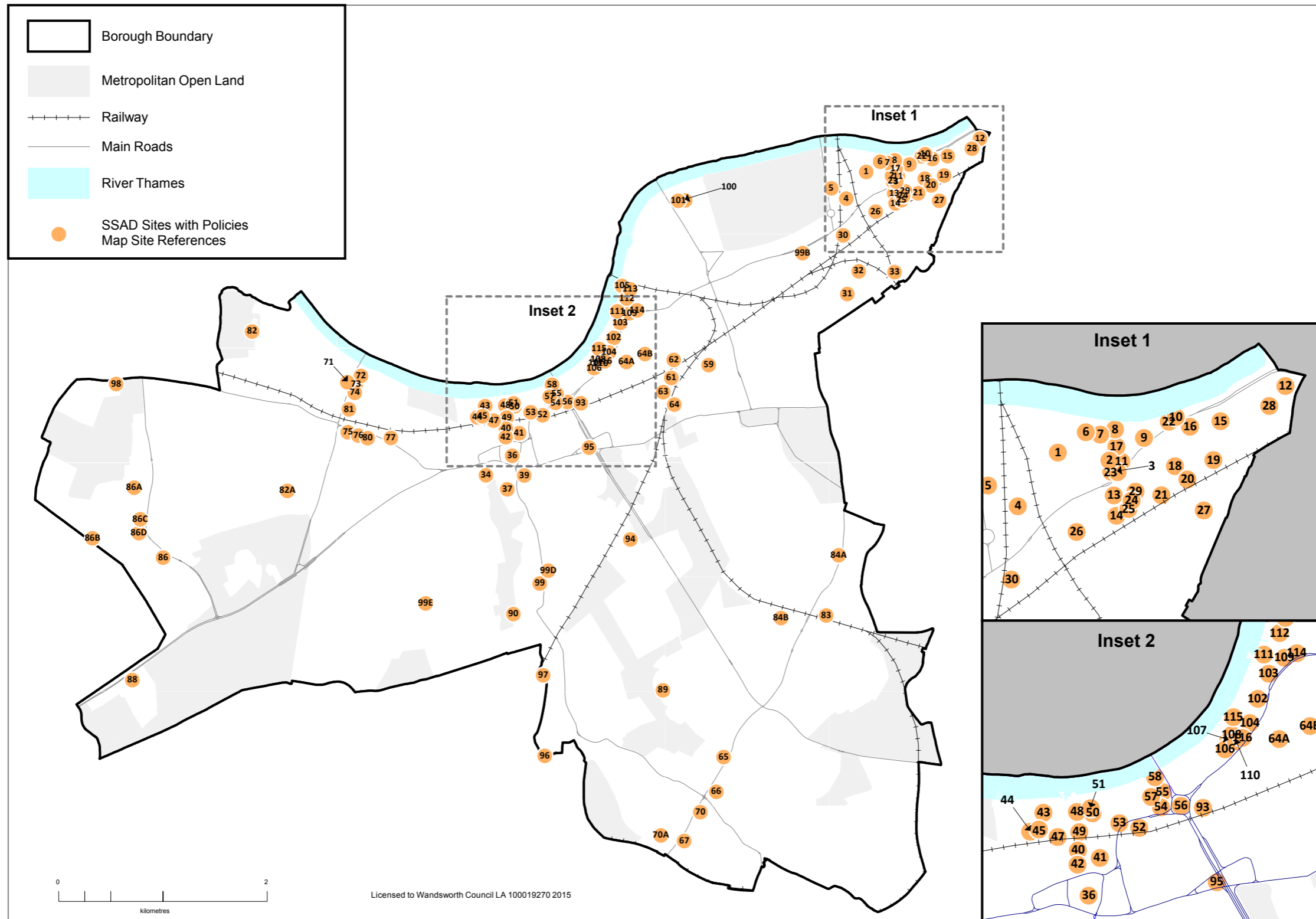
Public Transport Accessibility Level (PTAL)

The PTAL rating should be used as a guide, accurate information on the actual PTAL value should be calculated separately for the individual site. The following website should be used for the latest TFL PTAL rating: www.tfl.gov.uk/webcat.

London Plan Density Matrix Classification (Sustainable residential quality (SRQ) density matrix)

This broad area classification should be moderated by the local site context. In some instances it may be appropriate to exceed the densities in the matrix, particularly on large sites where variety in land use and density will add to place-making and necessary levels of infrastructure to support higher density can come forward.

1.1 Site locations



Overview of Site Locations

1.2 Policies Map site references

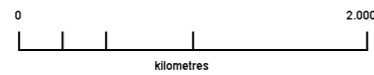
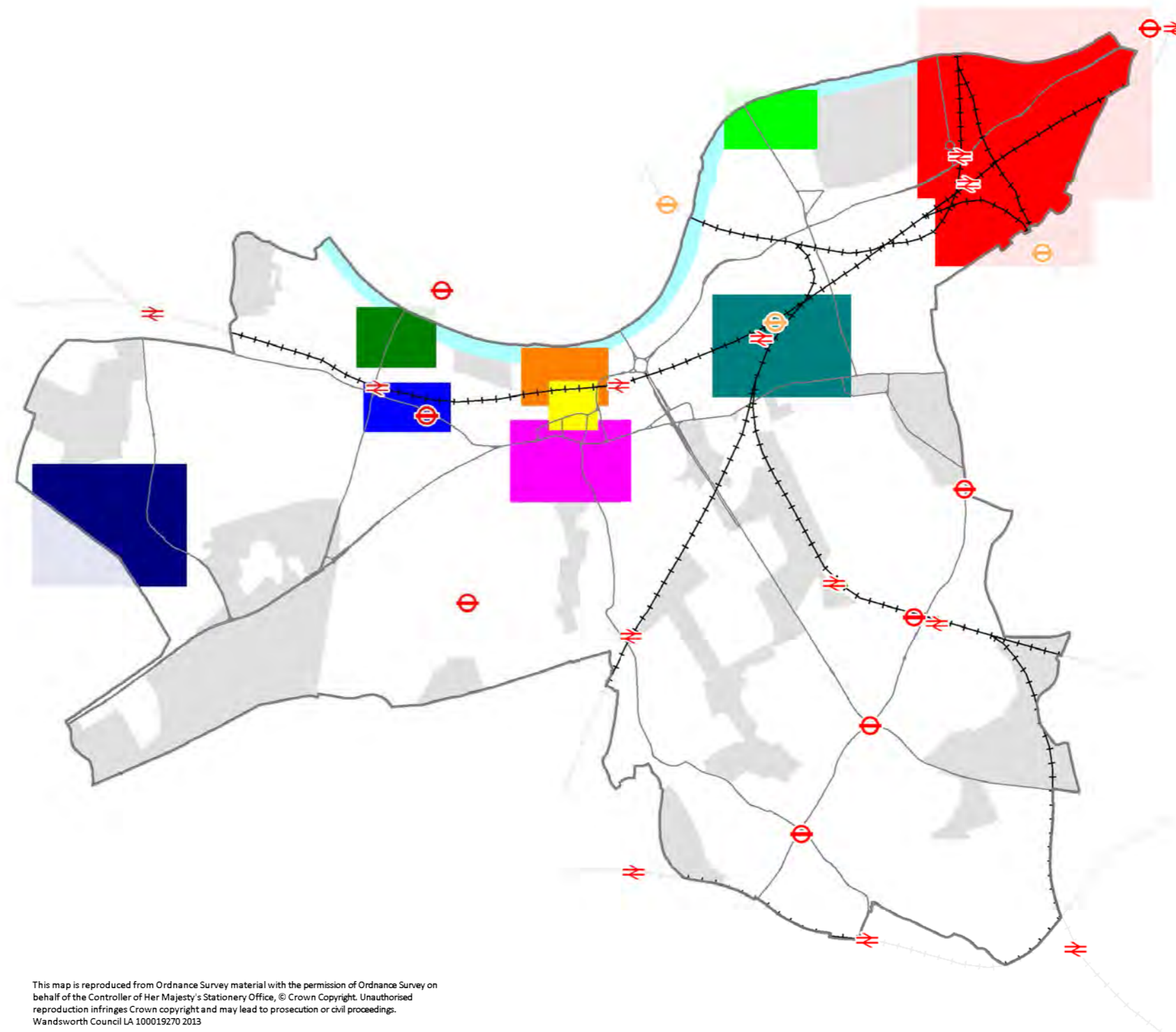
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71. Wereldhave site, 56-66 Putney High Street, SW15 (6.1.1)
72. Jubilee House and Cinema, Putney High Street, SW15 (6.1.2)
73. Corner of Putney Bridge Road and Putney High Street, SW15 (6.1.3)
74. Putney Telephone Exchange, Montserrat Road, SW15 (6.1.4)
75. Tileman House, 131-133 Upper Richmond Road, SW15 (6.2.1)
76. 113 Upper Richmond Road, SW15 (6.2.2)
77. East Putney House, 84 Upper Richmond Road and 86-88 Upper Richmond Road, SW15 (6.2.3)
80. 85-99 Upper Richmond Road, SW15 (6.2.4)
81. Sainsbury's Supermarket, 2-6 Werter Road, Putney, SW15 (6.3)
82. Putney Hospital, Lower Richmond Road, SW15 (6.4)
- 82A. Land Adjacent to ARK Putney Academy, SW15 (6.5)
83. Sainsbury's Car Park, Bedford Hill, SW12 (7.1)
- 84A. Former Aura House & Petrol Filling Station, Balham Hill, SW12 (7.2)
- 84B. 18-20 Boundaries Road, SW12 (7.3)
86. Roehampton, Danebury Avenue, SW15 (8.1.1)
- 86A. Southlands, Digby Stuart & Grove House, Roehampton Lane, SW15 (8.1.2)
- 86B. Mount Clare, Minstead Gardens, SW15 (8.1.3)
- 86C. Downshire House, Roehampton Lane, SW15 (8.1.4)
- 86D. 166-170 Roehampton Lane, SW15 (8.1.5)
88. ASDA, Roehampton Vale, SW15 (8.2)
89. Springfield Hospital, Burntwood Lane/Glenburnie Road, SW17 (9.1)
90. Army Forms Depot (Westfield House), 30 Knaresborough Drive, SW18 (9.2)
93. Council Depot, Eltringham Street, SW11 (9.3)
94. Wandsworth Prison, Heathfield Road, SW18 (9.4)
95. Former Garage Site, 39-41 East Hill, SW18 (9.5)
96. Cappagh waste recycling facility, The Willows, Riverside Way, SW17 (9.6)
97. Gypsy and Traveller site, Trewint Street, SW18 (9.7)
98. Garages, Woking Close, SW15 (9.8)
99. D. Goldsmith Ltd Waste Transfer Station, 2 Bendon Valley, SW18 (9.9)
- 99B. 259-311 Battersea Park Road, SW11 (9.10)
- 99D. Atheldene, Garratt Lane, SW18 (9.11)
- 99E. Rileys Snooker Hall, 227-231 Wimbledon Park Road, SW18 (9.12)
100. Ransomes Wharf Former Domus Tiles sites, Parkgate Road/Elcho Street, SW11 (10.1.1)
101. 12-18 Radstock Street, SW11 (10.1.2)
102. 110 York Road, Battersea (Former Prices Candles factory), SW11 (10.2)
103. Dovercourt site, York Road, SW11 (10.3)

104. Homebase, York Road, SW11 (10.4)
105. 12-14 Lombard Road, SW11 (10.5)
106. 41-47 Chatfield Road, SW11 (10.6)
107. 8-40 Chatfield Road, SW11 (10.7)
108. Gartons Industrial Estate, Gartons Way, SW11 (10.8)
109. York Road Business Centre, Yelverton Road, SW11 (10.9)
110. 208-214 York Road & 4 Chatfield Road, SW11 (10.10)
111. 36 Lombard Road, SW11 (10.11)
112. 37 Lombard Road (Travis Perkins), SW11 (10.12)
113. 19 Lombard Road, 80 Gwynne Road, SW11 (10.13)
114. 58-70 York Road (The Chopper P.H.), SW11 (10.14)
115. Plantation Wharf, Gartons Way – York Place, SW11 (10.15)
116. Travelodge Hotel, 200 York Road, SW11 (10.16)

1.3 Spatial Strategy Areas

KEY

- Spatial Strategy Areas**
- Nine Elms
 - Ransome's Dock
 - Clapham Junction
 - Wandle Delta, Land North of the Railway
 - Central Wandsworth
 - Land between Armoury Way and the Railway
 - Putney Town Centre South (Upper Richmond Road)
 - Putney Town Centre North
 - Roehampton
- Railway Station
 - Underground Station
 - Overground Station
 - Railway Line
 - Main Road
 - River Thames
 - Metropolitan Open Land

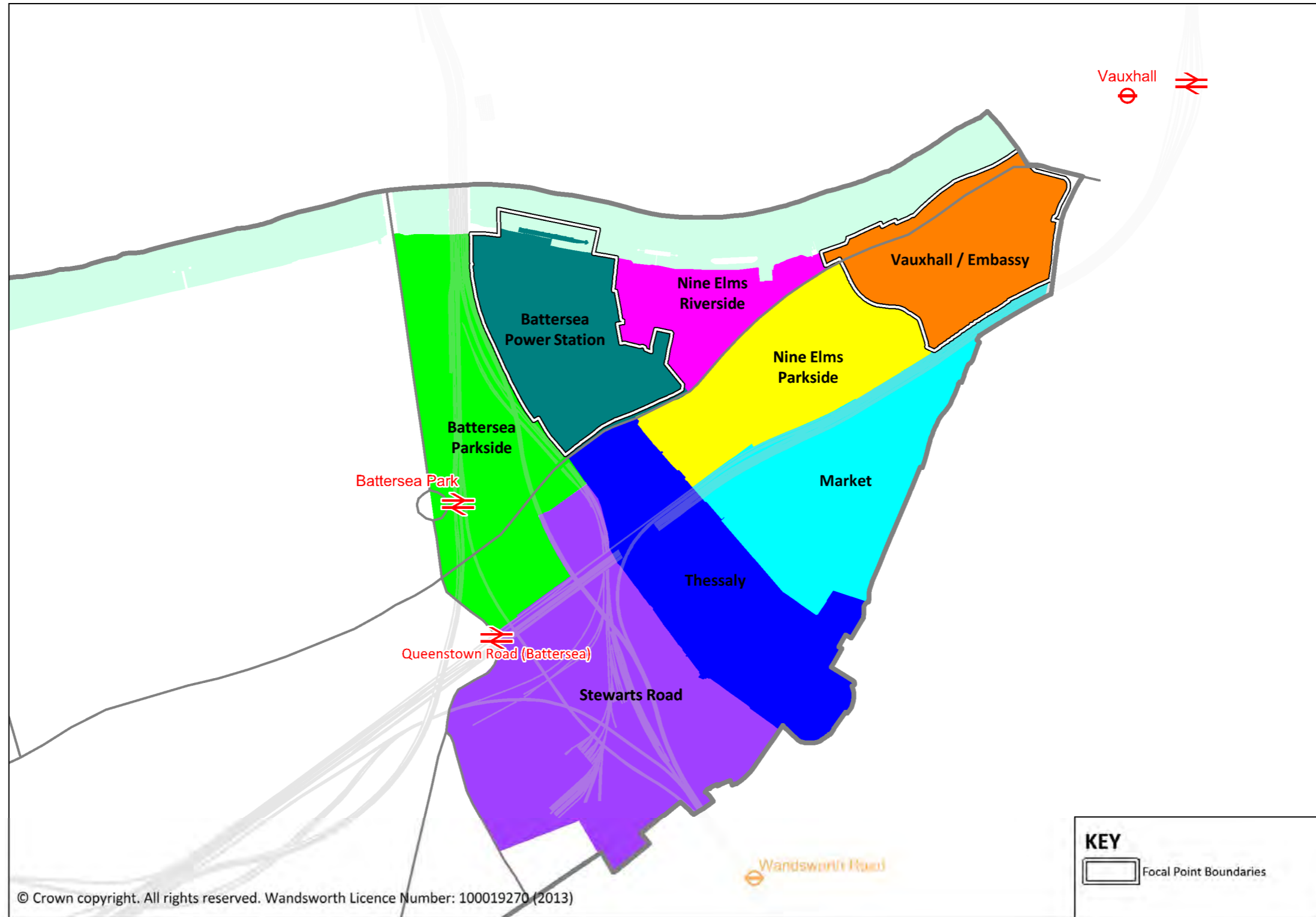


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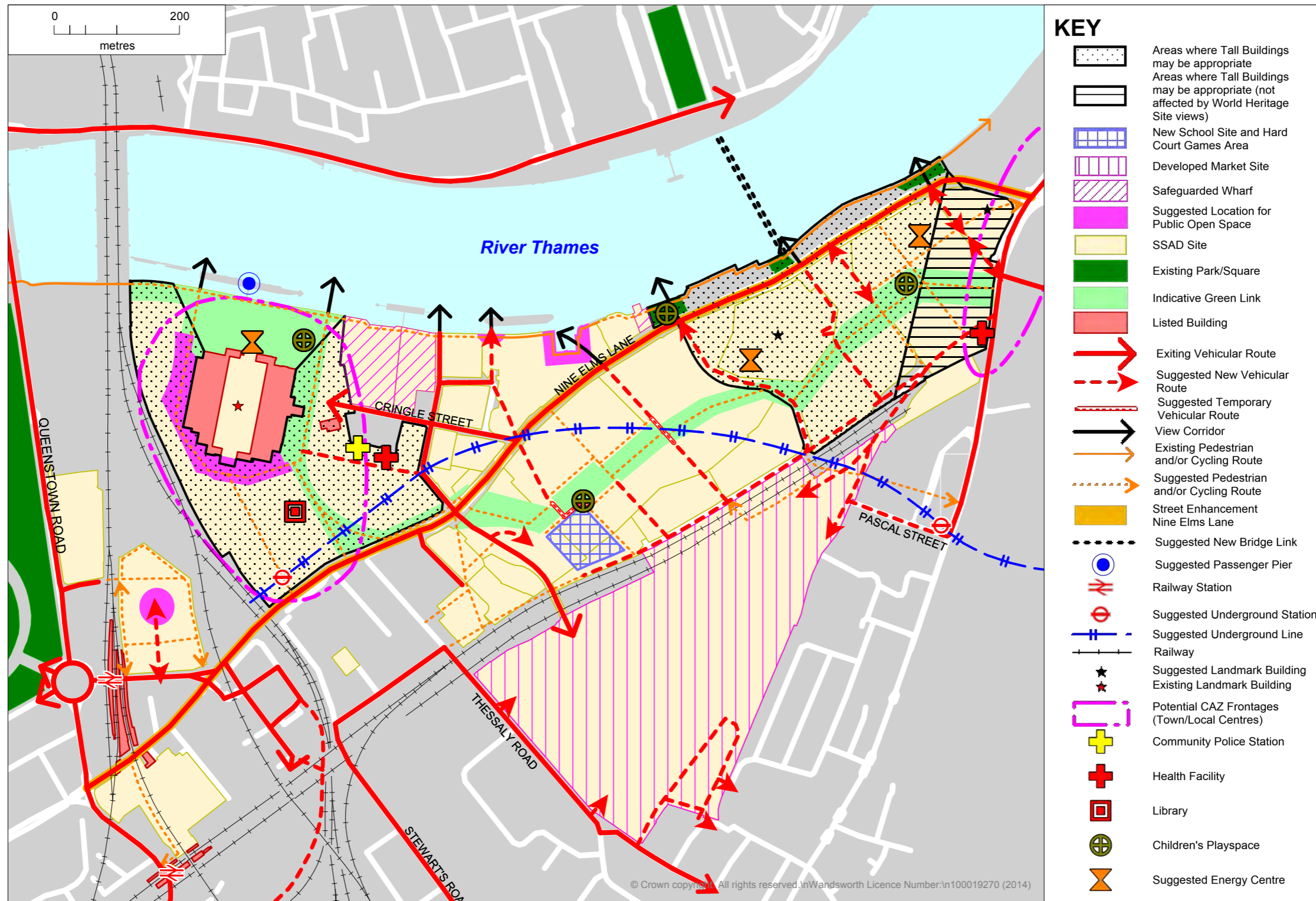
Overview of Spatial Strategy Areas

2 Nine Elms

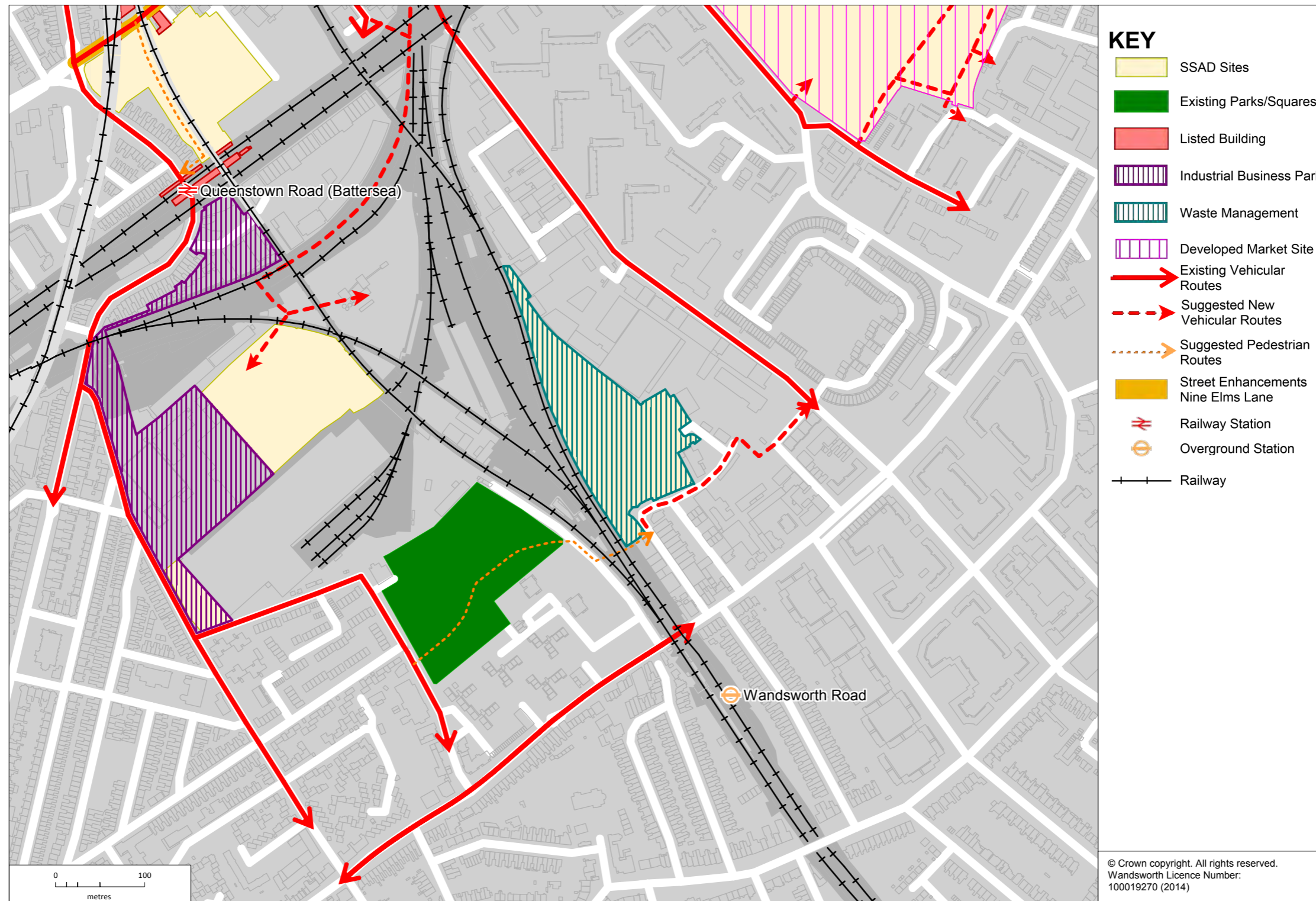
2.1 Area Spatial Strategy for Nine Elms



Nine Elms Districts



Area Spatial Strategy - Nine Elms North



Area Spatial Strategy - Nine Elms South

Planning policy context

Nine Elms forms the part of the Vauxhall/Nine Elms/Battersea Opportunity Area (VNEB OA) in Wandsworth and is partly within the Central Activities Zone as defined in the London Plan. The remainder of the Opportunity Area is in the London Borough of Lambeth. The Opportunity Area (OA) is the focus for considerable new development in the medium to long term and Policy PL11 of the Core Strategy outlines the broad strategic approach as to how this will be achieved.

Policy PL11 also identifies support for retention, consolidation and intensification of the New Covent Garden Market site, supporting both the development of a new market and food hub as well as new housing and employment opportunities. The provision of new homes is a key outcome of redevelopment, as described in Policy PL5 of the Core Strategy. The south west part of the area forms part of the Queenstown Road Strategic Industrial Location as set out in Core Strategy Policy PL7. Part of the area, to the north of Battersea Park Road/Nine Elms Lane is within the Thames Policy Area. Core Strategy Policy PL9 provides strategic policy criteria for development on the River Thames including on focal points, and to protect river infrastructure and the safeguarded wharves for trans-shipment of freight, waste and aggregates. Development on sites adjoining the three safeguarded wharves and on the routes from the wharves to the main road network will need to be designed so that existing and potential operational requirements of these wharves are not prejudiced for cargo-handling uses.

The area is currently characterised by industrial land use, with utilitarian buildings and spaces, under-utilised land and poor connections. The change in land use zoning to mixed use heralds potential for significant transformation, and development of the Riverlight (formerly Tideway Industrial Estate) and Embassy Gardens (formerly Main Site, Ballymore) sites. Three major developments can play a key role acting as catalysts to the economic and cultural regeneration of the area, namely the re-use and conversion of Battersea Power Station and the development of the surrounding land, the redevelopment of the New Covent Garden Market site including the construction of a new market and the relocation of the US Embassy from Grosvenor Square to Nine Elms together with some new tall buildings close to Vauxhall.

This Area Spatial Strategy is informed by the Vauxhall/Nine Elms/Battersea Opportunity Area Planning Framework (VNEB OAPF) prepared jointly by the Greater London Authority (GLA) in partnership with Wandsworth and Lambeth councils. The OAPF supports the delivery of high density mixed use development, including the delivery of approximately 16,000 new homes and between 20,000 – 25,000 jobs (gross), together with a potential significant CAZ frontage (town centre) at Battersea Power Station, and a smaller CAZ frontage at Vauxhall.

Vision for Nine Elms

Nine Elms represents a unique opportunity in terms of the potential to create a new large scale quarter of high quality, high density, low-carbon mixed-use development close to the heart of Central London. The area has the potential to attract significant international investment to the capital, reinforcing London's identity as a world city. Two key features of the area will be the provision of a new extension to the underground network, the Northern Line Extension (NLE), and a new linear park, linking Vauxhall to Battersea Power Station, providing a heart throughout the area and a place to relax and meet.

Eight districts are proposed within Nine Elms, reflecting the potential of the different areas, complementing each other in terms of the provision of homes, jobs, recreation and leisure opportunities. The areas from east to west are:

1. Vauxhall/Embassy district: High density mixed use area, with the potential for a cluster of tall buildings at Vauxhall, together with a CAZ frontage serving local residents and workers (local centre) partly in Wandsworth fronting Wandsworth Road and partly in Lambeth. The new American Embassy will form a focus for the district, with the potential for further similar institutions and related business uses between the new Embassy and Vauxhall. Vauxhall/Embassy will form the gateway to the linear park, which will link Vauxhall to the Power Station.

2. Nine Elms Parkside district: Area to the south of Nine Elms Lane with predominantly residential mixed-use developments, on either side of the linear park, as well as school/community use provision to serve the area as a whole. As well as having the linear park as its core, the area will be influenced by major improvements which will be made to Nine Elms Lane. This will create an urban boulevard, where commercial uses will be appropriate at ground floor level, providing active frontages.
3. Nine Elms Riverside district: Area between Nine Elms Lane and the River Thames including existing residential blocks. Largely residential mixed-use developments with an emphasis on providing active ground floor frontages, including fronting Nine Elms Lane and riverside-focused pocket parks.
4. Market district: Redevelopment of the main market site, to provide a wholesale food and flower market to meet the needs of London in the 21st Century. High density mixed-use development, including complementary uses, e.g. hotel, restaurants, food related college, business and limited retail, and residential will be introduced to the north (apex) of the site and improved north/south linkages provided through the railway viaduct. The redevelopment of the market has the potential to create significant new economic activity, including the potential to attract visitors to the area.
5. Thessaly district: Residential district linking Wandsworth Road to Battersea Park Road. Potential to supplement existing housing with new mixed tenure developments.
6. Stewarts Road district: Intensification of the existing industrial and waste uses, to help provide capacity for relocating and incoming businesses. Western part of the area to be designated as an Industrial Business Park, to provide a buffer between the key industrial sites and adjoining residential areas, notably the Parktown Estate Conservation Area. Improvements to access in the area and to the environment will be provided.
7. Power Station district: High density mixed use development focused on the iconic Battersea Power Station building, including large scale provision of business floorspace and a potential CAZ frontage (town centre) meeting the needs of the local community and providing a destination shopping centre for London as a whole. The provision of a riverside open space will form the end of the linear park, with the riverside walk linking through to Battersea Park. A new passenger pier will be provided.
8. Battersea Parkside district: High density residential led mixed use development facing and close to Battersea Park. Much of this district lies within the Battersea Park and Parktown Estate Conservation Areas.

The Wandsworth part of the Opportunity Area has the potential to deliver over 14,000 new homes and 20,000 jobs (gross) over a period of up to 20 years (based on the total capacity of the area as identified in the London Plan 2015 being over 20,000 new homes and 25,000 new jobs), however the actual mix of development is likely to depend, at least in part, on economic conditions. This level of development is dependent on the provision of supporting transport, social, community and green infrastructure as identified in the Development Infrastructure Funding Study (DIFS) detailed below. The DIFS report was based on the infrastructure requirements necessary to support 16,000 new dwellings and 20,000 - 25,000 new jobs in the OA as a whole. Significantly increasing the number of units in the area above this level would require the study to be revisited to test whether the proposed infrastructure could support the increased population. Working with the GLA, TfL, Lambeth Council and landowners through the Nine Elms Vauxhall (NEV) Partnership, the Council is taking proactive steps to ensure the delivery of the necessary infrastructure. The Council's CIL Charging Schedule, takes forward the recommendations in the DIFS report to secure the necessary level of funding from developments in the area. The Chancellor's 2012 Autumn Statement, included a commitment to make a £1billion loan guarantee available to the Mayor of London to support the delivery of the Northern Line Extension.

The Council's affordable housing policy which is set out in Core Strategy Policy IS5 seeks the maximum reasonable amount of affordable housing subject to economic viability. The actual level of provision of affordable housing will therefore depend on the future economic conditions. The OAPF DIFS was commissioned by the GLA to investigate in detail the infrastructure required to support the development of the OA and how it could be funded. The DIFS recommended tariff levels relating to the provision of 15% and 40% affordable housing. Even with 15% affordable housing there is an infrastructure funding gap of £55m (see section on Planning Obligations/Community Infrastructure Levy). Given the need to keep the funding gap to a minimum by maximising the contributions from developments, the Council currently requires a minimum level of 15% of affordable housing, subject to individual site assessment as required by Policy IS5. As the delivery timetable for Nine Elms spans a period of at least 20 years, and economic conditions are likely to change over this period, the funding requirements and minimum level of affordable housing which is expected to be viable, will need to be regularly reviewed.

Table 1 below indicates estimated future population in new developments in Nine Elms, based on the results of the Nine Elms Vauxhall 2013 Phasing and Investment Study update. The estimates are based on the latest information on the number and phasing of developments and information on population yield by tenure and dwelling size from the 2004 New Housing Survey. Development Scenario 2 reflects smoothing of development after the initial peak (compared to landowners responses) to reflect the market's ability to absorb units; Development Scenario 4 is based on delayed development representing the "worst reasonable case". When all development is complete it is expected that the population in new developments will reach around 27,400.

Table 1. Estimated population in new developments in Nine Elms by Development Scenario

Age	Development Scenario 2			Development Scenario 4		
	2016/17	2020/21	2030/31	2016/17	2020/21	2030/31
0-2	126	468	907	110	310	887
3-4	57	225	450	49	144	441
5-10	67	336	691	56	200	677
11-15	32	153	310	29	93	306
16-19	37	181	387	34	113	382
20-29	1,454	5,120	9,399	1,259	3,405	9,129
30-39	1,405	4,816	8,787	1,221	3,246	8,534
40-59	658	2,397	4,516	554	1,564	4,381
60-79	259	984	1,900	211	617	1,838
80+	17	57	98	15	39	95
Total	4,112	14,738	27,445	3,539	9,732	26,671

Given that there is still uncertainty about the actual number of dwellings which will be completed in the area, the nature of the developments, the percentage of affordable housing which might be viable over time, the timing of developments and the characteristics of the future population, the Partnership Strategy Board has agreed to commission updates of the Phasing and Investment Studies, initially every 2 years, to ensure that

the necessary investment in infrastructure can be planned to support the growing population of the area. Any significant implications in terms of the infrastructure requirements necessary to support the future population are being taken forward in a revision to this part of the document.

New jobs will be focused at the Vauxhall/Embassy, Market, Stewarts Road and Power Station districts, with smaller numbers of new jobs being provided in commercial units throughout the area. A wide range of different jobs are likely to be provided in different sectors, related to major office, retail and hotel developments, in addition to redevelopment of New Covent Garden Market and intensification of the Stewarts Road industrial area. The Council will be working with its partners to maximise the potential employment of local people.

Improving access to and from and through the area is an important theme throughout Nine Elms. Development of the area is dependent on major improvements to public transport accessibility. The Council supports the development of an extension to the Northern Line together with other public transport improvements. Improvements to North/South linkages through the railway viaduct are also proposed, helping to integrate the area with surrounding communities in Wandsworth and Lambeth.

The Sites:

There are over 30 sites in Nine Elms that can contribute to the future development proposals and achievement of the policy objectives for the area. The main development sites (2.1.1 – 2.1.33) total over 74 hectares (179 acres) out of a total land area of 151 hectares (over 370 acres) in the Nine Elms area as a whole (excluding the River Thames). The former riverside industrial strip includes three safeguarded wharves, where existing and potential operations are protected. Although heavily protected, the whole area is low lying in the Thames floodplain and most of the area falls within flood zone 3a.

Access:

Achieving the proposed level and mix of development is dependent on major improvement to public transport. The extension to the Northern Line, from Kennington to Battersea Power Station, with an intermediate stop at Nine Elms on Wandsworth Road (in Lambeth) is key to transforming the accessibility of much of the area. In December 2012 the Overground service (formerly East London Line) was extended from Surrey Quays to Clapham Junction, serving Wandsworth Road station (in Lambeth). In addition to the Northern Line extension, further enhancements to the public transport infrastructure which are required to support the redevelopment of the area include:

- Improvements to Battersea Park, Queenstown Road and Vauxhall (in Lambeth) stations;
- Increased capacity at Vauxhall (Victoria Line);
- Improved bus services, including north/south links to/from the Power Station/Wandsworth Road;
- A new passenger pier at Battersea Power Station including provision of a riverbus service.

A strategic objective of the regeneration of this area is to improve permeability, both within Nine Elms Vauxhall and from the north of the OA to the surrounding communities in Wandsworth and Lambeth. New streets should link to existing streets wherever possible. A hierarchy of vehicular, cycling and pedestrian routes are proposed which are addressed in more detail below. Currently the railway lands restrict access - the triangle of land bounded by Nine Elms Lane, Queenstown Road/Silverthorne Road and Wandsworth Road has no vehicular through routes, and only a few pedestrian through routes.

In the west of Nine Elms, the potential for improving north/south links is limited. It is proposed that, pedestrian/cycle links should be improved in line with the findings of the Stewarts Road Study, URS, May 2010. The provision of a north/south bus route between the Power Station and Wandsworth Road will be supported, subject to the results of a more detailed feasibility study and in consultation with TfL, local residents and

stakeholders. This new route would run north to south and would link Wandsworth Road with Battersea Park Road via Thessaly Road. It would link Wandsworth Road London Overground Station with the proposed new Battersea Power Station underground station located off Battersea Park Road.

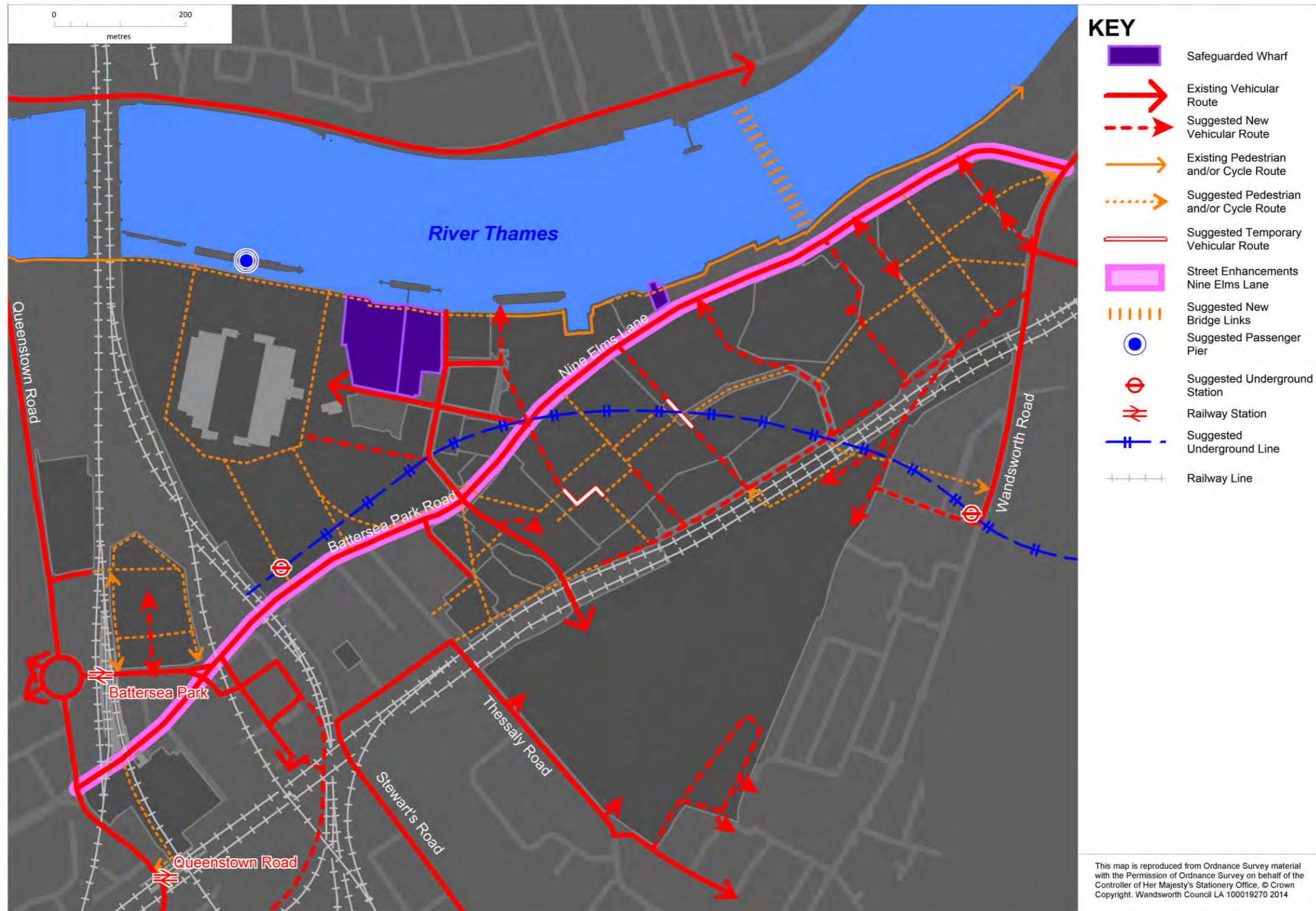
Improved and new pedestrian and cycling linkages, delivered as part of wider streetscape improvements at locations such as Stewarts Road, Wandsworth Road, Portslade Road, Dickens Street, Silverthorne Road, Queenstown Road and Battersea Park Road will improve movement and travel opportunities for those who live, work and visit the area.

In the east of the opportunity area, redevelopment of the New Covent Garden Market site, provides the opportunity to introduce new north/south pedestrian linkages by the opening up of arches under the railway viaduct.

Redevelopment of riverside sites will provide the opportunity for the completion of the riverside walk, potentially including in front of the safeguarded wharves in accordance with Core Strategy Policy PL9 (River Thames and the Riverside). Temporary alternative routes will be required until all sites are redeveloped. There is also the potential to implement a pedestrian/cycle bridge, linking Nine Elms to Pimlico, subject to funding being available taking account of other infrastructure priorities (e.g. The Northern Line Extension).

Transport for London, in consultation with stakeholders, has produced a cycle strategy for Nine Elms Vauxhall, entitled 'Nine Elms on the South Bank - Designing for Cycling' which was endorsed by the NEV Partnership Strategy Board on 13 December 2013. This will provide the overall strategic guidance for cycling across the Nine Elms area, providing informal planning guidance and setting standards for a comprehensive cycle network, with the objective of ensuring that Nine Elms Vauxhall is a national exemplar of cycling excellence.

Proposals for the vehicular and pedestrian/cycling network throughout Nine Elms are indicated on the Area Spatial Strategy Diagram.



Transport Links

Design Principles:

The following urban design principles will be applicable to the area. In bringing forward developments, it is essential that account is taken of proposals for adjacent sites:

Streets/street blocks: As set out in the section on Access, a network of streets providing a high level of permeability through the area is proposed. Streets should usually be defined by buildings fronting directly onto them. Given that average building heights of around 8 - 10 storeys are expected, it will be important to set buildings far enough apart to avoid a canyon-like appearance and ensure that adequate sunlight penetrates public spaces. An enclosure ratio of around 1:1 would achieve this and for buildings of 10 storeys (30 metres) would generate street widths that can accommodate larger growing tree species, such as London planes. Generous street tree planting will be expected, helping to define the character of the area. Some variation in the street enclosure ratio will be encouraged, as this will be necessary to allow the occasional creation of focused vistas and the delivery of more generous open spaces associated with the linear park.

All new streets will need to be designed to the highest standards and be consistent with the Council's Streetscape Manual. Ground floor podiums and decks above car parking will not normally be acceptable.

All new streets should provide for larger mature trees, such as London planes, to be planted. These would contribute to defining the area's character through reinforcing enclosure, improving its visual appearance, mitigating the effects of climate change and improving biodiversity.

In the Nine Elms Parkside district the new pattern of streets should provide frequent connections so that pedestrians and cyclists have plenty of choice in moving around the area. The impact of the street network on the linear park will be minimised by restricting vehicular crossing points. Vehicle access alongside the linear park will generally be discouraged, although this may be necessary on a temporary basis in the medium term, before all the development sites come forward. Pedestrian entrances to all development (both ground floor and upper floor uses) should be directly on to streets, and active ground floor frontages will be sought to contribute to a safe, vibrant public realm. A suggested pattern of streets is set out on the Area Spatial Strategy diagram, which would establish both a good level of permeability and a series of developable street blocks.

Building form: Consistent with the principles of providing safe, pleasant, public realm, all new buildings should have a close, active relationship to the public spaces between them. This will generally mean building lines parallel and close to the streets and other routes that give access to them. Small forecourt garden spaces may occasionally be appropriate, and buildings could be articulated on plan to create enclosed public spaces for use in connection with ground floor activities such as food and drink providers, particularly where this takes advantage of views or sunny aspect.

Tall Buildings: The Council's detailed policies for tall buildings are set out in the Development Management Policies Document (DMPD) and the SSAD, build on the policy in the Core Strategy and are informed by the Stage Two Urban Design Study – Tall Buildings (S2UDS). The Core Strategy identifies Battersea Power Station focal point and Nine Elms near Vauxhall, as areas where tall buildings may be appropriate (see Core Strategy Policy IS3d). All applications for tall buildings will be subject to assessment against the criteria set out in DMPD Policy DMS4. In other districts, i.e. Nine Elms Parkside, Nine Elms Riverside, Market, Thessaly, Stewarts Road and Battersea Parkside, tall buildings are likely to be inappropriate. This is consistent with the approach taken in the rest of the borough, however Core Strategy Policy IS3c acknowledges that within the opportunity area, subject to the provision of necessary infrastructure to support the redevelopment of the area, there is scope to build at the highest densities, paying regard to the London Plan density matrix, subject to individual site constraints. Development proposals which include a variety of building heights may be appropriate and would add variety to the structure of townscape. Where these include proposals for buildings of 11 storeys or above, the onus will be on the developer to demonstrate a rationale for tall buildings as required by DMPD Policy DMS4, and these would need to be balanced out by lower forms of development elsewhere.

The Tall Buildings section of the SSAD identifies, within the areas where tall buildings may be appropriate, the height at which buildings will be considered tall and therefore need to be justified against the criteria set out in DMPD Policy DMS4. In areas outside the Battersea Power Station focal point and Nine Elms near Vauxhall (see Area Spatial Strategy diagram) it is expected that developments of 8-10 storeys will be the norm and any proposals for 11 storeys or above will be regarded as tall buildings and, as stated in the Core Strategy, are likely to be inappropriate, subject to the considerations outlined above. Much of the area also forms part of the backdrop of views of the Westminster World Heritage site where Core Strategy Policy IS3e applies. The area may also be sensitive in relation to views from conservation areas on the north bank of the Thames as set out in the City of Westminster's Draft Metropolitan Local Views SPD. Views from Battersea Park and bridges over the River Thames are set out in the Council's SPG on local views.

To assist developers, the Council will engage in pre-application discussions with developers to help inform the acceptability of this aspect of proposed schemes, including identifying the specific views which will need to be taken into account in any assessments.

Power Station Focal Point: Whilst the Battersea Power Station should remain as an important and much cherished landmark in the area, there is scope for tall buildings around it. However, it is important to its listed status that these should be kept below the height of the main massing of the building (base of the chimneys) to ensure that the setting of the building is not visually overwhelmed. The S2UDS therefore identifies the Battersea Power Station focal point as sensitive to tall buildings.

Nine Elms near Vauxhall: Part of the Nine Elms near Vauxhall area falls outside the area affected by the backdrop of views of the Westminster World Heritage Site. In this location, formed by the Market Towers Site and part of the Flower Market site, taller buildings are identified as appropriate in the S2UDS, and could form part of a cluster of tall buildings at Vauxhall, providing definition to this part of the OA. Nevertheless, great care will be needed to provide an appropriate relationship to the start of the linear park and not give rise to undue overshadowing of the park or neighbouring buildings/spaces. The part of the site that is affected by the backdrop of the views to the Palace of Westminster is identified as being sensitive to tall buildings by the S2UDS.

View corridors: The Area Spatial Strategy diagram sets out a series of view corridors on to the River Thames. These areas would provide views of the river from suggested north/south streets and along Battersea Park Road/Nine Elms Lane. These areas will form part of the green network, linking through to the linear park. They would be protected from development and should form part of the public realm to adjacent development sites. This will be necessary to avoid a wall of development, whilst giving visual access to the river from the development areas south of Nine Elms Lane. Retention of a view corridor towards Battersea Power Station from the north bank of the River Thames is also important to ensure that the space in front of the Power Station is protected from major development.

Nine Elms Lane/Battersea Park Road: Nine Elms Lane/Battersea Park Road forms a part of the strategic road network and is part of the Transport for London Road Network (TLRN). In its current form it provides a hostile environment for pedestrians and cyclists, cutting the area in two and creating a negative impression of the whole area. To overcome this and provide effective links to and from the riverside between the sites to the south of Nine Elms Lane/Battersea Park Road, the road would be enhanced to create an urban boulevard. The aim being to transform the street into a more pleasant place where pedestrians, cyclists and vehicles can be accommodated in a balanced way. This will require innovative design within the highway, and as many robust, active ground floor frontages as possible. To achieve this aim, the road will be re-designed to deliver:

- (a) a 4m wide bus and cycle lane and 3m general traffic lane in both directions with some localised widening at junctions;
- (b) wide, well surfaced pavements for pedestrian use;
- (c) active frontages with residential and commercial entrances facing the street;
- (d) extensive mature tree planting of larger growing species;
- (e) unified street lighting;

- (f) regular and wide pedestrian/cycle crossings to the riverside well placed to connect to public realm improvements along the riverside, and to the development form/service entrances on sites to the south of Nine Elms Lane;
- (g) rationalised service entrances to new development sites; and
- (h) creation of periodic small places or points of interest along its length to "humanise" the road.

Appropriate active frontages could include:

- (a) residential entrances;
- (b) residential units (subject to satisfactory frontage treatment, privacy, noise attenuation and flood risk issues);
- (c) hotels;
- (d) offices (B1);
- (e) limited small shops, bars, cafes, restaurants and related uses (A1/A2/A3/A4/A5) (individual units limited to 300sqms);
- (f) car/other showrooms;
- (g) community/health uses;
- (h) cultural and creative uses.

This list should not be regarded as exclusive, however other uses would have to take account of the objectives for the area.

Residential Site Capacities: The infrastructure requirements of the area have been assessed on the basis that the OA as a whole can accommodate 16,000 new dwellings, of which it is estimated around 13,400 would be in Wandsworth. Planning Permission has now been granted for the majority of larger sites in Nine Elms which suggest that this figure will be exceeded.

Nine Elms on the South Bank - A Cultural Place

Nine Elms on the South Bank - A Cultural Place sets out an overarching Cultural Strategy for the Nine Elms Vauxhall Opportunity Area including a wide ranging expectation for all developments to contribute to. All schemes are expected to provide substantial high quality cultural strategies which support meanwhile animation of the area, long term cultural provision; through accessible space for cultural organisations to move into and innovative public art commissioning throughout the public realm, as well as creative community engagement. Cultural Strategy outcomes need also to positively and sensitively reflect local heritage and draw footfall to the area for new and existing communities. This will develop and refine an area wide identity and join Nine Elms Vauxhall with London's wider internationally recognised cultural map.

Parks and Open Spaces:

Most of the Nine Elms area falls within an area of open space deficiency and the significant increase in population envisaged will give rise to additional open space, recreation and play space needs. In order to maximise the potential of the provision of open space to form a distinctive and unifying feature of the Opportunity Area, a linear park is proposed, running from Vauxhall to the Power Station, linking to Battersea Park via the Riverside Walk.

Linear park: As highlighted above, the linear park will need to fulfil a number of open space functions. These will include: spaces for relaxing/sitting in the sun, eating out/meeting areas, spaces for informal play, children's play areas, and locations for outdoor gym equipment. These functions will require different types of spaces, with different degrees of containment and surface/planting treatments if they are to work successfully. However, to ensure that the park will act as a unifying and district defining feature, it is essential that a high degree of visual unity is achieved between the various different elements of the park and that there are no apparent breaks or significant pinch points in the provision. To achieve this aim the Council's aspiration is that the linear park should be 50m wide, however it is recognised that this may not always be possible to achieve.

The whole of the proposed linear park lies within flood zone 3a and consideration should be given to the contribution it could make to sustainable urban drainage.

Given that the OA will be developed over a period of up to 20 years, in order to provide the necessary guidance to developers and to ensure that the linear park meets the need for the open space to fulfil a range of functions, it is proposed to develop a more definitive strategic vision for the public open space, together with a place-making design code. This will include guidance on: -

- (a) the total amount of public open space considered necessary to support the target population;
- (b) the physical parameters and characteristics to be delivered by each component part of the open space in order to achieve strategic requirements, identifying the opportunities for different types of areas supporting different activities and functions on different sites/quarters; and
- (c) identifying the characteristics and requirements for different types of open space in terms of width, surface treatment (hard/soft), the appropriate height of adjacent buildings, adjacent uses, etc.

The place-making design code will be developed with reference to the parameters for buildings and sites outlined above.

The ongoing requirements for maintenance of the linear park will be detailed in Planning Obligation agreements negotiated on individual sites.

To fulfil the fundamental objective of providing a continuous, high quality green link, until the strategic vision for the open space and associated place-making design code are completed, the following guidelines will apply. Where possible the linear park should be 50m wide. Within individual sites the linear park should have an average width of at least 40m and an absolute minimum width of 30m should be provided subject to the minimum width extending for a maximum length of 50m in any single stretch. The width of the linear park will be calculated including pedestrian/cycle routes, paved areas, etc but excluding roads, vehicular access routes and any adjacent private open space.

Any provision at the minimum width must be justified in terms of the use/function of the area proposed and be designed to reflect its role as part of the green link. Within individual sites, where developers propose part of the link at the minimum width, this will need to be balanced with greater provision, above the average width, elsewhere. Where development sites include part of the linear park, developers should undertake discussions with the Council's Parks Service to ensure that their scheme meets the Council's requirements in terms of the provision of any play or sports facilities, etc.

Setting of the Power Station: The public realm around Battersea Power Station should provide a distinctive setting to this Grade II* listed building. Its design and layout will need to be of exemplary quality to provide a range of settings for different activities and include high quality public art embedded at an early stage, as part of the wider public realm strategy for the site. To support the development of a high quality public space that is active and inviting during both the day and night, reference should be made to the Light London Principles for sensitively and creatively lighting the public realm. This was referenced by the Mayor in his 'A Manifesto for Public Space: London's Great Outdoors' (p.4) and the accompanying 'Better Streets' (p.11), and published by Open House/Art in the Open, working with the London Development Agency/Design for London.

The space in front of the Power Station with a frontage to the River Thames is of special significance, with the building providing a dramatic backdrop. The space should be designed to accommodate a wide variety and diversity of public use, with high quality landscaping, materials and planting. There may be opportunities to use the water space for short-term moorings where this would further enhance the spatial setting of this public space and not compromise the operational needs of safeguarded wharves.

Children's play space: Given the profile of the future population of the area, it is essential that adequate play facilities are provided. Such facilities can impact on adjacent developments and will need to be sensitively designed. The provision of children's play areas will be supported at appropriate locations to provide access to local facilities throughout the area. These will include provision at:

- Battersea Power Station site;
- Adjacent to the proposed school site;
- Flower Market site; and
- Nine Elms Open Space (between MiddleWharf and Elm Quay Court).

Guidance on the provision of play spaces is provided in the Mayor's Supplementary Planning Guidance on Providing for Children and Young People's Play and Informal Recreation.

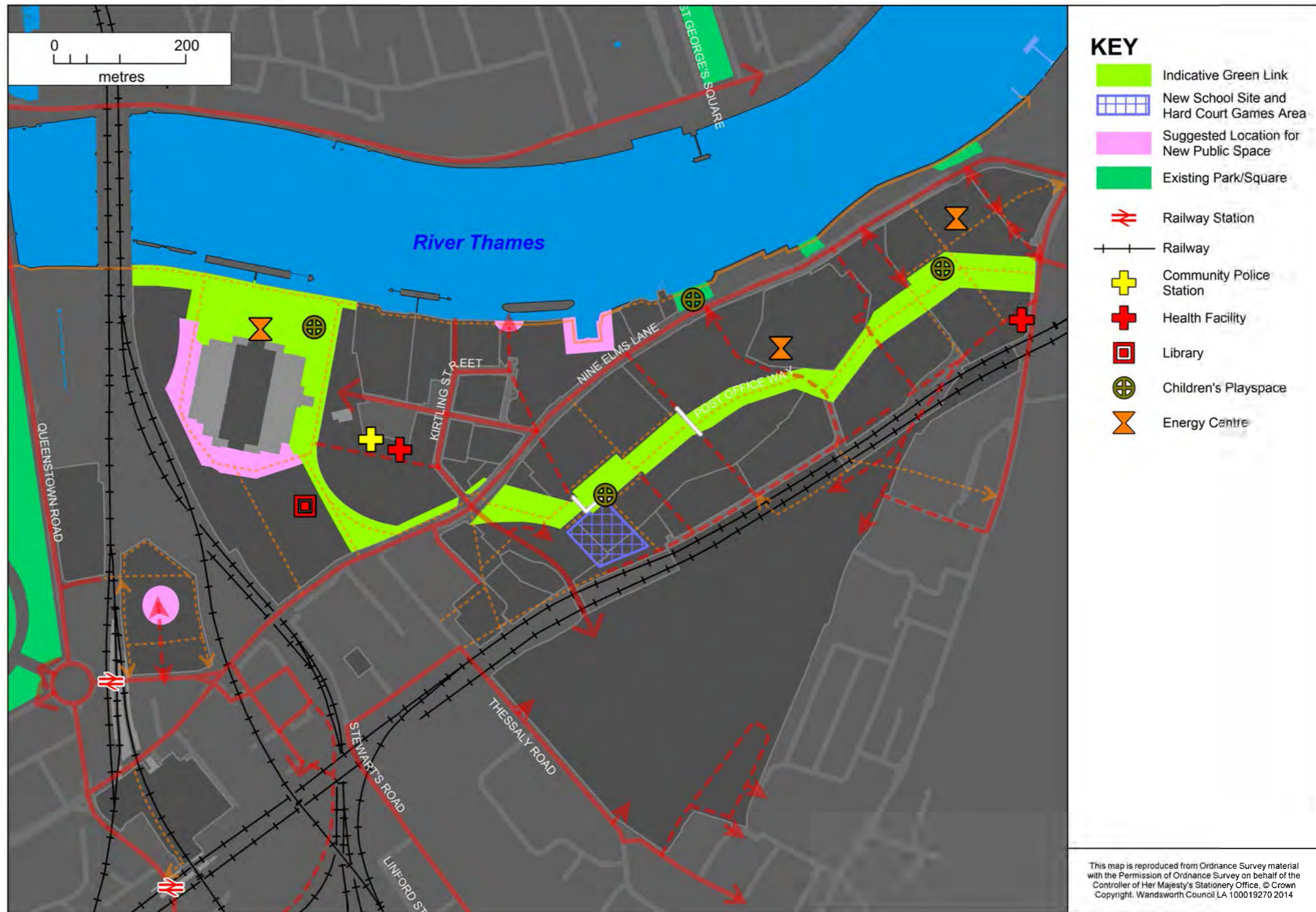
Sports pitches and gyms: The provision of indoor and outdoor sports pitches will be supported. Outdoor sports pitches need to be sensitively located to ensure that they do not have an adverse impact on adjacent residential areas. It is proposed that outdoor provision for small team games (5-a-side football, basket ball, net ball, tennis, touch rugby) equivalent to two 5-a-side football pitches (each at least 36m long by 24m wide) should be provided adjacent to/as part of the proposed primary school, with community access to the facilities outside school hours. Locating the provision of sports pitches adjacent to the linear park will engender a feeling of space, and help to minimise the impact of pitches on residential properties in relation to noise/floodlighting.

Outdoor gym equipment will be provided in a number of locations throughout the linear park.

Sports facilities, whether totally private or open to the public should be provided in new developments, for the amenity of residents and to help avoid putting additional demand on existing nearby public facilities which already operate at capacity. These could include indoor or roof top facilities. Public access to facilities will be supported to help provide linkages between the old and new communities.

Green/living roofs: Green and living roofs and walls will be promoted for all new development in line with DMPD Policy DMS3. Given the scale of redevelopment and large floorplates of some of the proposed buildings there are significant opportunities to incorporate living roofs as part of redevelopment. The role that living roofs can play for biodiversity, thermal regulation, SuDS, amenity space and food growing space should be considered to maximise multi-use potential. It is essential that living roofs are considered at an early stage of design to ensure that opportunities can be identified and that roofs are of a suitable design and quality.

Growing places: Wandsworth has a shortage of growing places and it is important that development in Nine Elms does not put any additional pressure on demand for growing places. It is important that growing places are secure. The provision of growing places and roof gardens will be supported as part of the private amenity space on developments in appropriate locations.



Open Space and Social Infrastructure

Energy and Waste:

An assessment of the utility requirements for the area has indicated an urgent need to upgrade the electrical infrastructure for the area, including the provision of a new primary sub-station. Potential locations for the new sub-station currently being investigated include Cable and Wireless, Ballymore Site 6, Unit 2a Battersea Park Road (2.1.11) and Sleaford Street (2.1.14).

There is great potential for the creation of decentralised heating and cooling networks within the VNEB OA. Work on implementing the network is being co-ordinated by the VNEB Strategy Board (see Governance section below). All development located within Nine Elms will therefore be expected to connect to any existing heating or cooling network, as outlined in Core Strategy Policy IS2 and DMPD Policy DMS3. Where networks do not currently exist, developments should be designed to form part of the emerging network. Such provision should have regard to opportunities identified through the London Heat Map and should follow guidelines set out in the Mayor's District Heating Manual for London and the Nine Elms Vauxhall Energy Masterplan, Feasibility and Commercialisation Report undertaken through the work of the Strategy Board. Currently, major energy centres are included in approved proposals at the Battersea Power Station and New Covent Garden Market sites with spare heat capacity identified as being available from the new U.S. Embassy. Links to the Energy Masterplan and any related documents are available on the Council's website and the London Heat Map website.

The provision of waste handling/recycling facilities which can help reduce the impact of the provision of waste handling facilities and/or reduce the impact of waste vehicle movements will be supported.

Retail and Leisure Provision:

Retail provision in Nine Elms will be focused on a potential CAZ frontage (new town centre) at Battersea Power Station and a smaller potential CAZ frontage at Vauxhall, running from Vauxhall Cross along Wandsworth Road.

The Battersea Power Station CAZ frontage (new town centre) would meet the needs of the local community and could provide a unique shopping and leisure destination for London as a whole. The Vauxhall CAZ frontage is expected to be more limited in nature, catering for local residents and workers with the level of development being appropriate to a local centre elsewhere in the Borough.

Outside the Battersea Power Station and Vauxhall CAZ frontages, limited retail development will be appropriate to support the day to day needs of residents and workers, particularly where located at local focal points of activity. Outside the potential CAZ frontages, retail units (A1) totalling over 300 sq ms net floorspace will be subject to sequential and impact testing and may be unacceptable as they:

- could impact on the viability of development at the CAZ frontages;
- may not be as accessible as at the CAZ frontage locations;
- would not be in line with the design principles relating to active frontages; and
- would need to be supported by car parking which could negatively impact on the nature of the public realm around the development.

Outside the potential CAZ frontages A3-A5 units to serve the needs of residents, workers and visitors will generally be acceptable particularly where located at local focal points of activity, subject to the potential impact on adjacent properties.

Provision of Business Floorspace:

Developments in Nine Elms have the potential to provide up to 20,000 new jobs. The majority of new business floorspace will be located in the Power Station and Vauxhall/Embassy district. At the Power Station there is the potential to capitalise on the iconic nature of the Power Station buildings as a business location, creating a critical mass of activity benefiting from and supporting its location adjacent to a CAZ frontage. Whilst in the area around Vauxhall there is already a locally significant office location which has the potential to build on the

proximity to the Embassy and good transport links. The unique location of Nine Elms, the relocation of the US Embassy and the iconic nature of the Power Station present an opportunity to create significant high value employment and opportunities for inward investment, including from outside the UK. This is an opportunity of London-wide significance which can add greatly to the capital's competitiveness and global attractiveness. This consideration is important in justifying and financing the significant infrastructure needs of the area.

Elsewhere in the development area north of the Vauxhall to Queenstown Road railway line, smaller scale office developments will be supported as an appropriate ground and lower floor use.

Some supporting office floorspace may be appropriate in the Industrial Business Park part of the Queenstown Road SIL, but it should not impact on the operation of the adjacent Preferred Industrial Location.

Community Facilities:

The provision of educational, health and community infrastructure to support the needs of the population of the area will be fundamental to the future success of the area as a place to live and work. As the development of the area is expected to take up to 20 years to complete it will be essential to earmark land for the provision of facilities that can be developed and expanded over time.

Education: Secondary School Provision: the population estimates indicate that there is unlikely to be the demand for enough school places to warrant the provision of a secondary school in the OA. DIFS tariff/CIL receipts will however be used to fund additional capacity at existing schools (see section on Planning Obligations/Community Infrastructure Levy).

Primary School Provision: existing local primary schools in Wandsworth are expected to be at capacity by the time significant development takes place in Nine Elms with a one form entry extension to St. George's CofE Primary School expected to cater primarily for demand from the existing population. The potential rebuilding of St Mary's RC Primary School, including an additional form of entry, is expected to serve Catholics over a wider area but may provide some local capacity. On the basis of the population estimates, and taking account of the fact that a proportion of the children will be educated in the private sector, there is potentially the requirement to provide one state sector primary school with up to four forms of entry. In order to obtain the maximum benefit from the provision of the school it is proposed that the school should be designed to be a shared community resource, with shared community use of the hard playing pitches (see section on sports pitches and gyms) and hall, which could act as a community facility/worship space outside school hours.

Including the requirement for the provision of sports pitches, a total site area of 9,728 - 11,528 sq ms is required for a four form entry school (8,000 - 9,800 sq ms for the school and at least 1,728 sq ms for the sports pitches). In order to serve the Nine Elms area as a whole it is proposed that the school should be located on the south side of the linear park. The Area Spatial Strategy diagram indicates a potential location for the school site, straddling the Royal Mail Group, Market Entrance and Metropolitan Police sites. Planning permission has been granted for a two form entry primary school on the Royal Mail Group site adjacent to the linear park, with the potential to expand the school onto adjacent sites. The precise location of the school and sports pitches site will be negotiated with developers, dependent on an evaluation of potential alternative options, based on the following criteria:

- the ability to accommodate the detailed specification for a 4-form entry school provided by the Children's Services Department, including the ability to provide phased provision as the area develops (2-form entry, expanding to 4-form entry);
- provision of separate hall/sports halls, including provision of secure out of hours community access;
- school playground provision;
- the ability to provide school facilities on the minimum of different levels/at grade;
- school access arrangements;
- the location of the school in relation to the park/heart of the Nine Elms Parkside district, providing the maximum potential for safe walking routes to the school;

- provision of two 5-a-side sports pitches, ideally at grade, located adjacent to the linear park/school site;
- potential noise, light and visual impacts between the school/sports pitches and adjacent uses;
- commercial viability;
- any other relevant site specific requirements.

Detailed requirements for the school, including initial requirements for 2 form-entry provision are available on request.

Early engagement with the Council's Children's Services Department and Leisure Services Section should take place to ensure that proposals meet their needs.

Proposals for including the school/sports pitches within mixed use developments will be positively considered by the Council, subject to the criteria set out above.

Nursery provision: Population estimates indicate that there will be significant demand for nursery places. Whilst some state provision for 3 to 4 year olds will be provided attached to the primary school, as in the rest of the Borough, it is assumed that the majority of provision will be provided in the private sector, where it will form an appropriate ground floor use. Major residential and mixed used developments (including 500 residential units or more) will be required to include provision of private nursery facilities for 0 – 4 year olds, to address the needs of future residents.

Health facilities: NHS primary care services in Wandsworth are co-ordinated by the Wandsworth Clinical Commissioning Group (CCG). Wandsworth CCG is working with Lambeth CCG and the Health and Social Infrastructure Working Group of the Strategy Board to determine the health needs for Nine Elms Vauxhall and co-ordinate provision across the area to meet the needs of the growing population. It is proposed that GP facilities should be provided in or adjacent to the potential CAZ frontages at Battersea Power Station and Vauxhall. The specification for the facilities to be provided will be subject to agreement with Wandsworth CCG. Health facilities have been secured in the Battersea Power Station and New Covent Garden Market S106 Agreements, however the detailed requirements will need to be reassessed as the area develops.

Library: A new library/community resource is proposed to support the population of Nine Elms. It is proposed that the new library should be provided in or adjacent to the Battersea Power Station CAZ frontage, with access to the library being at ground floor level. A floorspace of 1,200 - 1,500 sq ms will be required. Provision of a library has been secured in the Battersea Power Station S106 Agreement.

Emergency Services: The Metropolitan Police have indicated that they will require a neighbourhood office to serve the area. It is proposed that this should be located in or adjacent to the Battersea Power Station CAZ frontage. The provision of a neighbourhood police office has been secured in the Battersea Power Station S106 Agreement. Ambulance and Fire services will be provided from existing locations outside the OA. Investment will be required to upgrade the Fire Stations serving the area.

Funding to support the provision of new community facilities including the new primary school, health facilities, library and emergency services will be funded through DIFS tariff and CIL contributions from sites across Nine Elms in accordance with the principles set out in the DIFS report (see section on Planning Obligations/Community Infrastructure Levy).

Queenstown Road Strategic Industrial Location (SIL):

This is a long established industrial employment area, now included within the Opportunity Area and forming the south-west end. The area incorporates the Stewarts Road and Silverthorne Road industrial areas. The London Plan identifies it as a Strategic Industrial Location and a Preferred Industrial Location, which more closely controls the suitable uses. The OAPF indicates it should be retained in industrial use with consolidation and intensification.

The Core Strategy identifies it as continuing to provide a reservoir of land for industry, logistics and waste management, and enhancements will be sought to the environment of and access to the industrial area. There is a preference to relocate industrial uses displaced from the rest of Nine Elms here, where this is seen as appropriate in terms of land uses, thereby retaining the jobs in the local area.

The Council commissioned the Stewarts Road Study (URS, 2010), which identified potential strategies for the area to improve access and facilitate its further consolidation and intensification, while mitigating its impact on adjacent residential areas. Improved access is identified both from Battersea Park Road (via Havelock Terrace), Queenstown Road and Wandsworth Road. Any new access will be included in the wider infrastructure requirements for the OA, although opportunity to improve access will need to be considered as planning applications come forward. Parts of the area are inaccessible due to the continued use of both track and sidings by Network Rail. Network Rail has indicated that this use will remain for the foreseeable future, but has considered intensified use of the arches, which they may return to reconsider in the future.

The Stewarts Road Study (URS,2010), as supported by the 2010 Employment Land and Premises Study proposed that the western edge of the SIL, should be given the revised designation of Industrial Business Park (IBP), which could soften its impact on adjacent residential areas along Silverthorne Road and Queenstown Road. This is taken forward in Policy DMI1 in the DMPD.

Planning Obligations/Community Infrastructure Levy:

As outlined above, the development of Nine Elms will be dependent on the provision of the significant new supporting infrastructure. This will require significant levels of planning contributions from developments in the area. Working with partners in the area, including the Council, London Borough of Lambeth, Transport for London (TfL) and local landowners, the Greater London Authority commissioned Roger Tym & Partners, GVA Grimley and Peter Brett & Partners to identify the required infrastructure and how it might be funded. Related to this work, TfL commissioned PriceWaterhouseCoopers and Colliers CRE to look at the specific funding requirements of the Northern Line Extension (NLE). The Council has also commissioned its own consultants, Knight Frank and Gardiner Theobald to undertake the Project Feasibility and Development Study (PFDS) to provide "due diligence" in relation to the feasibility of funding the infrastructure requirements and to provide an implementation strategy for the development of the area.

The DIFS report indicates gross infrastructure costs of £1,059m of which £908m is attributable to VNEB development. The report recommends different tariff levels relating to two different value areas and two time periods, on the basis of an assumed property market recovery post 2015, dependent on the level of affordable housing provision. With 15% affordable housing provision, and taking account of other sources of funding, on the basis of the tariff levels proposed, the DIFS report indicates that there will still be a funding gap of at least £55m. Given the prospects of an economic recovery over the period of the development of VNEB it is not unreasonable to presume that sources of funding will become available during this period to fund the gap.

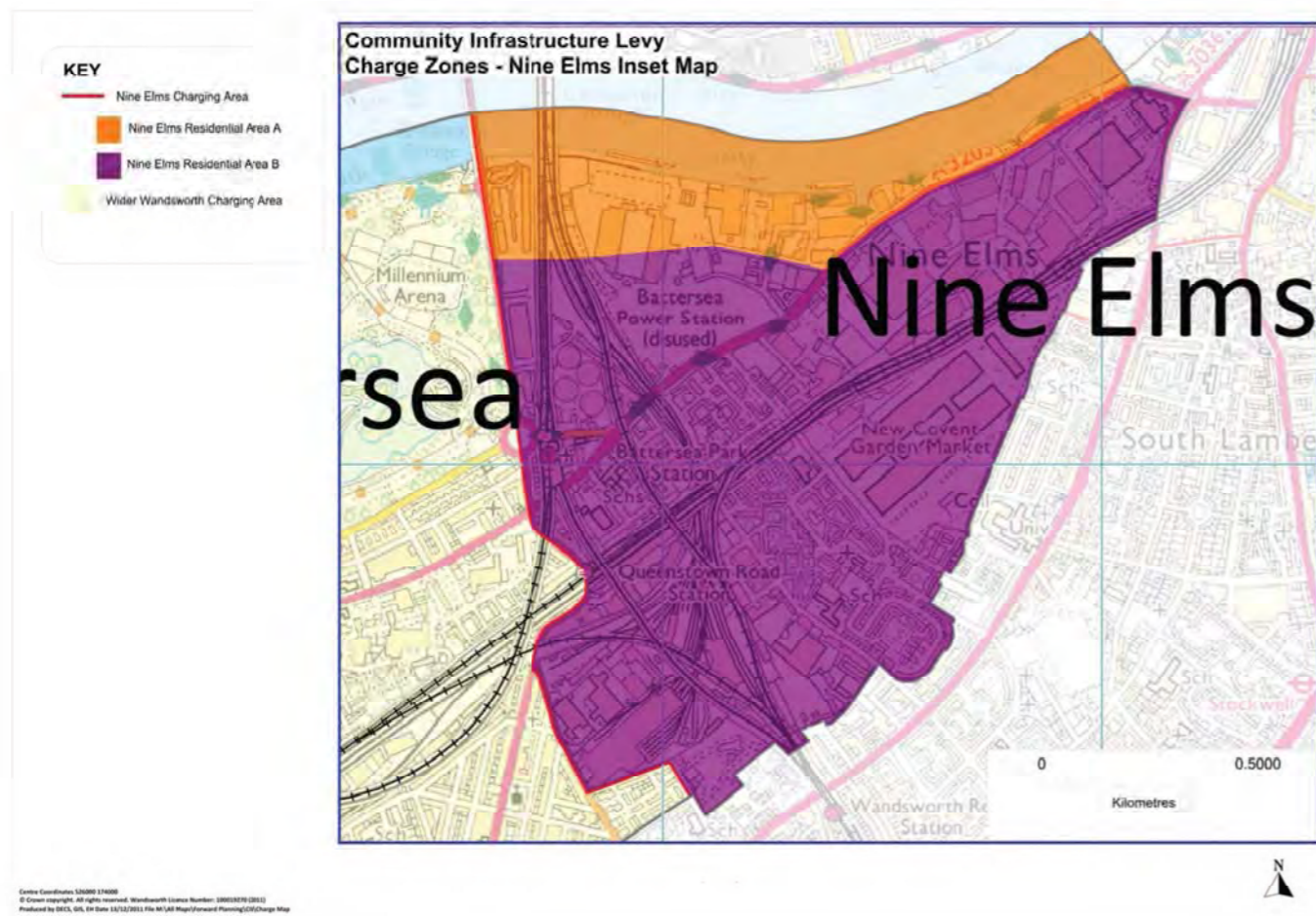
The Council has adopted a Community Infrastructure Levy (CIL) Charging Schedule for the Borough together with a Planning Obligations Supplementary Planning Document (SPD) in relation to the specific impacts/requirements for individual developments. The Charging Schedule includes differential charging rates for Nine Elms and the rest of the Borough, with the rates for Nine Elms taking forward the recommendations of the DIFS report.

Given the delivery timetable spanning 20 years or more, the funding requirements, related tariff/charging schedule and level of affordable housing to be provided will need to be regularly reviewed. As part of this work the Strategy Board has commissioned Phasing and Investment Studies, looking in detail at the likely phasing of developments and associated requirements for investing in infrastructure. Measures have also been undertaken to secure the funding of the Northern Line Extension, including the £1billion loan guarantee provided by HM Treasury to the Mayor of London and commitments in a deed of agreement between TfL, the GLA and Lambeth and Wandsworth Councils.

The Council has taken forward the work of the DIFS in setting the levels of CIL payable in Nine Elms as set out in its Charging Schedule which came into effect on 1 November 2012, see www.wandsworth.gov.uk/CIL. The Council has committed to reviewing its CIL Charging Schedule in 2015 in accordance with the recommendations of the DIFS report that the levels should be increased from that date should there have been a recovery in the housing market. Information currently available indicates that house prices in the borough including Nine Elms have continued to rise in value.

A number of major applications were determined in Nine Elms prior to the introduction of the Council's CIL. In every case the level of planning obligation contributions secured through the relevant S106 Agreement conforms to the tariff recommended in the DIFS report relating to the provision of 15% affordable housing and set out in the Council's previous SSAD adopted in February 2012.

The Planning Obligations Supplementary Planning Document sets out the Council's general requirements for planning obligations including in relation to affordable housing and employment, skills and training. Developers of major schemes and occupiers of new commercial development are encouraged to work with the Council's Economic Development Office or their appointed advisors, to ensure that maximum local employment benefit is derived from both the construction phase and on completed commercial developments. Where this meets the tests for planning obligations, a planning obligation may be required to support employment and training schemes relating to the specific development proposals. Particularly in Nine Elms, this may include the pooling of obligations relating to up to 5 proposals.



CIL Charging Areas

Governance:

Redevelopment of the OA is expected to take place over a period of over 20 years. To ensure the co-ordination of the development, including provision of the necessary infrastructure and that the local community benefits from the provision of new jobs and services, the Council together with its partners has established the Nine Elms Vauxhall Partnership. The Partnership Strategy Board has responsibility for strategic decisions in relation to the implementation of the development of the area. The board consists of nine members from the public sector representing the Council, the Greater London Authority, London Borough of Lambeth, Transport for London and the Homes and Communities Agency and representatives of eight major landowners in the area. The Strategy Board is supported by the Nine Elms Vauxhall Support and Delivery Team. A number of detailed working groups reporting to the Strategy Board have been established in relation to particular issues, e.g. public realm, Northern Line Extension, community engagement and housing and social infrastructure.

Further details in relation to the work of the Strategy Board and progress in developing the area are provided on the website: www.nineelmslondon.com

2.1.1 Battersea Power Station and Goods Yard, Kirtling Street, SW8



Policies Map reference number: 1.

Site Area: 16.13 ha.

Ward: Queenstown.

Description: Redundant Grade II* listed Battersea Power Station site and immediately surrounding land, the former South Lambeth goods yard and part of the site of the former Battersea Water Pumping Station (Grade II listed). The site is bounded by the river Thames in the north, railway lines and viaducts to the west, operational Thames Water property and modern business unit development to the east and Battersea Park Road to the south. The site is also adjacent to Cringle Dock, and further to the east, Kirtling Wharf Safeguarded Wharves. The site is located within the Power Station district of Nine Elms.

Current use: Grade II* Listed Battersea Power Station and the Grade II Listed Battersea Water Pumping Station. Both buildings are vacant. There are a number of structures within the curtilage of the Power Station which include: part of the river wall, a jetty, cranes and associated structures. These are also currently unused. Two linked temporary modern exhibition buildings. A temporary district heating facility has been constructed in the north-east of the site. A series of miscellaneous temporary/mobile offices and shed structures. Thames Water depot, with associated storage and equipment. The majority of the site is covered with hardstanding.

Relevant planning history: Extensive planning history over a 20 year period, involving leisure, mixed use, entertainment and residential options. Hybrid Planning Application 2009/3575 (Approved), for restoration, extension, alterations and conversion of the Power Station building to provide retail, residential flats, business, cultural, hotel and conference facilities, event space and incidental accommodation; the demolition of other

buildings and development of the land surrounding the Power Station and adjacent/ nearby sites to provide retail, restaurants bars and cafés, offices, hotel, residential, community and cultural space, assembly and leisure space, student housing, serviced apartments, an energy centre and basement plant; parking for cars, coaches, motorcycles and bicycles; new access and internal road system and servicing; 'off-site' highway works; works to the jetty to facilitate river transport and fuel delivery, including alterations to the river wall; provision of open space and landscaping works. Detailed planning permission granted for Phase 1 (RS-1) (2012/4584) with applications for revisions to RS-1 recently received. Application 2013/2742 (Approved) relating to a range of amendments including a redistribution of land uses throughout the site and an increase in the amount of retail space. Application 2013/6639 (Approved) relating to the design of the Power Station works, a further increase in retail floorspace and an increase in the number of residential units in the Power Station building. Application 2014/2837 (Approved) relating to details of phase 3 of the development between the Power Station building and the new underground station including the new high street and other related changes. As well as the main power station site (see map above), this includes the development of the Depot - 28 Kirtling Street, 88 Kirtling Street and Former petrol station - 2 Battersea Park Road (see separate site maps).

Policy context: The site lies within the Vauxhall/Nine Elms/Battersea Opportunity Area (VNEB OA) as defined in the London Plan. The Power Station is a key strategic site and is located in the Thames Policy Area within the Battersea Power Station focal point of activity as identified in the Core Strategy. As part of the wider VNEB OA, delivery of new homes to contribute to identified targets will be expected in line with Core Strategy Policies PL5 and IS5. The context for high density mixed use development, the need to create a "sense of place," and deliver transport improvements is set out in Core Strategy Policy PL11. The Core Strategy also identifies that the delivery of the scale and type of development achievable on this site will require the delivery of additional infrastructure, including significant public transport provision and social infrastructure. The site is also within a potential CAZ frontage in the London Plan 2015.

Site Allocation: Mixed use development including retail, leisure, hotel, business, and residential accommodation and renovation of the landmark listed power station building. The site will also be required to provide community facilities including health provision (GP facility), children's play space, a library and a neighbourhood office for the Metropolitan Police to serve the area. The site will provide a new underground station as part of the Northern Line Extension that will serve a considerable part of the Opportunity Area and act as a catalyst for regeneration.

Justification: Renovation of the listed building, reduction in deprivation in the local wards of Queenstown and Latchmere, a low grade environment, and under utilisation of land justify intensification of activity and the establishment of a new centre around the Power Station with significant improvements in access and infrastructure, including an extension to the Northern Line and improvements to Battersea Park Station. The Battersea Power Station CAZ frontage would meet the needs of the local community and could provide a unique shopping and leisure destination for London as a whole.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk assessment (SFRA) for specific details. A site specific Flood Risk Assessment is likely to require detailed breach modelling to confirm residual risks (covered by SFRA models but as this is a large site with significant development, additional modelling is likely to be required in relation to a specific masterplan). Proposed mitigation measures are likely to include the provision of a safe access and egress route onto Battersea Park Road. A flood warning and evacuation plan may also be required.

Sites with a tidal Thames frontage should address the requirements of the Environment Agency's Thames Estuary 2100 (TE2100) Plan to ensure that these sites are protected for their lifetime and ensure the necessary level of protection is provided to London as a whole.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: Redundant Grade II* listed Battersea Power Station site and immediately surrounding land, the former South Lambeth goods yard and part of the site of the former Battersea Water Pumping Station (Grade II listed). Battersea Power Station and Battersea Water Pumping Station are currently listed on the Heritage at Risk Register. The site is partially located within an archaeological priority area (refer DMPD Policy DMS2). To the west of the site lies Chelsea Bridge (Grade II listed) and the Battersea Park Conservation Area and registered historic park and garden. To the north across the River Thames are the Churchill Gardens, Pimlico and Dolphin Square Conservation Areas and beyond is the Palace of Westminster World Heritage site, all of which lie within the City of Westminster. Opposite is the Duchess of York Public House, a locally listed building.

Design Principles: The former power station with its four massive chimneys is a London landmark and its conversion and restoration is a priority. New buildings and uses will need to be sensitive to the historic structure to ensure that it remains the dominant landmark in the area. The scale and acceptability of uses is indicated in the Core Strategy policies for this area, at the same time maximising the potential of the massive spaces inside the building. Although it forms part of a wider regeneration area, the site has the potential for the focus of investment to create a new riverside quarter that is a destination for Londoners, local residents and business people as well as tourists. It is not just the design of the buildings themselves but their use and their relationship with the surrounding streets and public spaces that can realise the potential for creating a successful place. Most of all it requires people, with activity throughout the day and into the evening and weekends, through business activity, restaurants, cafes and cultural activity to make the place come to life.

The anticipated level of new residents, workers and visitors within the wider VNEB OA will trigger the need for a significant amount of retail floorspace and it is expected that most of this floorspace will be provided at the Power Station site. Development here is inextricably linked to the wider development of Nine Elms as set out in the Area Spatial Strategy.

The design of new buildings and public spaces should be exemplary and sustainable design will be a key driver. The interface between the two must allow people to engage with the place for a range of activities, by day and night, at all times of the year to ensure that successful places and spaces will be achieved. The public realm around Battersea Power Station should provide a distinctive setting to this Grade II* listed building. Its design and layout will need to be of exemplary quality and include high quality public art embedded at an early stage, as part of the wider public realm strategy for the site. To support the development of a high quality public space that is active and inviting during both the day and night, reference should be made to the Light London Principles for sensitively and creatively lighting in the public realm, recently referenced by the Mayor in his 'A Manifesto for Public Space: London's Great Outdoors' (p.4) and the accompanying 'Better Streets' initiative (p.11).

This site includes provision of part of the linear park linking Vauxhall to Battersea Power Station. Guidance on the provision of the linear park, including its nature and form are given in the Area Spatial Strategy.

Streets and access: Access to the site is currently via Kirtling Street, off Battersea Park Road. This is a strategic route linking Vauxhall with Battersea. It is proposed that Nine Elms Lane/Battersea Park Road be enhanced to overcome the hostile environment for pedestrians and cyclists that currently exists. The road will be reconfigured to create an urban boulevard and provide links to the riverside from the sites further south. The aim is to transform the street into a more pleasant place where all users can be accommodated in a balanced way. Refer to the Area Spatial Strategy for further guidance.

Any redevelopment of the site should improve access both within the site and with surrounding areas to improve the permeability of the area for pedestrians and cyclists. A Thames Path, linking with existing and proposed Thames paths must be provided. Larger growing street trees should be introduced wherever possible. Building frontages should be developed to Battersea Park Road and Kirtling Street and active street frontages from Battersea Park Road through to the Power Station will be sought, with ground floor commercial uses.

Views: Development should not interfere with the views to and from the Palace of Westminster, a World Heritage Site. Any development will also need to address local views, particularly those from Battersea Park and bridges over the River Thames.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 11 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4. The area between the Power Station and the river should remain entirely free of buildings. Any building that exceeds the height of the base of the shoulders of the chimneys is likely to adversely impact on the setting of the listed building which is around 53 metres. This equates to around 17 storeys.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

Significant contributions are expected to improve transport capacity and accessibility, including to public transport infrastructure and services (such as a London Underground Northern Line spur; river passenger pier including provision of a riverbus service; bus service enhancements; station improvements to Battersea Park, Queenstown Road). The provision of a north/south bus route between the Power Station site and Wandsworth Road will be supported subject to the results of a more detailed feasibility study and in consultation with TfL, local residents and stakeholders. A riverside walk incorporating provision for cyclists will be required in accordance with DMPD Policy DMT3. Provision for car clubs will be relevant.

Proposals for an underground CHP-based energy centre on the site will be supported as part of the VNEB Energy Masterplan. Currently, pipework extends underneath the Thames, linking the Power Station to the Pimlico District Heating Undertaking (PDHU). Networks should be retained and expanded wherever feasible. The site is identified through the Energy Masterplan as the location of an energy centre to provide long term supply to the wider network. Provision for the development of the Opportunity Area linear park will be required on part of the site. The linear park should have an average width of at least 40m throughout individual sites and an absolute minimum width of 30m should be provided subject to the minimum width extending for a maximum length of 50m in any single stretch. Refer to the Area Spatial Strategy for further guidance. Provision for children's play space will be required. Guidance on the provision of play spaces is provided in the Mayor's Supplementary Planning Guidance on Providing for Children and Young People's Play and Informal Recreation. Major residential and mixed used developments (including 500 residential units or more) will be required to include provision of private nursery facilities for 0 – 4 year olds, to address the needs of future residents.

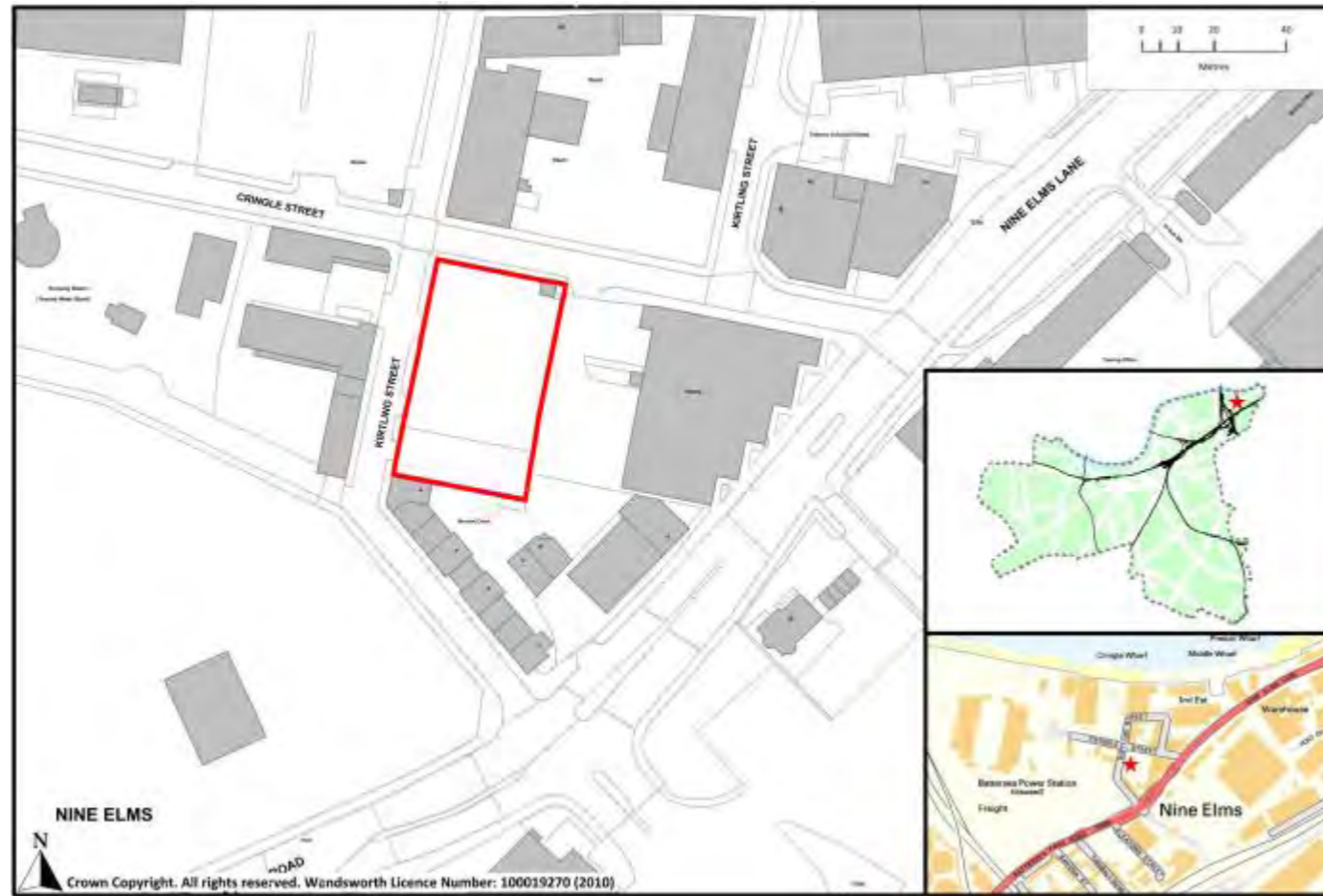
The importance of the safeguarded wharves at Cringle Dock and Kirtling Wharf for the sustainable movement of freight, waste and aggregates will require their retention and their continued operation for cargo handling uses must not be prejudiced by any development. Thames Water's Battersea Water Works site is located adjacent to the site. This essential infrastructure needs to be protected and only appropriate development should be permitted in its proximity. It is also the case that close attention to construction methodologies also needs to be considered to ensure, for example, piling or excavation does not put this infrastructure at risk of failure. Provision of infrastructure will need to take account of concerns raised by Thames Water and address water supply and waste water capacity.

NHS primary care services in Wandsworth are co-ordinated by Wandsworth CCG. It is proposed that GP facilities should be provided in or adjacent to the CAZ frontage. The specification for the facilities to be provided will be subject to agreement with Wandsworth CCG.

Open Space: The site is partially located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.2 Depot, Kirtling Street SW8



Policies Map reference number: 2.

Site Area: 0.22 ha.

Ward: Queenstown.

Description: The site is located on the corner of Kirtling Street and Cringle Street east of Battersea Power Station and is within the Nine Elms Riverside district of Nine Elms.

Current use: Vehicle depot.

Relevant planning history: This site forms part of an outline planning application 2009/3575 (Approved) for Battersea Power Station.

Policy context: The site lies within the Vauxhall/Nine Elms/Battersea Opportunity Area (VNEB OA) as defined in the London Plan. Opportunities for new residential accommodation, in line with Core Strategy Policies PL5 and IS5 will be appropriate in a mixed use development. Core Strategy Policy PL6 seeks new employment floorspace as part of mixed-use developments in this area. The overall context for redevelopment here is set out in Policy PL11. This site is included as part of Thames Water's Development Consent Order to the Planning Inspectorate on the Thames Tideway Tunnel project and is subject to a Safeguarding Direction which will remain in force until 30 April 2022. Further information on the Thames Tideway Tunnel Project can be found in the introduction on page 7.

Site Allocation: Mixed use development with business and residential use as part of the main Battersea Power Station site.

Justification: The Opportunity Area has been identified for mixed use development within the London Plan and the Core Strategy. Development for a mix of uses will contribute to the targets set out in the Core Strategy for employment and housing. The scale of growth and change achievable in the Nine Elms area is also dependent on the proportionate provision of physical and social infrastructure.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment is likely to require detailed breach modelling to confirm residual risks. A flood warning and evacuation plan may also be required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: Adjacent to redundant Grade II* listed Battersea Power Station site and immediately surrounding land, the former South Lambeth goods yard and part of the site of the former Battersea Water Pumping Station (Grade II listed). The site is partially located within an archaeological priority area (refer DMPD Policy DMS2). To the north across the River Thames are the Churchill Gardens, Pimlico and Dolphin Square Conservation Areas and beyond is the Palace of Westminster World Heritage site, all of which lie within the City of Westminster.

Design Principles: The design principles for the site should relate to the overall vision for Nine Elms set out in the Area Spatial Strategy. Any proposed redevelopment of the site should have a frontage on to Kirtling street with entrances to both ground floor and upper floor uses directly from the streets.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

Infrastructure: Refer to Battersea Power Station and Goods Yard, Kirtling Street. The importance of the safeguarded wharves at Cringle Dock and Kirtling Wharf for the sustainable movement of freight, waste and aggregates will require their retention and their continued operation for cargo handling uses must not be prejudiced by any development.

Open Space: The site is located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.3 Former Petrol Filling Station, 2 Battersea Park Road, SW8



Policies Map reference number: 3.

Site Area: 0.1 ha.

Ward: Queenstown.

Description: The site is located on Battersea Park Road and is within the Nine Elms Riverside district of Nine Elms.

Current use: Vacant former petrol filling station.

Relevant planning history: This site forms part of an outline planning application 2009/3575 (Approved) for Battersea Power Station.

Policy context: The site lies within the Vauxhall/Nine Elms/Battersea Opportunity Area (VNEB OA) as defined in the London Plan. Opportunities for new residential accommodation, in line with Core Strategy Policies PL5 and IS5 will be appropriate in a mixed use development. Core Strategy Policy PL6 seeks new employment floorspace as part of mixed-use developments in this area. The overall context for redevelopment here is set out in Policy PL11. This site is included as part of Thames Water's Development Consent Order to the Planning Inspectorate on the Thames Tideway Tunnel project and is subject to a Safeguarding Direction which will remain in force until 30 April 2022. Further information on the Thames Tideway Tunnel Project can be found in the introduction on page 7.

Site Allocation: Mixed use development with business and residential use as part of the main Battersea Power Station site.

Justification: The Opportunity Area has been identified for mixed use development within the London Plan and the Core Strategy. Development for a mix of uses will contribute to the targets set out in the Core Strategy for employment and housing. The scale of growth and change achievable in the Nine Elms area is also dependent on the proportionate provision of physical and social infrastructure.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment is likely to require detailed breach modelling to confirm residual risks. A flood warning and evacuation plan may also be required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: Adjacent to redundant Grade II* listed Battersea Power Station site and immediately surrounding land, the former South Lambeth goods yard and part of the site of the former Battersea Water Pumping Station (Grade II listed). The site is partially located within an archaeological priority area (refer DMPD Policy DMS2). To the north across the River Thames are the Churchill Gardens, Pimlico and Dolphin Square Conservation Areas and beyond is the Palace of Westminster World Heritage site, all of which lie within the City of Westminster.

Design Principles: The design principles for the site should relate to the overall vision for Nine Elms set out in the Area Spatial Strategy. Any redevelopment of the site should have a frontage on to Nine Elms Lane with pedestrian entrances to both ground floor and upper floor uses directly from the streets. It is proposed that Nine Elms Lane/Battersea Park Road be enhanced to overcome the hostile environment for pedestrians and cyclists that currently exists. The road would be reconfigured to create an urban boulevard and provide links to the riverside from the sites further south. The aim is to transform the street into a more pleasant place where all users can be accommodated in a balanced way. Refer to the Area Spatial Strategy for further guidance.

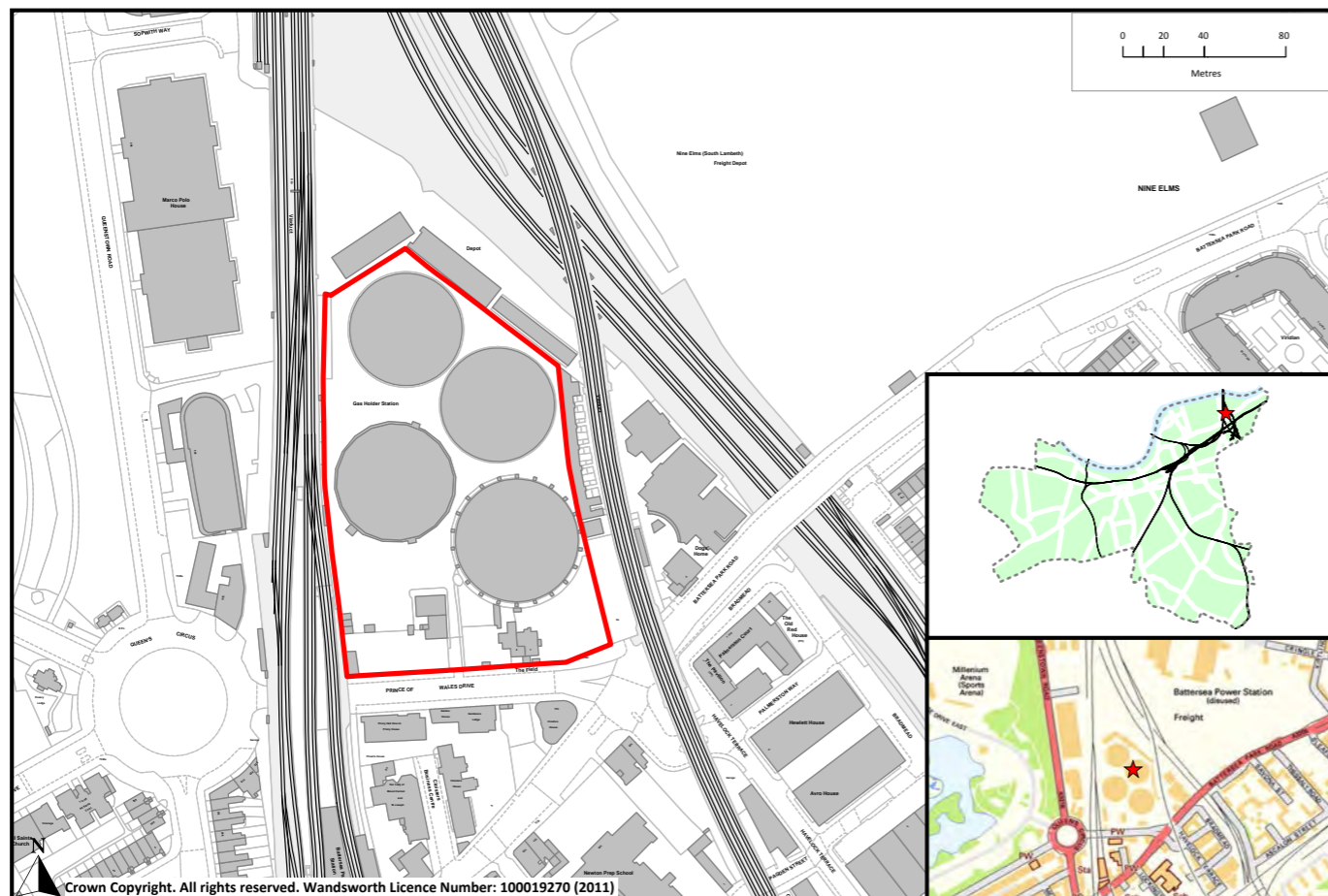
Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

Infrastructure: Refer to Battersea Power Station and Goods Yard, Kirtling Street.

Open Space: The site is located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.4 Battersea Gasholders, Prince of Wales Drive, SW8



Battersea Gasholder, Prince of Wales Drive

Policies Map reference number: 4.

Site Area: 2.18 ha.

Ward: Queenstown.

Description: Four decommissioned gas holders occupy the site, these vary in height with the tallest structure being 90 metres. The site is bounded by a railway viaduct to the west and Prince of Wales drive to the south. Battersea Dogs and Cats Home operate premises immediately to the east and north of the site, between the site and the railway lines/viaducts. The site is located within the Battersea Parkside district of Nine Elms.

Current Use: Decommissioned gasholder station.

Relevant planning history: Planning Application 2012/5193 (Approved), for demolition of 4 no. redundant gasholders and associated structures and buildings within the site, together with alterations to the vehicular access on to Prince of Wales Drive which includes partial demolition of the southern boundary wall, commenced.

Policy context: The site lies within the Vauxhall/Nine Elms/Battersea Opportunity Area (VNEB OA) as defined in the London Plan. Opportunities for new residential accommodation, in line with Core Strategy Policies PL5 and IS5 will be appropriate in a mixed use development. Core Strategy Policy PL6 seeks new employment floorspace as part of mixed-use developments in this area. The overall context for redevelopment here is set out in Policy PL11. The architectural and historic merits of the gas holders have been considered by the Secretary

of State in consultation with Historic England (English Heritage at that time) and subsequently the Department for Culture Media and Sport and have granted a Certificate of Immunity from listing. The effect of this is that it precludes the Secretary of State from listing the structures for a period of five years starting from the 15th October 2009.

Site Allocation: Mixed use development including residential.

Justification: The decommissioning of the gas holders would free the site for development and allow greater flexibility on the development of neighbouring sites. The demolition work and the associated re-provision of the existing pressure reduction station will involve significant costs which will be taken into consideration in assessing the viability of any proposals for the site. The Opportunity Area has been identified for mixed use development within the London Plan and the Core Strategy. Development for a mix of uses will contribute to the targets set out in the Core Strategy for employment and housing. The scale of growth and change achievable in the Nine Elms area is also dependent on the proportionate provision of physical and social infrastructure.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. Development proposals will involve a site specific Flood Risk Assessment which is likely to require flow path assessment to confirm residual risks. Proposed mitigation measures are likely to include the provision of safe access and egress route onto Prince of Wales Drive and any new streets. A flood warning and evacuation plan will also be required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site is within the setting of the Battersea Power Station (Grade II* listed building) and is adjacent to Battersea Park Conservation Area; Battersea Park being a Grade II* Registered Historic Park and Garden. A Certificate of Immunity from listing was issued in October 2009 in respect of the gas holders, which were considered to be of limited architectural or historic interest. The site is partially located within an archaeological priority area (refer DMPD Policy DMS2). Opposite lies the Nine Elms Police Station, a locally listed building.

Design Principles: A built frontage on to Prince of Wales Drive is required, and a fine grain of development within the site is appropriate, with new streets within the site and development fronting on to them with residential/offices above. The impact of the railway viaducts on both the east and west site boundaries will need to be taken into account in any design to ensure satisfactory residential amenity and outlook. This could involve raising the residential accommodation above the 2nd/3rd floor level with other uses below. Entrances to ground floor commercial and upper floor residential use shall be directly from the street. Ground floor commercial uses are preferable to the Prince of Wales Drive frontage.

Access: The site is constrained by the three railway lines converging on Victoria. These have created barriers to access between Battersea Park to the west and the Battersea Power Station site to the east. There is an opportunity to improve pedestrian links across the site between Battersea Park and Battersea Power Station. The site can be accessed via an arch beneath the railway to the west, but the railway lines to the east are more problematic in terms of identifying a route. Any proposals for the site must consider the feasibility and practicality of facilitating pedestrian linkages. However it is recognised that it may be difficult to facilitate a link to Battersea Power Station and this should not preclude development of the site taking place.

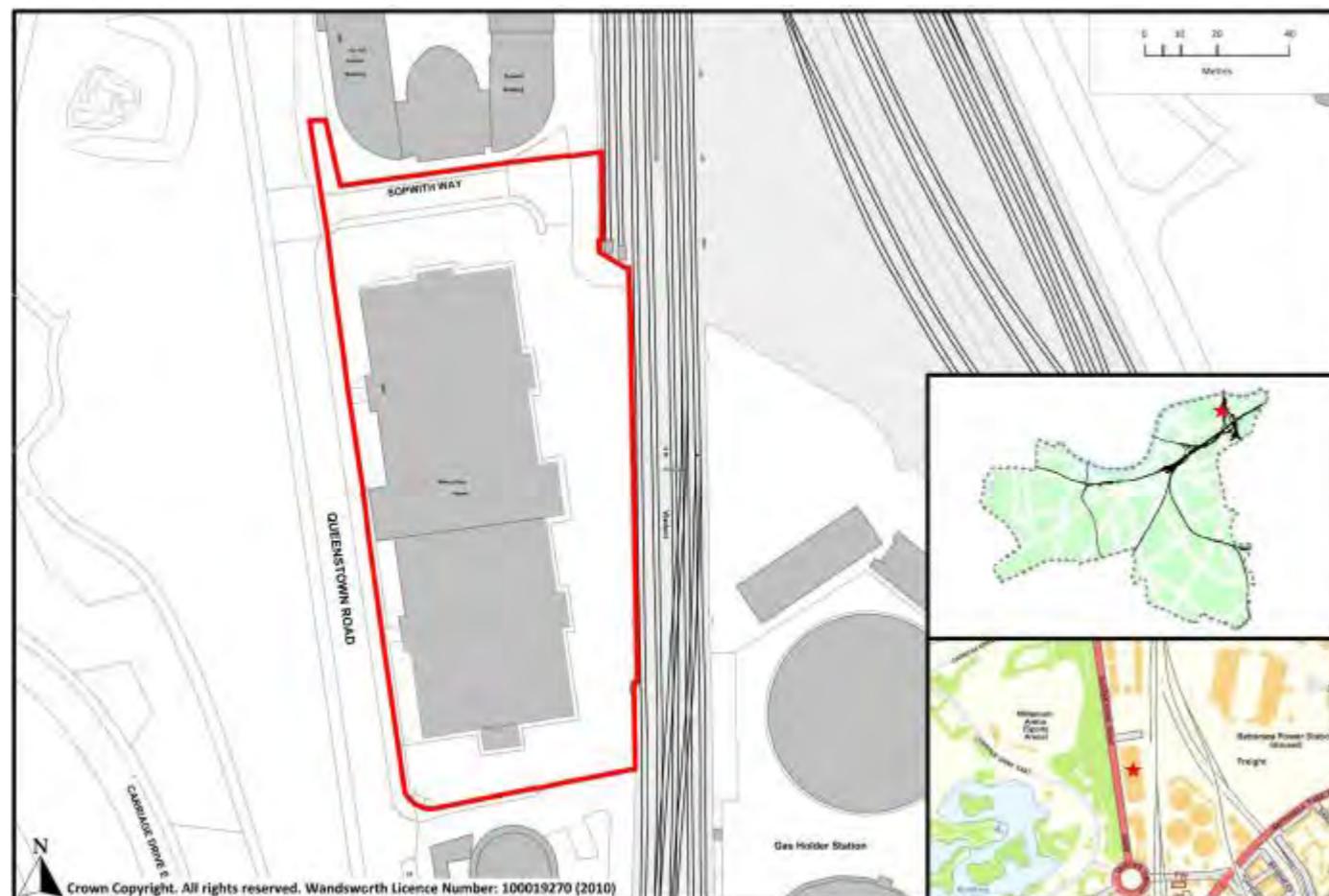
Tall Buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

A transport assessment, with particular attention to pedestrian permeability in the vicinity of the railway lines, and travel plan will be required. A contribution to public transport infrastructure and services (e.g. bus service enhancements; station/access improvements to Battersea Park Station – including provision of a new access onto Prince of Wales Drive) may be required. This would include car club provision and contributions towards the cost of providing a new signalled crossing in Prince of Wales Drive adjacent to the new access and towards highway improvements in Prince of Wales Drive and at Queens Circus.

Major residential and mixed used developments (including 500 residential units or more) will be required to include provision of private nursery facilities for 0 – 4 year olds, to address the needs of future residents.

2.1.5 Marco Polo House, 346 Queenstown Road, SW8



Policies Map reference number: 5.

Site Area: 1.27 ha.

Ward: Queenstown.

Description: Site is bounded by the Chelsea Bridge Wharf development to the north, Battersea Power Station/Battersea Gasholders to the east and Battersea Park to the west. The site is located within the Battersea Parkside district of Nine Elms.

Current use: Demolition of existing buildings commenced.

Relevant planning history: Planning Application 2011/2089 (Approved), for demolition of existing building. Erection of two new buildings of up to 17 storeys and 15 storeys high to provide 456 residential units and 1,257 sq.m. of commercial floor area comprising of office (B1 & A2), retail (A1) and cafe/restaurant (A3) uses, together with new pedestrian link and vehicular access, basement car and cycle parking, landscaping, excavation works and servicing. Two subsequent applications for minor material amendments 2013/5428 and 2013/5898 (Approved). Application 2014/2501 (under consideration) relating to other minor amendments.

Policy context: The site lies within the Vauxhall/Nine Elms/Battersea Opportunity Area (VNEB OA) as defined in the London Plan. Opportunities for new residential accommodation, in line with Core Strategy Policies PL5 and IS5 will be appropriate in a mixed use development. Core Strategy Policy PL6 seeks new employment

floorspace as part of mixed-use developments in this area. The overall context for redevelopment here is set out in Policy PL11. The site is situated opposite Metropolitan Open Land (MOL) therefore development must not prejudice its openness and special character, including views onto or from it (Policy PL4). This site is within Battersea Park Conservation Area where development must protect or enhance the conservation area. Development proposals will also therefore need to take account of, and be informed by the Battersea Park Conservation Area Character Appraisal.

Site Allocation: Mixed use development including residential.

Justification: The need to ensure continued provision of significant employment opportunities in the wider area, including in the Thames Policy Area is set out in the Core Strategy and in the Area Spatial Strategy for Nine Elms. The contribution that this site can make to achieving these aims will need to be demonstrated in any a proposal. Therefore the redevelopment of this site will be expected to contribute towards increasing the supply of housing, including affordable housing and provision of flexible employment space. The scale of growth and change achievable in the Nine Elms area is also dependent on the proportionate provision of physical and social infrastructure.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. Site specific FRA is required and is likely to require flow path assessment to confirm residual risks. Proposed mitigation measures are likely to include the provision of a safe access and egress route on to Queenstown Road. A flood warning and evacuation plan is required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site lies within the Battersea Park Conservation Area. Battersea Park, a Grade II* Registered Historic Park and Garden lies adjacent to the site to the west. Battersea Power Station, a Grade II* listed landmark building is located to the north east. The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: The existing building was built in the late 1980s. It is not considered to be of any special architectural interest and there would be no objection to its demolition subject to a high quality replacement building. The site forms a complete urban block with streets on all four frontages, the most significant being the frontage on to Queenstown Road, a busy street. The development around Battersea Park was part of a nineteenth century initiative by the Crown Estates to recreate some of the splendour to the north of the river with a series of mansion blocks. The redevelopment of the Marco Polo site should seek to capture the essence of the form and relationship to the park that the earlier developments have achieved. Historically buildings have secured active frontages to the streets by introducing non-residential uses to the ground floor. Access to ground floor and upper floor residential accommodation shall be directly from the street frontages.

The development will need to be of exceptional architectural quality and sustainable design and respect the character and appearance of the Battersea Park Conservation Area. The relationship to Battersea Park as both Metropolitan Open Land and a registered Grade II* Historic Park and Garden is an important one, whilst sustainable, energy-efficient design will be a key driver to the urban form. The development should provide the opportunity to improve permeability in the area through a pedestrian/cycle route from Battersea Park to Battersea Power Station.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

In particular in this location, building heights must not have an adverse impact on the character of the conservation area and on views from Battersea Park, a Grade II* Registered Historic Park and Garden and MOL. Moreover, any proposed development should not have an adverse impact on the setting of the landmark Battersea Power Station, a Grade II* listed building.

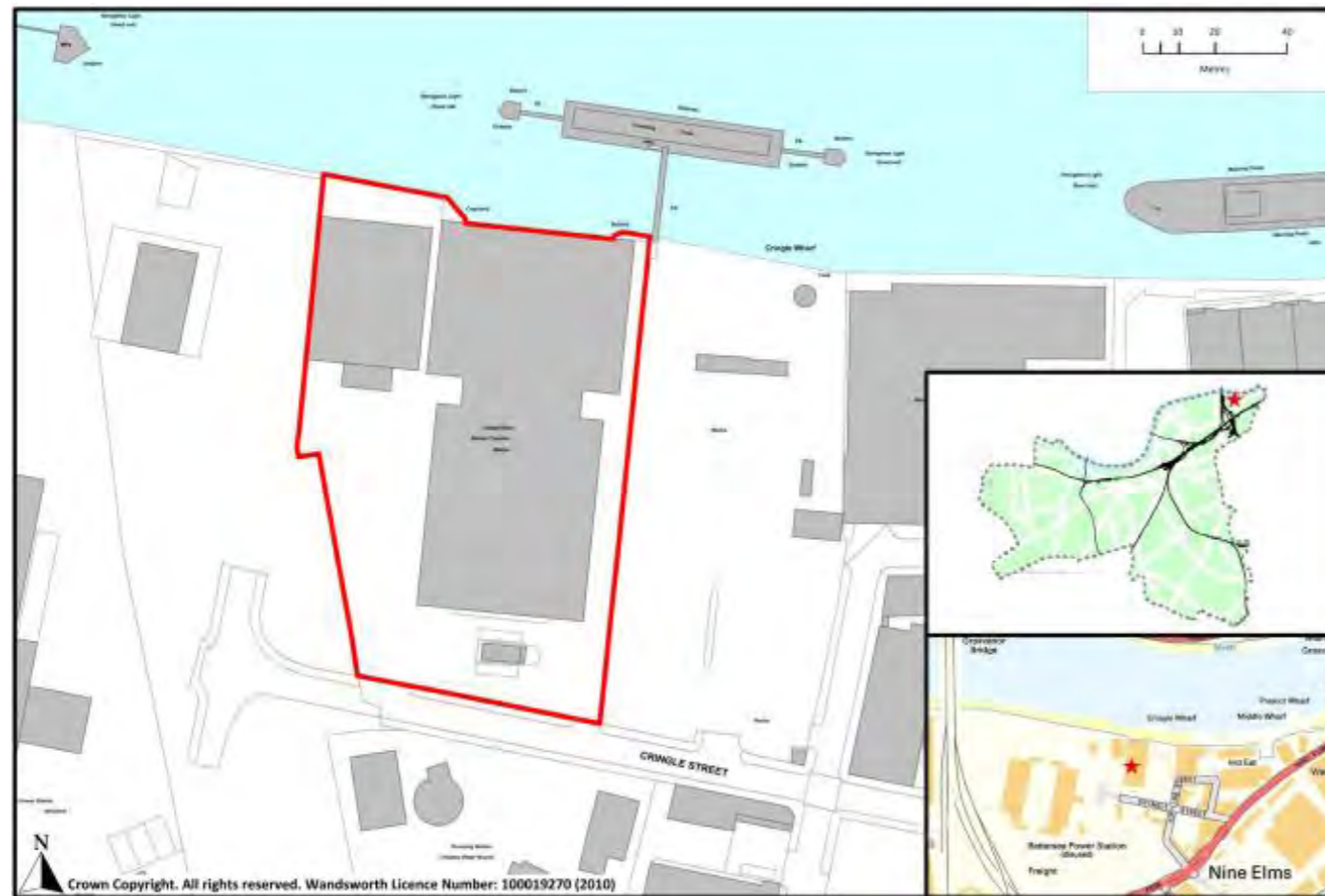
Views: The views out to, and from Battersea Park towards the development and Battersea Power Station are important.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

The site is located on Queenstown Road, a major thoroughfare into central London leading to the important Chelsea Bridge river crossing. Any development will be required to minimise traffic generation and incorporate a travel plan. Contributions to public transport infrastructure and services will be appropriate here, such as bus service enhancements; station/access improvements to Battersea Park Station, provision for car clubs pedestrian and cycle routes from Battersea Park to Battersea Power Station will be sought. Junction improvements at Sopwith Way/Queenstown Road maybe required including widening of Queenstown Road using land from the site.

Major residential and mixed used developments (including 500 residential units or more) will be required to include provision of private nursery facilities for 0 – 4 year olds, to address the needs of future residents.

2.1.6 Cringle Dock, Nine Elms, SW8



Policies Map reference number: 6.

Site Area: 1.13 ha.

Ward: Queenstown Road.

Description: The site is located on the Thames riverside, north of Cringle Street adjacent to Kirtling Wharf safeguarded wharf, and is within the Nine Elms Riverside district of Nine Elms.

Current use: Existing Waste Transfer Station.

Policy context: The site is an existing allocated safeguarded wharf (Core Strategy Policy PL9).

Site Allocation: Safeguarded wharf with potential for residential-led mixed use development above.

Justification: Allocation of safeguarded wharf in accordance the London Plan, currently Policy 7.26.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment including a flood warning and evacuation plan is required.

Sites with a tidal Thames frontage should address the requirements of the Environment Agency's Thames Estuary 2100 (TE2100) Plan to ensure that these sites are protected for their lifetime and ensure the necessary level of protection is provided to London as a whole.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site lies within an archaeological priority area (refer DMPD Policy DMS2). Adjacent to Battersea Power Station (Grade II* listed building). To the north across the River Thames are the Churchill Gardens, Pimlico and Dolphin Square Conservation Areas and beyond is the Palace of Westminster World Heritage site, all of which lie within the City of Westminster.

Design principles: The Area Spatial Strategy for Nine Elms indicates how new development should be designed in order to meet Core Strategy policy objectives and to achieve a high quality environment with safe and attractive connections within the Opportunity Area and to the Thames Riverside. High quality design is required for any new development to minimise environmental/amenity impacts on the locality and on future residents of any mixed use development on the site. Any proposals for mixed use development will need to ensure that they did not have a negative impact on the operation of the safeguarded wharf including appropriate access arrangements and that the operational capacity of the wharf is retained. Maximising the potential for this site will require further discussions with relevant parties, in particular the PLA and GLA, and a coordinated approach including the adjacent Kirtling Wharf site (2.1.7).

Tall Buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

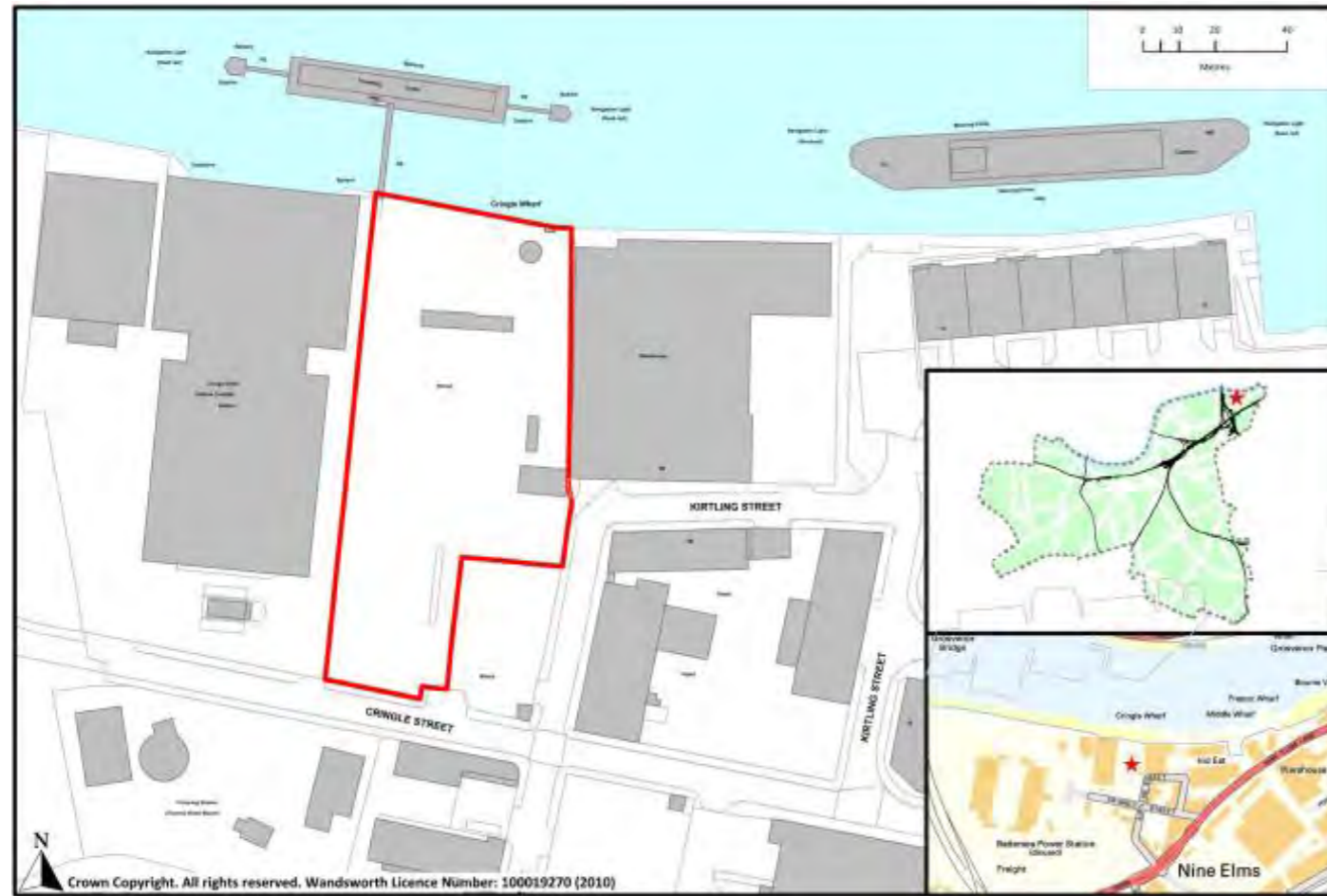
Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

The overarching issue for the site is the total number of vehicle trips generated by its activity. It is inescapable that high levels of goods vehicle traffic will remain due to the nature of the activities taking place on the wharf and the necessity to use road transport to deliver waste from its source. A riverside walk incorporating provision for cyclists will be required unless an alternative route of an equivalent width and equal amenity value around or through the site is necessary for safety or operational reasons, in accordance with DMPD Policy DMT3.

Open Space: The site is located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.7 Kirtling Wharf, Nine Elms, SW8



Policies Map reference number: 7.

Site Area: 0.69 ha.

Ward: Queenstown Road.

Description: The site is located on the Thames riverside, north of Cringle Street adjacent to Cringle Dock safeguarded wharf, and is located within the Nine Elms Riverside district of Nine Elms.

Current use: Aggregates wharf.

Policy context: The site is an existing allocated safeguarded wharf (Core Strategy Policy PL9). This site is included as part of Thames Water's Development Consent Order to the Planning Inspectorate on the Thames Tideway Tunnel project and is subject to a Safeguarding Direction which will remain in force until 30 April 2022. Further information on the Thames Tideway Tunnel Project can be found in the introduction on page 7.

Site Allocation: Safeguarded wharf with potential for residential led mixed use development above.

Justification: Allocation of safeguarded wharf in accordance with the London Plan, currently Policy 7.26.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment including a flood warning and evacuation plan is required.

Sites with a tidal Thames frontage should address the requirements of the Environment Agency's Thames Estuary 2100 (TE2100) Plan to ensure that these sites are protected for their lifetime and ensure the necessary level of protection is provided to London as a whole.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site lies within an archaeological priority area (refer DMPD Policy DMS2). Battersea Power Station (Grade II* listed building) located to the west. To the north across the River Thames are the Churchill Gardens, Pimlico and Dolphin Square Conservation Areas and beyond is the Palace of Westminster World Heritage site, all of which lie within the City of Westminster.

Design principles: The Area Spatial Strategy for Nine Elms indicates how new development should be designed in order to meet Core Strategy policy objectives and to achieve a high quality environment with safe and attractive connections within the Opportunity Area and to the Thames Riverside. High quality design is required for any new development to minimise environmental/amenity impacts on the locality and on future residents of any mixed use development on the site. Any proposals for mixed use development will need to ensure that they did not have a negative impact on the operation of the safeguarded wharf including appropriate access arrangements and that the operational capacity of the wharf is retained. Maximising the potential for this site will require further discussions with relevant parties, in particular the PLA and the GLA, and a coordinated approach including the adjacent Cringle Dock site (2.1.6).

Tall Buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

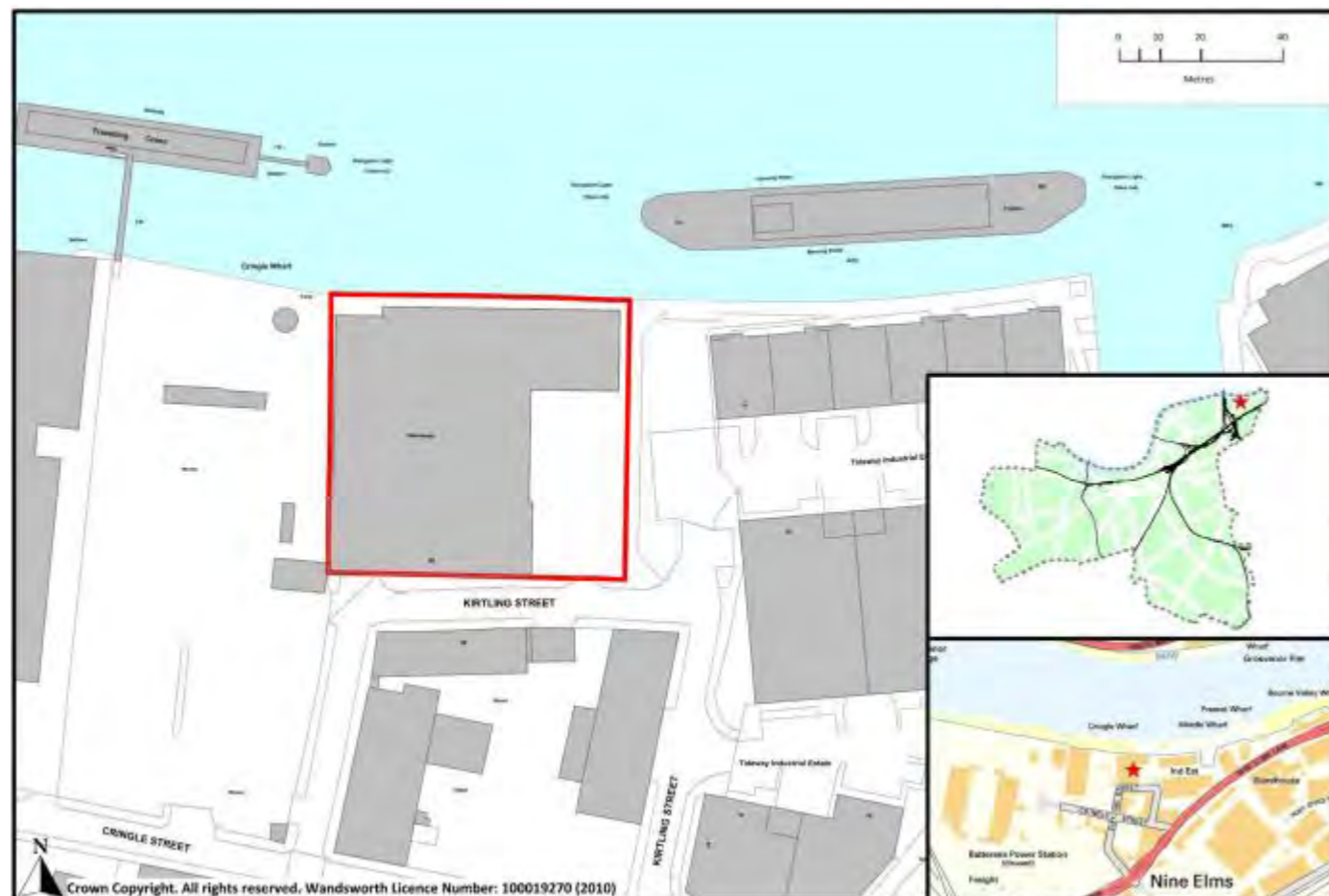
Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

The overarching issue for the site is the total number of vehicle trips generated by its activity. It is inescapable that high levels of goods vehicle traffic will remain due to the nature of the activities taking place on the wharf and the necessity to use road transport to deliver ready mix concrete to its users. The possibility of transferring further quantities of aggregates to water should be considered and whether there is a likelihood of cement deliveries to also resume by this means, as together this would remove approximately 10 more lorry movements from the site per day. A riverside walk incorporating provision for cyclists will be required unless an alternative route of an equivalent width and equal amenity value around or through the site is necessary for safety or operational reasons, in accordance with DMPD Policy DMT3.

Open Space: The site is located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.8 Warehouse, 88 Kirtling Street, SW8



Policies Map reference number: 8.

Site Area: 0.51 ha.

Ward: Queenstown.

Description: The site is located in the Opportunity Area and on the Thames riverside and is within the Nine Elms Riverside district of Nine Elms. Tideway industrial estate lies to the east, Cringle Dock and Kirtling Wharf Safeguarded Wharves are located to the west and office/warehouses lie to the south.

Current use: Warehouse.

Relevant planning history: This site forms part of an outline planning application 2009/3575 (Approved) for Battersea Power Station.

Policy context: The site lies within the Vauxhall/Nine Elms/Battersea Opportunity Area (VNEB OA) as defined in the London Plan. Opportunities for new residential accommodation, in line with Core Strategy Policies PL5 and IS5 will be appropriate in a mixed use development. Core Strategy Policy PL6 seeks new employment floorspace as part of mixed-use developments in this area. The overall context for redevelopment here is set out in Policy PL11. This site is included as part of Thames Water's Development Consent Order to the Planning Inspectorate on the Thames Tideway Tunnel project and is subject to a Safeguarding Direction which will remain in force until 30 April 2022. Further information on the Thames Tideway Tunnel Project can be found in the introduction on page 7.

Site Allocation: Mixed use development including residential and continuation of the Thames Path national trail as part of the main Battersea Power Station site.

Justification: The Opportunity Area has been identified for mixed use development within the London Plan and the Core Strategy. Development for a mix of uses will contribute to the targets set out in the Core Strategy for employment and housing. The scale of growth and change achievable in the Nine Elms area is also dependent on the proportionate provision of physical and social infrastructure.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is likely to require flow path assessment to confirm residual risks. Proposed mitigation measures are likely to include the provision of a safe access and egress route. The SFRA indicates that the ground levels on the site are above peak flood levels. A flood warning and evacuation plan will be required.

Sites with a tidal Thames frontage should address the requirements of the Environment Agency's Thames Estuary 2100 (TE2100) Plan to ensure that these sites are protected for their lifetime and ensure the necessary level of protection is provided to London as a whole.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2). Battersea Power Station (Grade II* listed building) located to the west. To the north across the River Thames are the Churchill Gardens, Pimlico and Dolphin Square Conservation Areas and beyond is the Palace of Westminster World Heritage site, all of which lie within the City of Westminster.

Design Principles: The Area Spatial Strategy for Nine Elms indicates how new development should be designed in order to meet the Core Strategy policy objectives and to achieve a high quality environment with safe and attractive connections within the Opportunity Area and to the Thames Riverside.

Development frontages on to any extensions of Kirtling Street, the River Thames frontage, and Kirtling Street are required. The frontage on to the River Thames shall include the river walk and there is an opportunity to provide a new pocket park as part of the pedestrian route to the riverside. A mixed use development with commercial uses on the ground floor and residential use above is required.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

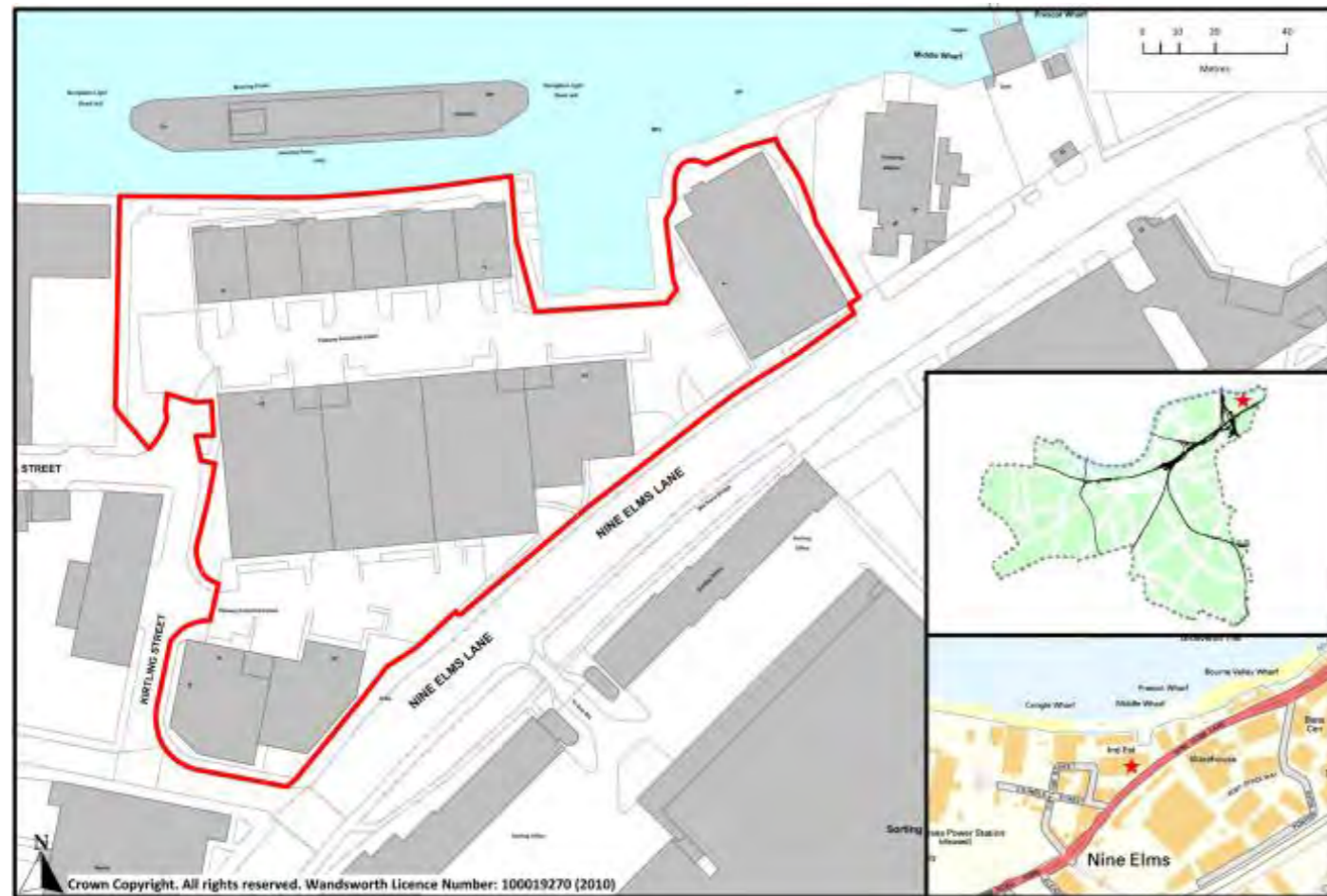
Views: Views towards the River Thames from any extensions of Kirtling Street are required as shown in the Area Spatial Strategy.

Infrastructure: Refer to Battersea Power Station and Goods Yard, Kirtling Street.

Open Space: The site is located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.9 Tideway Industrial Estate, Kirtling Street, SW8



Policies Map reference number: 9.

Site Area: 1.9 ha.

Ward: Queenstown.

Description: A large riverside site bounded by the river Thames to the north, Nine Elms Lane to the south and the industrial area of Kirtling Street to the west. The site also comprises small scale light industrial units and moorings along part of the riverside. The site is located within the Nine Elms Riverside district of Nine Elms.

Current use: Development site under construction.

Relevant planning history: Planning Application 2011/3748 (Approved) for Redevelopment of the site to provide a residential-led mixed-use development of six buildings between twelve and twenty storeys (plus two basement levels) comprising 806 residential units, including affordable housing, flexible commercial uses at ground and first floor levels including retail, financial and professional services, restaurant/café and bar uses, healthcare facilities, a crèche and gallery space (A1/A2/A3/A4 and D1 uses), together with ancillary uses including a concierge/management suite, a business suite and leisure facilities, and associated car and bicycle parking and landscaping including provision of a riverside walk. Application 2013/4116 (Approved) relating to changes in the number and location of affordable housing units and related changes to private market housing. Application 2013/6051 (Approved) relating to changes to the ground floor commercial units. Application 2014/2334 (Approved) relating to changes to unit mix and outdoor playspace for proposed crèche.

Policy context: The site lies within the Vauxhall/Nine Elms/Battersea Opportunity Area (VNEB OA) as defined in the London Plan. Opportunities for new residential accommodation, in line with Core Strategy Policies PL5 and IS5 will be appropriate in a mixed use development. Core Strategy Policy PL6 seeks new employment floorspace as part of mixed-use developments in this area. The overall context for redevelopment here is set out in Policy PL11.

Site Allocation: Mixed use development including residential and continuation of the Thames Path.

Justification: The Opportunity Area has been identified for mixed use development within the London Plan and the Core Strategy. Development for a mix of uses will contribute to the targets set out in the Core Strategy for employment and housing. The scale of growth and change achievable in the Nine Elms area is also dependent on the proportionate provision of physical and social infrastructure.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is likely to require flow path assessment to confirm residual risks. Proposed mitigation measures are likely to include the provision of a safe access and egress route on to Nine Elms Lane. A flood warning and evacuation plan will be required.

Sites with a tidal Thames frontage should address the requirements of the Environment Agency's Thames Estuary 2100 (TE2100) Plan to ensure that these sites are protected for their lifetime and ensure the necessary level of protection is provided to London as a whole.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site lies within an archaeological priority area (refer DMPD Policy DMS2). Battersea Power Station (Grade II* listed building) located to the west. To the north across the River Thames are the Churchill Gardens, Pimlico and Dolphin Square Conservation Areas and beyond is the Palace of Westminster World Heritage site, all of which lie within the City of Westminster.

Design principles: The Area Spatial Strategy for Nine Elms indicates how any new development should be designed in order to meet the Core Strategy policy objectives and to achieve a high quality environment with safe and attractive connections within the Opportunity Area and to the Thames Riverside. It is proposed that Nine Elms Lane/Battersea Park Road be enhanced to overcome the hostile environment for pedestrians and cyclists that currently exists. The road will be reconfigured to create an urban boulevard and provide links to the riverside from the sites further south. The aim is to transform the street into a more pleasant place where all users can be accommodated in a balanced way. Refer to the Area Spatial Strategy for further guidance.

Street Blocks, Buildings and Public Spaces: As part of any redevelopment, street frontages should be created on to Nine Elms Lane, Kirtling Street and the River Thames with a new public space facing on to the river. This will enclose and give spatial definition to streets and public spaces and allow views from Nine Elms Lane to the river. The scale and massing of buildings should seek to give some modest enclosure to the river frontage. The site adjacent to the former dock is suggested as a public space. This would facilitate a view corridor from Nine Elms Lane through to the River Thames. That part of the development site to the east could be developed separately or in conjunction with the adjoining site that includes Heathwall Pumping Station. Active uses are encouraged to the ground floor, particularly along the frontage to the river and around the former dock area. Access to ground floor commercial space upper floor residential units shall be directly from the street frontages.

Views: Views to the River Thames from Nine Elms Lane should be safeguarded, and not obscured by any development.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

Impact on the Thames Path: Provision should be made for the continuation of the Thames Path across this site, to be laid out in line with the Council's guidelines.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

A transport assessment and travel plan will be required along with contributions to public transport infrastructure and services (e.g. Northern Line Extension, bus service enhancements, especially Nine Elms Lane). A car club for residential/commercial use and surrounding area will be sought as well as improvements to the Riverside walk and cycle route. Improvements to the Cringle Street junction with Battersea Park Road will also be sought. With any significant development, alternative access directly onto Nine Elms Lane is unlikely to prove possible.

The importance of the safeguarded wharves at Cringle Dock, Kirtling Wharf and Middle Wharf for the sustainable movement of freight, waste and aggregates will require their retention and their continued operation for cargo handling uses and this must not be prejudiced by any development. Any improvements to the Cringle Street Junction should maintain appropriate highway access for commercial vehicles to the wharves. As Cringle Dock and Kirtling Wharf are accessed from Cringle Street it will be important that any highway improvements meet the requirements as set out above. Close attention to construction methodologies also needs to be considered to ensure, for example, piling or excavation does not put the adjacent Thames Water Pumping Station infrastructure at risk of failure.

Major residential and mixed used developments (including 500 residential units or more) will be required to include provision of private nursery facilities for 0 – 4 year olds, to address the needs of future residents.

Open Space: The site is located within an Open Space Deficiency Area.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.10 Middle Wharf, Nine Elms, SW8



Policies Map reference number: 10.

Site Area: 0.08 ha.

Ward: Queenstown Road.

Description: The site is located on the Thames riverside, north of Nine Elms Lane. The site lies adjacent to Heathwall pumping station and is located within the Nine Elms Riverside district of Nine Elms.

Current use: Thames Water use alongside Heathwall Pumping Station. The Wharf was last used for the handling of aggregates.

Policy context: The site is an existing allocated safeguarded wharf (Core Strategy Policy PL9). This site is included as part of Thames Water's Development Consent Order to the Planning Inspectorate on the Thames Tideway Tunnel project and is subject to a Safeguarding Direction which will remain in force until 30 April 2022. Further information on the Thames Tideway Tunnel Project can be found in the introduction on page 7.

Site Allocation: Safeguarded wharf.

Justification: Allocation of safeguarded wharf in accordance with the London Plan and Core Strategy.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment is required.

Sites with a tidal Thames frontage should address the requirements of the Environment Agency's Thames Estuary 2100 (TE2100) Plan to ensure that these sites are protected for their lifetime and ensure the necessary level of protection is provided to London as a whole.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site lies within an archaeological priority area (refer DMPD Policy DMS2). To the north across the River Thames are the Churchill Gardens, Pimlico and Dolphin Square Conservation Areas and beyond is the Palace of Westminster World Heritage site, all of which lie within the City of Westminster.

Design principles: High quality design is required for any new development to minimise environmental/amenity impacts on the locality including ensuring appropriate highway access arrangements for this safeguarded wharf. It is proposed that Nine Elms Lane should be enhanced to overcome the hostile environment for pedestrians and cyclists that currently exists. To achieve this, the road would be enhanced to create an urban boulevard to provide links to the riverside from the sites further south. The aim of this is to transform the street into a more pleasant place where pedestrians, cyclists and vehicles can be accommodated in a balanced way. Refer to the Area Spatial Strategy for further guidance.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

A riverside walk incorporating provision for cyclists will be required unless an alternative route of an equivalent width and equal amenity value around or through the site is necessary for safety or operational reasons, in accordance with DMPD Policy DMT3.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

Open Space: The site is located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.11 Cable and Wireless, Ballymore Site 6, Unit 2a, Battersea Park Road, SW8



Policies Map reference number: 11.

Site Area: 0.34 ha.

Ward: Queenstown.

Description: The site lies north of Nine Elms Lane and east of the former Battersea Power Station and is located within the Nine Elms Riverside district of Nine Elms.

Current use: Warehouse.

Policy context: The site lies within the Vauxhall/Nine Elms/Battersea Opportunity Area (VNEB OA) as defined in the London Plan. Opportunities for new residential accommodation, in line with Core Strategy Policies PL5 and IS5 will be appropriate in a mixed use development. Core Strategy Policy PL6 seeks new employment floorspace as part of mixed-use developments in this area. The overall context for redevelopment here is set out in Policy PL11. This site is included as part of Thames Water's Development Consent Order to the Planning Inspectorate on the Thames Tideway Tunnel project and is subject to a Safeguarding Direction which will remain in force until 30 April 2022. Further information on the Thames Tideway Tunnel Project can be found in the introduction on page 7.

Site Allocation: Mixed use development including residential.

Justification: The Opportunity Area has been identified for mixed use development within the London Plan and the Core Strategy. Development for a mix of uses will contribute to the targets set out in the Core Strategy for employment and housing. The scale of growth and change achievable in the Nine Elms area is also dependent on the proportionate provision of physical and social infrastructure.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is likely to require flow path assessment to confirm residual risks. Proposed mitigation measures are likely to include the provision of a safe access and egress route on to Nine Elms Lane. A flood warning and evacuation plan will be required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site is partially located within an archaeological priority area (refer DMPD Policy DMS2). Battersea Power Station (Grade II* listed building) located to the west. To the north across the River Thames are the Churchill Gardens, Pimlico and Dolphin Square Conservation Areas and beyond is the Palace of Westminster World Heritage site, all of which lie within the City of Westminster.

Design Principles: The Area Spatial Strategy for Nine Elms indicates how any new development should be designed in order to meet the Core Strategy policy objectives and to achieve a high quality environment with safe and attractive connections within the Opportunity Area and to the Thames Riverside. It is proposed that Nine Elms Lane should be enhanced to overcome the hostile environment for pedestrians and cyclists that currently exists. The road will be reconfigured to create an urban boulevard and provide links to the riverside from the sites further south. The aim is to transform the street into a more pleasant place where all users can be accommodated in a balanced way. Refer to the Area Spatial Strategy for further guidance. A mixed use development with business uses on the ground floor with residential use to upper floors is required with entrances to both ground floor and upper floor uses to be directly from the street frontages of Nine Elms Lane and Cringle Street.

Tall Buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

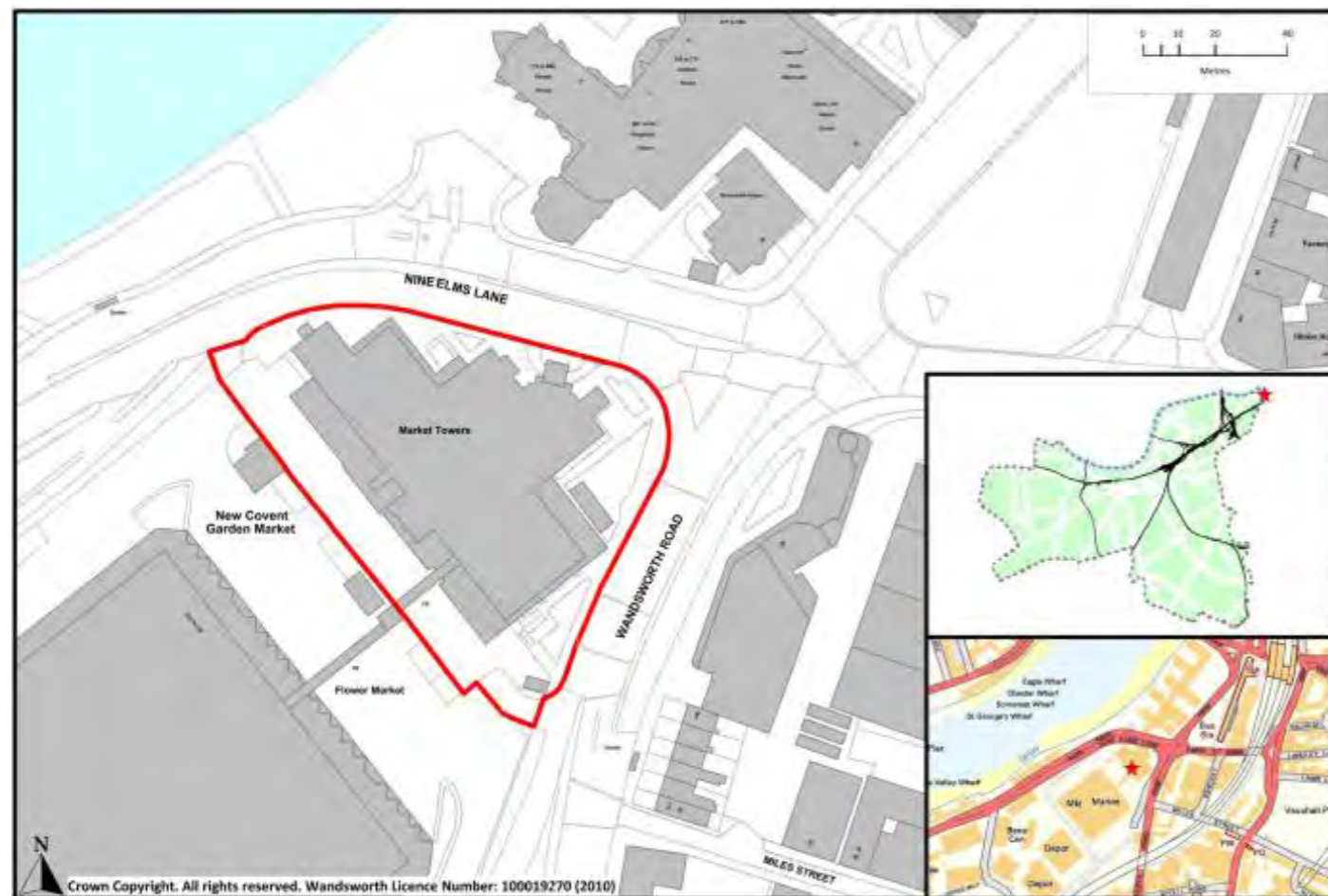
A transport assessment and travel plan is required. Improvements to public transport will be sought including potential contributions towards the Northern Line extension. A contribution to services (e.g. bus service enhancements) and car club provision would also be appropriate. This site could allow a significant improvement to the Cringle Street Junction with Battersea Park Road which would involve the dedication of an area of land on the Cringle Street and Battersea Park Road frontages. The importance of the safeguarded wharves at Cringle Dock, Kirtling Wharf and Middle Wharf for the sustainable movement of freight, waste and aggregates will require their retention and their continued operation for cargo handling uses must not be prejudiced by any development. Any improvements to the Cringle Street Junction should maintain appropriate highway access for commercial vehicles to the wharves. As Cringle Dock and Kirtling Wharf are accessed from Cringle Street it will therefore be important that any highway improvements meet the requirements as set out above.

This site has been identified as one of two preferred sites for the location of a primary electrical sub-station to serve the development of Nine Elms as a whole.

Open Space: The site is located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.12 Market Towers, Nine Elms, SW8



Policies Map reference number: 12.

Site Area: 0.84 ha.

Ward: Queenstown.

Description: The site is occupied by a 23-storey office building. The site is bounded by Nine Elms Lane to the north, Wandsworth Road to the east and New Covent Garden Flower Market to the south west and is located within the Vauxhall/Embassy district of Nine Elms.

Current Use: Demolition of existing buildings commenced.

Relevant planning history: Planning Application 2012/0380 (Approved) Demolition of existing buildings and structures. Erection of two new buildings of 58 storeys (up to 200m above ground) and 43 storeys (up to 161m above ground) high to include the following uses with floorspace of up to: 77,548 sq ms. of residential floorspace (up to 491 units); 721 sq ms. of retail uses (classes A1-A4); 10,986 sq ms. of office space (class B1); 11,617 sq ms. hotel (class C1) together with a high level viewing space; provision of private and public open spaces; vehicular access and reconfigured vehicular access routes; provision of cycle, motorcycle and car parking, servicing and energy centre within two level basement; landscaping; excavation works; and other associated works. Application 2014/0871 (Approved) relating to changes in the distribution of uses, removal of office provision and enlarged hotel, removal of high-level 'Skybridge' and other amendments.

Policy Context: The site is located within a proposed Central Activities Zone (CAZ) and the Vauxhall/Nine Elms/Battersea Opportunity Area as set out in the London Plan. The site is located within Nine Elms near Vauxhall focal point of activity as identified in the Core Strategy. Opportunities for new residential accommodation, in line with Core Strategy Policies PL5 and IS5 will be appropriate in a mixed use development. Core Strategy Policy PL6 seeks new employment floorspace as part of mixed-use developments in this area. The overall context for redevelopment here is set out in Policy PL11.

Site Allocation: High density mixed use development including residential, retail, hotel and office development.

Justification: The site lies within an Opportunity Area which has been identified for mixed use development within the London Plan and the Core Strategy. Development for a mix of uses will contribute to the targets set out in the Core Strategy for employment and housing. The unique location presents an opportunity to create significant high value employment and opportunities for inward investment, including from outside the UK. The Vauxhall CAZ frontage is expected to be limited in nature, catering for local residents and workers with the level of development being appropriate to a local centre elsewhere in the borough. A limited amount of retail is therefore appropriate. The scale of growth and change achievable in the Nine Elms area is also dependent on the proportionate provision of physical and social infrastructure.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is likely to require flow path assessment to confirm residual risks. Proposed mitigation measures are likely to include the provision of a safe access and egress route on to Nine Elms Lane. A flood warning and evacuation plan will be required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The Grade II listed Brunswick House is located across the road within the London Borough of Lambeth. To the north across the River Thames are the Churchill Gardens, Pimlico and Dolphin Square Conservation Areas and beyond is the Palace of Westminster World Heritage site, all of which lie within the City of Westminster. The site lies within an archaeological priority area (refer DMPD Policy DMS2).

Design Principles: The principles for this site shall be consistent with the Area Spatial Strategy for Nine Elms. The site is suitable for a mixed-use development with retail/business use to ground floor and residential/office use to upper floors. Active street frontages to the perimeter of site are required on Wandsworth Road and Nine Elms Lane. These should include retail floorspace, restaurants, cafes and other similar uses. A building frontage to a suggested new street to the south-western side of this street block is also required and it is desirable to include a commercial use for the ground floor to the street frontage. All entrances to ground floor commercial/retail units and residential upper floor accommodation must be accessed directly from the street frontage.

This site presents an opportunity to provide a public pedestrian route to connect the apex of the site formed by Nine Elms Lane and Wandsworth Road with the suggested new street in order to improve permeability and accessibility within the wider area in line with Core Strategy Policy PL11. The site will also form the beginning of the linear park. It is important that the owners of the site collaborate with the owners of the adjacent New Covent Garden Market site to agree the position for a new street as well as its detailed design, layout and maintenance. Guidance on the provision of the linear park, including its nature and form are given in the Area Spatial Strategy.

It is proposed that Nine Elms Lane/Battersea Park Road be enhanced to overcome the hostile environment for pedestrians and cyclists that currently exists. The road will be reconfigured to create an urban boulevard and provide links to the riverside from the sites further south. The aim is to transform the street into a more pleasant place where all users can be accommodated in a balanced way. Refer to the Area Spatial Strategy for further guidance.

The site has some trees around the perimeter of the site that are covered by Tree Preservation order 238/1998.

Tall Buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is appropriate for tall buildings, and the height at which a development in this location will be considered to be tall is 11 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

A transport assessment and travel plan will be required. A contribution to public transport infrastructure and services (e.g. bus service enhancements especially along Nine Elms Lane) would be appropriate. Potential transport infrastructure contributions may also have to be provided including contributions towards the possible Northern Line Extension. A car club should be provided for residential/commercial use and surrounding area, and cycle route enhancements, particularly on Nine Elms lane through to Vauxhall, are desired. Vauxhall is the nearest overground/tube station, and improvements to access the station should also be sought. Improved permeability particularly between Nine Elms Lane and Wandsworth Road is sought. With any significant development of the site it is necessary to give careful consideration to vehicle access arrangements and it may be necessary to consider shared access with other neighbouring sites to minimise the number of junctions onto Nine Elms Lane. Potential improvements to the pedestrian crossing to the north-east of the site should be included as this provides an important gateway to Vauxhall station.

Provision for the development of the Opportunity Area linear park will be required on part of the site. The linear park should have an average width of at least 40m throughout individual sites and an absolute minimum width of 30m should be provided subject to the minimum width extending for a maximum length of 50m in any single stretch. Refer to the Area Spatial Strategy for further guidance.

Major residential and mixed used developments (including 500 residential units or more) will be required to include provision of private nursery facilities for 0 – 4 year olds, to address the needs of future residents.

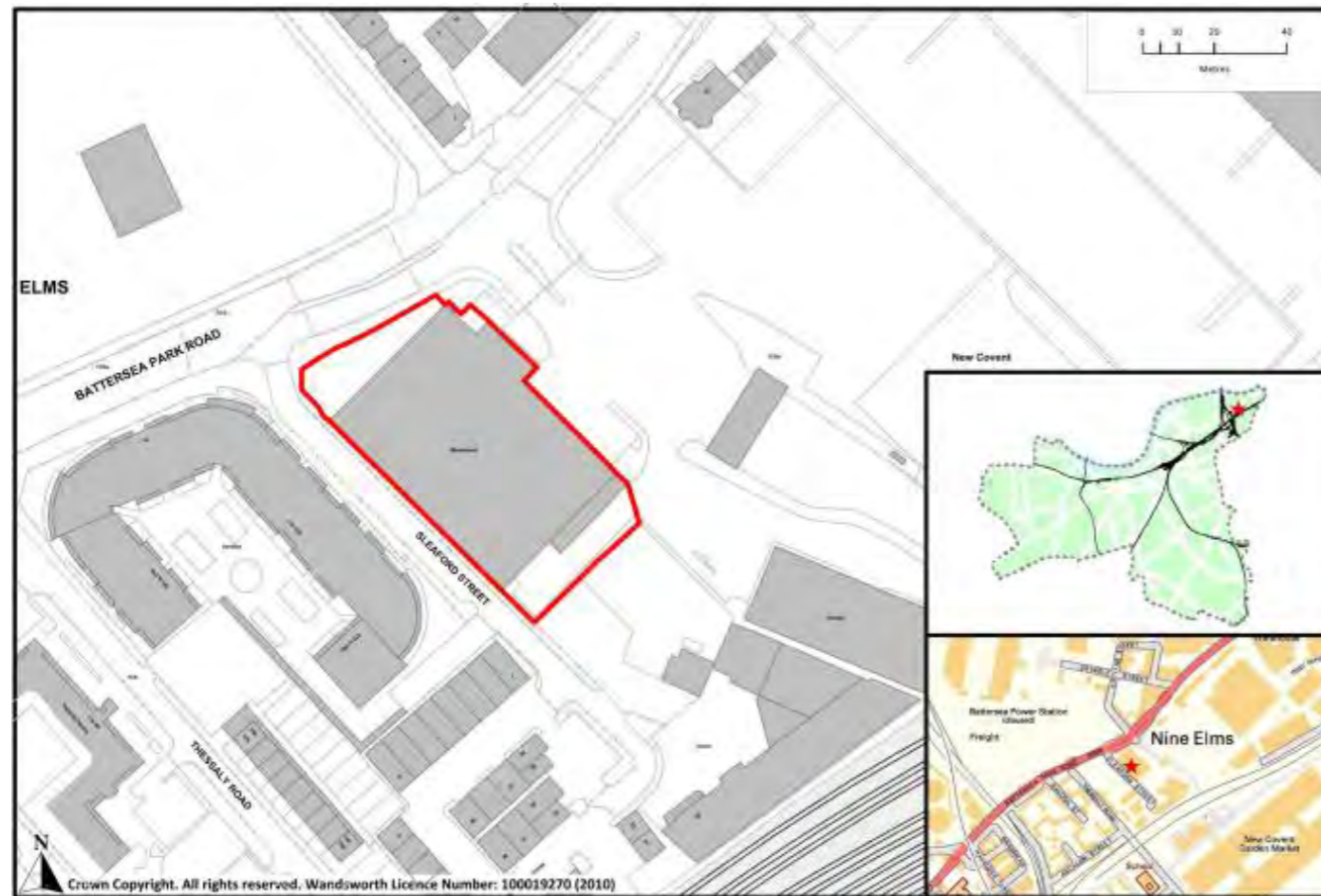
NHS primary care services in Wandsworth are co-ordinated by NHS Wandsworth Clinical Commissioning Group. It is proposed that GP facilities should be provided in or adjacent to the CAZ frontage. The specification for the facilities to be provided will be subject to agreement with NHS Wandsworth CCG.

Nature Conservation: The site is located within an area of deficiency in access to nature.

Open Space: The site is partially located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.13 Booker Cash and Carry, 41-49 Nine Elms Lane, SW8



Policies Map reference number: 13.

Site Area: 0.42 ha.

Ward: Queenstown.

Description: The site lies south of Battersea Park Road and Battersea Power Station and is located within the Nine Elms Parkside district of Nine Elms. Residential use lies to the west and the main entrance to New Covent Garden Market lies to the east.

Current use: Cash and Carry warehouse.

Policy context: The site lies within the Vauxhall/Nine Elms/Battersea Opportunity Area (VNEB OA) as defined in the London Plan. Opportunities for new residential accommodation, in line with Core Strategy Policies PL5 and IS5 will be appropriate in a mixed use development. Core Strategy Policy PL6 seeks new employment floorspace as part of mixed-use developments in this area. The overall context for redevelopment here is set out in Policy PL11.

Site Allocation: Mixed use development including residential.

Justification: The site lies within an Opportunity Area which has been identified for mixed use development within the London Plan and the Core Strategy. Development for a mix of use scheme will contribute to the targets set out in the Core Strategy for employment and housing. The scale of growth and change achievable in the Nine Elms area is also dependent on the proportionate provision of physical and social infrastructure.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is likely to require flow path assessment to confirm residual risks. Proposed mitigation measures are likely to include the provision of a safe access and egress route on to Battersea Park Road. A flood warning and evacuation plan will be required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site is partially located within an archaeological priority area (refer DMPD Policy DMS2). Opposite Battersea Power Station (Grade II* listed building). To the north across the River Thames are the Churchill Gardens, Pimlico and Dolphin Square Conservation Areas and beyond is the Palace of Westminster World Heritage site, all of which lie within the City of Westminster.

Design Principles: The Area Spatial Strategy for Nine Elms indicates how any new development should be designed in order to meet the Core Strategy policy objectives and to achieve a high quality environment with safe and attractive connections within the Opportunity Area and to the Thames Riverside. It is proposed that Nine Elms Lane/Battersea Park Road be enhanced to overcome the hostile environment for pedestrians and cyclists that currently exists. The road will be reconfigured to create an urban boulevard and provide links to the riverside from the sites further south. The aim is to transform the street into a more pleasant place where all users can be accommodated in a balanced way. Refer to the Area Spatial Strategy for further guidance.

The site would be expected to provide and/or improve pedestrian connections between the new linear park and the existing residential estates to the south west, by connecting with new links being provided through the redevelopment of the adjoining Sleaford Street (2.1.14) and Dairy Crest Milk Distribution Depot (2.1.25) sites.

A high quality mixed use development would be appropriate with street frontages on to Battersea Park Road, Sleaford Street and the street to New Covent Garden Market. Pedestrian entrances to ground and upper floor uses should be directly from the surrounding streets. Any residential redevelopment of the site should be designed to recognise that the main entrance to New Covent Garden Market is located adjacent. Peak usage of the Market is at night and therefore there will be a need to ensure that suitable levels of amenity can be created for residents which does not restrict the Market operation. A Tree Preservation Order (395/2009) is located on the site.

Tall Buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

Improvements to public transport will be sought including potential contributions towards the possible Northern Line Extension. A transport assessment and travel plan is required. A contribution to services (e.g. bus service improvements on Nine Elms Lane) would be appropriate, along with Nine Elms Lane cycle route enhancements. A car club should be provided for residential/commercial use and surrounding area.

Provision for the development of the Opportunity Area linear park will be required on part of the site. The linear park should have an average width of at least 40m throughout individual sites and an absolute minimum width of 30m should be provided subject to the minimum width extending for a maximum length of 50m in any single stretch. Refer to the Area Spatial Strategy for further guidance.

Open Space: The site is located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.14 Sleaford Street, SW8



Policies Map reference number: 14.

Site Area: 0.51 ha.

Ward: Queenstown.

Description: The site lies north of railway track, and is bounded by residential, office and warehouse uses. The site is located within the Nine Elms Parkside district of Nine Elms.

Current use: Industrial Estate.

Relevant planning history: Planning Application 2013/3735 (Approved) for demolition of all existing buildings and construction of a mixed use redevelopment. The proposals include buildings to a maximum height of 18 storeys (59m AOD) and will provide 294 residential units; up to 336sq.m. of commercial floorspace comprising of retail (A1), office (A2 & B1) and café/restaurant (A3) uses; 214sq.m. community youth hall; basement vehicle/cycle parking, plant and servicing areas; new public amenity space and landscaping; excavation and other associated works; re-provision of the existing ball court and two electricity sub-stations.

Policy context: The site lies within the Vauxhall/Nine Elms/Battersea Opportunity Area (VNEB OA) as defined in the London Plan. Opportunities for new residential accommodation, in line with Core Strategy Policies PL5 and IS5 will be appropriate in a mixed use development. Core Strategy Policy PL6 seeks new employment floorspace as part of mixed-use developments in this area. The overall context for redevelopment here is set out in Policy PL11.

Site Allocation: Mixed use development including residential.

Justification: The site lies within an Opportunity Area which has been identified for mixed use development within the London Plan and the Core Strategy. Development for a mix of uses will contribute to the targets set out in the Core Strategy for employment and housing. The scale of growth and change achievable in the Nine Elms area is also dependent on the proportionate provision of physical and social infrastructure.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment should utilise the SFRA breach model results to confirm residual risks. Proposed mitigation measures are likely to include the provision of a safe access and egress route on to Battersea Park Road. If this is unachievable, internal refuge areas should be provided. A flood warning and appropriate refuge/evacuation plan will be required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: Battersea Power Station (Grade II* listed building) located to the north west. The site lies within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: The Area Spatial Strategy for Nine Elms indicates how any new development should be designed in order to meet the Core Strategy policy objectives and to achieve a high quality environment with safe and attractive connections within the Opportunity Area and to the Thames Riverside.

The site would be expected to provide and/or improve pedestrian connections between the new linear park and the existing residential estates to the south west, by connecting with new links being provided through the redevelopment of the adjoining Booker Cash and Carry (2.1.13) and Dairy Crest Milk Distribution Depot (2.1.25) sites.

Street Blocks: The existing site has a frontage on to Sleaford Street. The redevelopment of the site presents an opportunity to link Sleaford Street with Ascalon Street and the street that links to New Covent Garden Market in order to improve access to the wider area as part of the regeneration of Nine Elms and as identified in the Stewarts Road Study. In the Nine Elms Parkside district the new pattern of streets should provide frequent connections so that pedestrians and cyclists have plenty of choice in moving around the area. Pedestrian entrances to all development (both ground floor and upper floor uses) should be directly on to streets, and active ground floor frontages will be sought to contribute to a safe, vibrant public realm. A suggested pattern of streets is set out on the Area Spatial Strategy diagram, which would establish both a good level of permeability and a series of developable street blocks.

Tall Buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

Improvements to public transport will be sought including potential contributions towards the possible Northern Line Extension. With any significant development of the site it would be necessary to give careful consideration to vehicle access arrangements and it may be necessary to consider shared access with other neighbouring

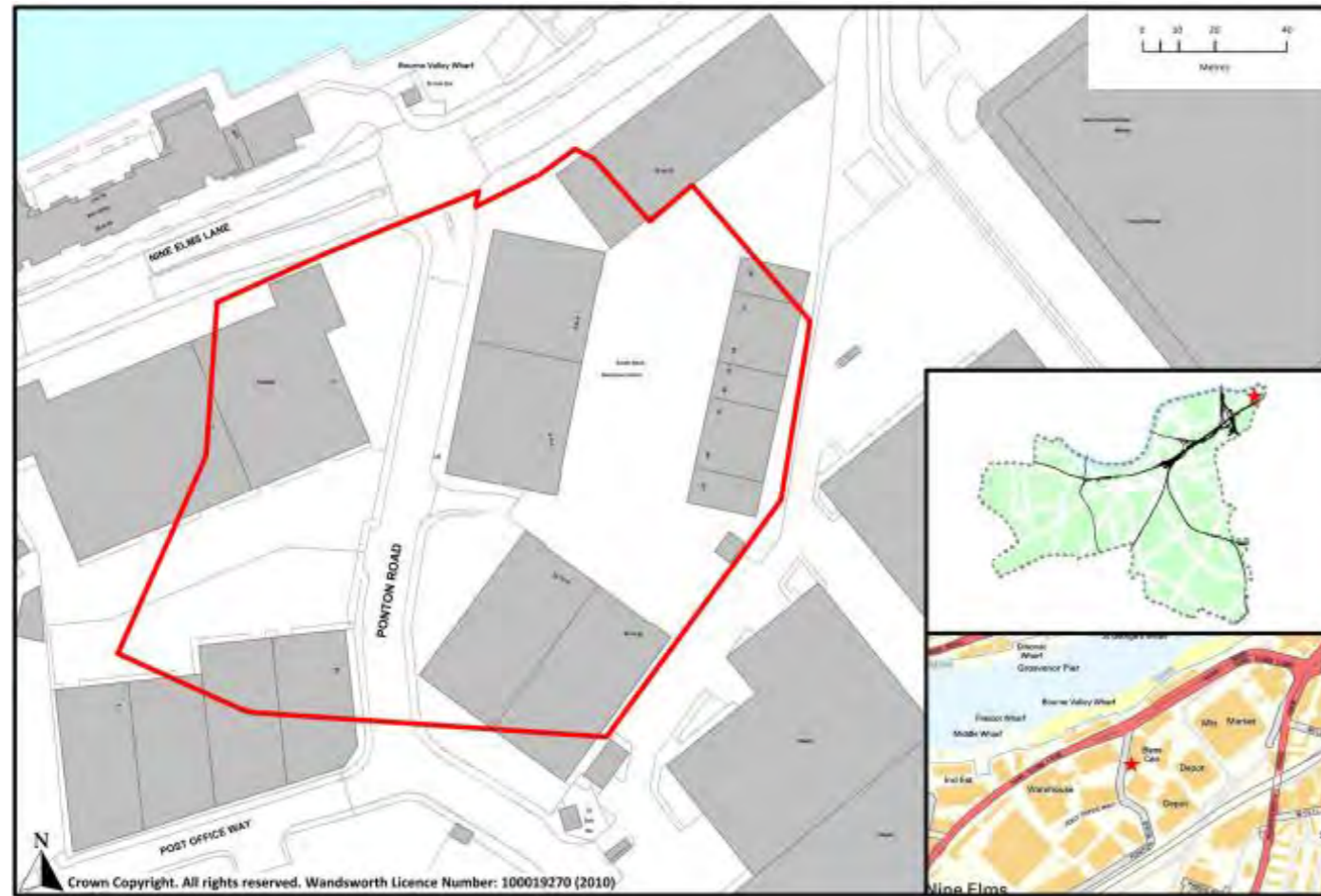
sites to minimise the number of junctions onto Battersea Park Road. A transport assessment and travel plan is required. A contribution to services (e.g. bus service improvements on Nine Elms Lane) would be appropriate, along with Nine Elms Lane cycle route enhancements. A car club should be provided for residential/commercial use and surrounding area.

This site has been identified as one of two preferred sites for the location of a primary electrical sub-station to serve the development of Nine Elms as a whole.

Open Space: The site is located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.15 US Embassy, SW8



Policies Map reference number: 15.

Site Area: 2.15 ha.

Ward: Queenstown.

Description: The site is occupied by a former car garage/offices. Both the former Jack Barclay garage site and the adjacent site of the South Bank centre have been identified as the site for the new U.S Embassy building. Both sites are bounded by Nine Elms Lane to the north, Post Office way to the south and Ponton Road runs through the middle of both sites. The site is located within the Vauxhall/Embassy district of Nine Elms.

Current use: U.S. Embassy under construction.

Relevant Planning History: Outline planning application 2009/1506 (Approved). Redevelopment of an area of 2.15 hectares to provide a new United States Embassy, to a maximum possible height of 97m, associated buildings, and new access road from Nine Elms Lane. Reserved Matters application 2012/2759 (Approved) providing details of facing materials, layout of the building, scale of the building and landscaping of the site, etc.

Policy context: The site lies within the Vauxhall/Nine Elms/Battersea Opportunity Area as set out in the London Plan and a focal point of activity as identified in the Core Strategy. Core Strategy Policy PL6 seeks new employment floorspace in this location. The overall context for redevelopment here is set out in Policy PL11.

Site Allocation: Location of the new U.S Embassy building.

Justification: The U.S Embassy will provide a focus for redevelopment activity in the Nine Elms Area.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment should utilise SFRA breach model results to confirm residual risks. Proposed mitigation measures are likely to include the provision of a safe access and egress route onto Nine Elms Lane. A flood warning and evacuation plan will be required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2). To the north across the River Thames are the Churchill Gardens, Pimlico and Dolphin Square Conservation Areas and beyond is the Palace of Westminster World Heritage site, all of which lie within the City of Westminster.

Design principles: The site fronts on to Nine Elms Lane and towards a potential new crossing point of the River Thames. The strategic location of this site justifies a landmark building, such as an Embassy. A proposed bridge would have to be acceptable in terms of navigation, river regime and environment.

It is proposed that Nine Elms Lane/Battersea Park Road be enhanced to overcome the hostile environment for pedestrians and cyclists that currently exists. The road will be reconfigured to create an urban boulevard and provide links to the riverside from the sites further south. The aim is to transform the street into a more pleasant place where all users can be accommodated in a balanced way. Refer to the Area Spatial Strategy for further guidance.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 11 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4. As part of the assessment of compliance with the DMPD policy, tall buildings in this area will be subject to scrutiny in terms of their impact on the Palace of Westminster World Heritage Site in Central London, under the London View Management Framework (LVMF). Any tall building will also need to address local views, particularly those from Battersea Park, bridges over the River Thames and conservation areas to the north of the River Thames within the City of Westminster.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

Improvements to public transport including potential contributions towards the possible Northern Line Extension will be sought. With any significant development of the site it would be necessary to give careful consideration to vehicle access arrangements and it may be necessary to consider shared access with other neighbouring sites to minimise the number of junctions onto Nine Elms Lane. A transport assessment and travel plan will be required. A contribution to services (e.g. bus service improvements on Nine Elms Lane) would be appropriate, along with cycle route enhancements on Nine Elms Lane and a car club for residential/commercial use and surrounding area. Vauxhall is the nearest overground/tube station, and improvements to capacity and access to the station will be required.

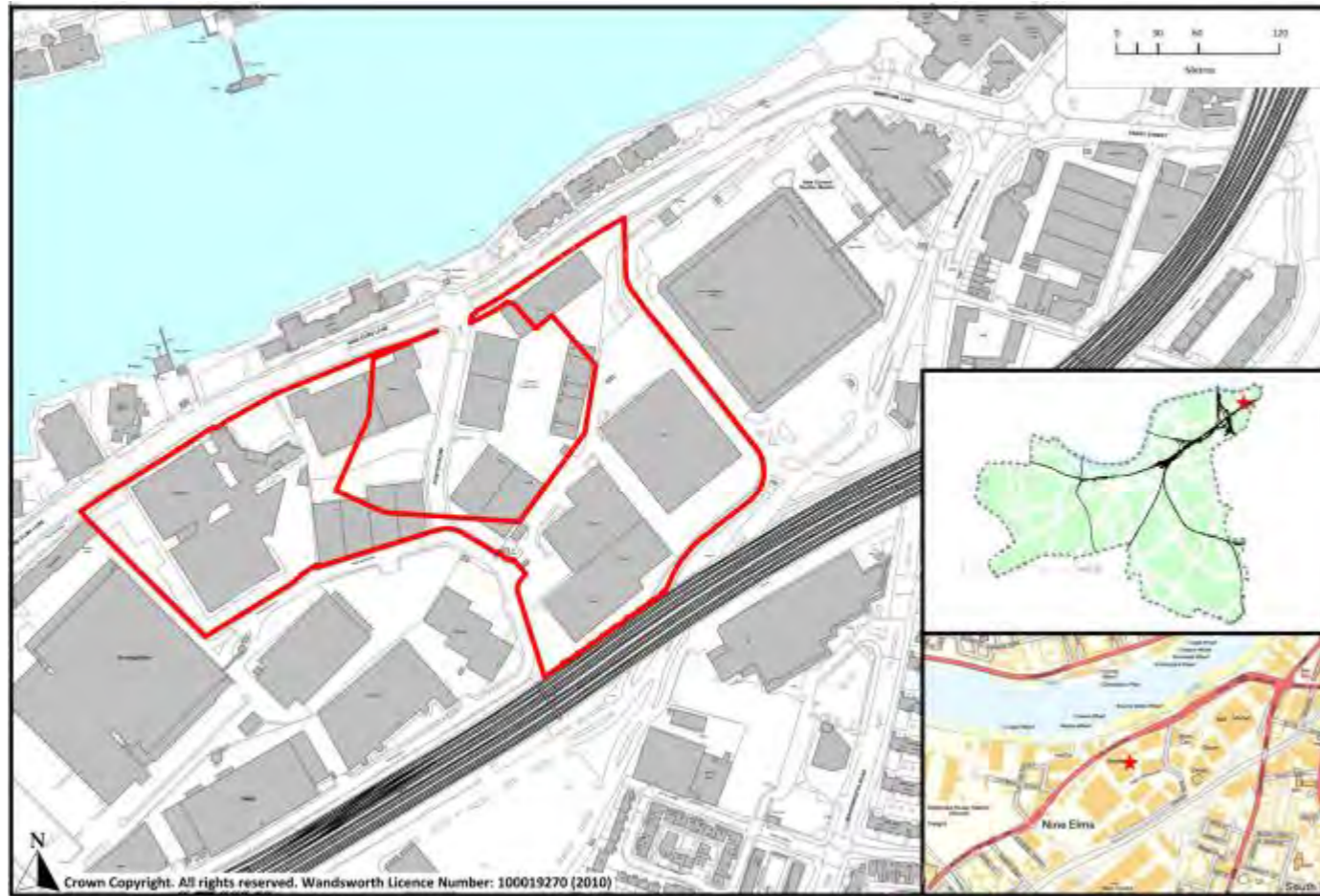
The site is identified through the Energy Masterplan and related work as the location of an energy centre to supply heat to the wider network.

Open Space: The site is located within an Open Space Deficiency Area.

Nature Conservation: The site is located within an area of deficiency in access to nature.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.16 Main Site, Ballymore, Ponton Road, SW8



Policies Map reference number: 16.

Site Area: 5.71ha.

Ward: Queenstown.

Description: The site is bounded by New Covent Garden Market to the north-east, the proposed U.S. Embassy site to the north west, the Royal Mail Group site to the west and railway tracks running south of the site. The site is located within the Vauxhall/Embassy and Nine Elms Parkside districts of Nine Elms.

Current use: Post delivery warehouses and development under construction (Phase 1).

Relevant planning history: Hybrid Planning Application 2011/1815 (Approved), for demolition of all existing buildings and construction of a mixed use redevelopment to provide residential units, including affordable housing, retail, financial and professional services, café/restaurant, bar and hot food take-away uses, car showrooms, office floorspace and flexible workspace, a hotel, community uses and assembly and leisure uses, associated basement and ground level parking and servicing; energy centres; new vehicle and pedestrian access and circulation; and new public amenity space and landscaping including part of the 'linear park'. Reserved Matters application 2013/5259 (Approved) relating to part of Phase 2, with an associated application relating to minor material amendments (2013/5239) (Approved).

Policy context: The site lies within the Vauxhall/Nine Elms/Battersea Opportunity Area as set out in the London Plan. Opportunities for new residential accommodation, in line with Core Strategy Policies PL5 and IS5 will be appropriate in a mixed use development. Core Strategy Policy PL6 seeks new employment floorspace as part of mixed-use developments in this area. The overall context for redevelopment here is set out in Policy PL11.

Site Allocation: Mixed use development including residential and office development.

Justification: The site lies within an Opportunity Area which has been identified for mixed use development within the London Plan and the Core Strategy. Development for a mix of uses will contribute to the targets set out in the Core Strategy for employment and housing. The scale of growth and change achievable in the Nine Elms area is also dependent on the proportionate provision of physical and social infrastructure.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A Site Specific Flood Risk Assessment should utilise SFRA breach model results to confirm residual risks. Proposed mitigation measures are likely to include the provision of a safe access and egress route onto Nine Elms Lane. A flood warning and evacuation plan will be required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2). To the north across the River Thames are the Churchill Gardens, Pimlico and Dolphin Square Conservation Areas and beyond is the Palace of Westminster World Heritage site, all of which lie within the City of Westminster.

Design principles: This site includes provision of a major element of the linear park linking Vauxhall to Battersea Power Station. Guidance on the provision of the linear park, including its nature and form are given in the Area Spatial Strategy. Part of this site, including part of the linear park faces the proposed site of the US Embassy and the site will form an important setting to the proposed building. To reflect this, the design and layout of the public realm will need to be of exemplary quality and would be expected to include high quality public art embedded at an early stage, as part of the wider public realm strategy for the site.

It is proposed that Nine Elms Lane/Battersea Park Road be enhanced to overcome the hostile environment for pedestrians and cyclists that currently exists. The road will be reconfigured to create an urban boulevard and provide links to the riverside from the sites further south. The aim is to transform the street into a more pleasant place where all users can be accommodated in a balanced way. Refer to the Area Spatial Strategy for further guidance.

Street blocks: In the Nine Elms Parkside district the new pattern of streets should provide frequent connections so that pedestrians and cyclists have plenty of choice in moving around the area. The impact of the street network on the linear park will be minimised by restricting vehicular crossing points. Pedestrian entrances to all development (both ground floor and upper floor uses) should be directly on to streets, and active ground floor frontages will be sought to contribute to a safe, vibrant public realm. A suggested pattern of streets is set out on the Area Spatial Strategy diagram, which would establish both a good level of permeability and a series of developable street blocks.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 11 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4. As part of the assessment of compliance with the DMPD policy, tall buildings in this area will be subject to scrutiny in terms of their impact on the Palace of Westminster World Heritage Site in Central London, under the London View

Management Framework (LVMF). Any tall building will also need to address local views, particularly those from Battersea Park, bridges over the River Thames and conservation areas to the north of the River Thames within the City of Westminster.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

Improved pedestrian and cycle links through the site will be sought to provide improved permeability particularly between Nine Elms Lane and Wandsworth Road. These will be expected to take the form of wide green landscaped strips. Improvements to public transport including potential contributions towards the possible Northern Line Extension will be sought. A transport assessment and travel plan will be required. A contribution to public transport infrastructure and services (e.g. bus service improvements on Nine Elms Lane) would be appropriate, along with cycle route enhancements on Nine Elms Lane and a car club for residential/commercial use and surrounding area. Vauxhall is the nearest overground/tube station, and improvements to access the station will be sought. Significant development of the site would require careful consideration to vehicle access arrangements and it may be necessary to consider shared access with other neighbouring sites to minimise the number of junctions onto Nine Elms Lane.

The importance of the safeguarded MiddleWharf for the sustainable movement of freight, waste and aggregates will require its retention, and its continued operation for cargo handling uses must not be prejudiced by any development.

Close attention to construction methodologies needs to be considered to ensure, for example, piling or excavation does not put the adjacent Thames Water Pumping Station infrastructure at risk of failure.

Provision for the development of the Opportunity Area linear park will be required on part of the site. The linear park should have an average width of at least 40m throughout individual sites and an absolute minimum width of 30m should be provided subject to the minimum width extending for a maximum length of 50m in any single stretch. Refer to the Area Spatial Strategy for further guidance.

Major residential and mixed used developments (including 500 residential units or more) will be required to include provision of private nursery facilities for 0 – 4 year olds, to address the needs of future residents.

Open Space: The site is located within an Open Space Deficiency Area.

Nature Conservation: The site is located within an area of deficiency in access to nature.

Play Space: The site is partially located within a free play deficiency area for 0-4 year olds.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.17 Securicor Site, 80 Kirtling Street, SW8



Policies Map reference number: 17.

Site Area: 0.46 ha.

Ward: Queenstown.

Description: The site is bounded by Tideway Industrial Estate to the east, the Cringle Dock safeguarded wharf to the west, and warehouses/offices lie to the north and south. The site is located within the Nine Elms Riverside district of Nine Elms.

Current use: Office/warehouse.

Policy context: The site lies within the Vauxhall/Nine Elms/Battersea Opportunity Area (VNEB OA) as defined in the London Plan. Opportunities for new residential accommodation, in line with Core Strategy Policies PL5 and IS5 will be appropriate in a mixed use development. Core Strategy Policy PL6 seeks new employment floorspace as part of mixed-use developments in this area. The overall context for redevelopment here is set out in Policy PL11. This site is included as part of Thames Water's Development Consent Order to the Planning Inspectorate on the Thames Tideway Tunnel project and is subject to a Safeguarding Direction which will remain in force until 30 April 2022. Further information on the Thames Tideway Tunnel Project can be found in the introduction on page 7.

Site Allocation: Mixed use development including residential.

Justification: The site lies within an Opportunity Area which has been identified for mixed use development within the London Plan and the Core Strategy. Development for a mix of uses will contribute to the targets set out in the Core Strategy for employment and housing. The scale of growth and change achievable in the Nine Elms area is also dependent on the proportionate provision of physical and social infrastructure.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is likely to require flow path assessment to confirm residual risks. Proposed mitigation measures are likely to include the provision of a safe access and egress route on to Battersea Park Road. A flood warning and evacuation plan will be required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2). To the north across the River Thames are the Churchill Gardens, Pimlico and Dolphin Square Conservation Areas and beyond is the Palace of Westminster World Heritage site, all of which lie within the City of Westminster.

Design principles: The Area Spatial Strategy for Nine Elms indicates how any new development should be designed in order to meet the Core Strategy policy objectives and to achieve a high quality environment with safe and attractive connections within the Opportunity Area and to the Thames Riverside.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

A transport assessment and travel plan will be required and a contribution to services (e.g. bus service improvements on Nine Elms Lane) would be appropriate, along with Nine Elms Lane cycle route enhancements. A car club will be sought for residential/commercial use and surrounding area.

The importance of the safeguarded wharves at Cringle Dock, Kirtling Wharf and Middle Wharf for the sustainable movement of freight, waste and aggregates will require their retention and their continued operation for cargo handling uses must not be prejudiced by any development. As Cringle Dock and Kirtling Wharf are accessed from Cringle Street it will therefore be important that any highway improvements meet the requirements as set out above.

Open Space: The site is located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.18 Royal Mail Group Site, Ponton Road, SW8



Policies Map reference number: 18.

Site Area: 5.43 ha.

Ward: Queenstown.

Description: The site is located south of Nine Elms Lane and is bounded by office/warehouse use. The site is located within the Nine Elms Parkside district of Nine Elms.

Current use: Post office sorting depot.

Relevant planning history: Outline Planning Application 2011/2462 (Approved), for demolition of all existing buildings and construction of a mixed use redevelopment comprising 7 building plots with buildings to a maximum height of 23 storeys (approximately 76m AOD) and a maximum overall floorspace of 222,120 sq ms. GEA. This includes: between 127,072 sq ms. and 172,528 sq ms. GEA of residential use (equating to between 1332 and 1870 residential units, including affordable housing); up to 9,060 sq ms. GEA of retail, financial and professional services, café/restaurant, bar, takeaway uses, non-residential institutions and assembly & leisure including provision of a primary school (use classes A1 to A5, D1 and D2); 16,299 sq ms. GEA of business (storage & distribution) floorspace (B8); provision of basements to provide vehicle and cycle parking, circulation, servicing and plant areas; energy centres; new vehicle and pedestrian accesses; and new public amenity space and landscaping including part of the 'linear park'.

Within the outline described above full details are submitted for the appearance and scale of blocks B1, D1 and G; and two new access points from Nine Elms Lane.

An Environmental Statement has been submitted with the application under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. AMENDMENTS and ADDITIONAL INFORMATION received for: amended design of Blocks B1, D1 and G; Environmental Statement Vol II - Addendum to the Townscape, Conservation and Visual Impact Assessment; Design Codes; Development Specification including parameter plans; Design and Access Statement Chapter 7; School Travel Plan; Cultural Strategy; Tall Buildings Statement; Transport Assessment; School and Community Facilities; Landscaping details for area around Block G; and Statement of Community Involvement Addendum.

Policy context: The site lies within the Vauxhall/Nine Elms/Battersea Opportunity Area (VNEB OA) as defined in the London Plan. Opportunities for new residential accommodation, in line with Core Strategy Policies PL5 and IS5 will be appropriate in a mixed use development. Core Strategy Policy PL6 seeks new employment floorspace as part of mixed-use developments in this area. The overall context for redevelopment here is set out in Policy PL11.

Site Allocation: Mixed use development including residential. Provision for a primary school including some nursery provision and sports pitches on part of the site in accordance with the Area Spatial Strategy.

Justification: The site lies within an Opportunity Area which has been identified for mixed use development within the London Plan and the Core Strategy. Development for a mix of uses will contribute to the targets set out in the Core Strategy for employment and housing. The scale of growth and change achievable in the Nine Elms area is also dependent on the proportionate provision of physical and social infrastructure.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A Site Specific Flood Risk Assessment should utilise SFRA breach model results to confirm residual risks. Proposed mitigation measures are likely to include the provision of a safe access and egress route on to Nine Elms Lane. A flood warning and appropriate refuge/evacuation plan will be required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2). To the north across the River Thames are the Churchill Gardens, Pimlico and Dolphin Square Conservation Areas and beyond is the Palace of Westminster World Heritage site, all of which lie within the City of Westminster.

Design principles: This site includes provision of part of the linear park linking Vauxhall to Battersea Power Station. Guidance on the provision of the linear park, including its nature and form are given in the Area Spatial Strategy. The Area Spatial Strategy for Nine Elms indicates how any new development should be designed in order to meet the Core Strategy policy objectives and to achieve a high quality environment with safe and attractive connections within the Opportunity Area and to the Thames Riverside. It is proposed that Nine Elms Lane should be enhanced to overcome the hostile environment for pedestrians and cyclists that currently exists. To achieve this, the road would be enhanced to create an urban boulevard to provide links to the riverside from the sites further south. The aim of this is to transform the street into a more pleasant place where pedestrians, cyclists and vehicles can be accommodated in a balanced way. Refer to the Area Spatial Strategy for further guidance.

The Area Spatial Strategy suggests that new streets may need to cross the linear park in order to service development that would be located on the south side, as access from Ponton Road alongside the railway would only be available when the sites to the south are redeveloped. Alternatively access could be from Ponton Road via a new street alongside and on the south side of the suggested park.

Street blocks: In the Nine Elms Parkside district the new pattern of streets should provide frequent connections so that pedestrians and cyclists have plenty of choice in moving around the area. The impact of the street network on the linear park will be minimised by restricting vehicular crossing points. Pedestrian entrances to all development (both ground floor and upper floor uses) should be directly on to streets, and active ground floor frontages will be sought to contribute to a safe, vibrant public realm. A suggested pattern of streets is set out on the Area Spatial Strategy diagram, which would establish both a good level of permeability and a series of developable street blocks.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

Improved pedestrian and cycle links through the site will be sought to provide improved permeability particularly between Nine Elms Lane and Wandsworth Road. These will be expected to take the form of wide green landscaped strips. Improvements to public transport including potential contributions towards the possible Northern Line Extension will be sought. With any significant development of the site it would be necessary to give careful consideration to vehicle access arrangements and it may be necessary to consider shared access with other neighbouring sites to minimise the number of junctions onto Nine Elms Lane.

Provision for the development of the Opportunity Area linear park will be required on part of the site. The linear park should have an average width of at least 40m throughout individual sites and an absolute minimum width of 30m should be provided subject to the minimum width extending for a maximum length of 50m in any single stretch. Refer to the Area Spatial Strategy for further guidance.

Provision for a primary school including some nursery provision and sports pitches on part of the site will be required in accordance with the Area Spatial Strategy. Provision for children's play space adjacent to the proposed school site will also be required. Guidance on the provision of play spaces is provided in the Mayor's Supplementary Planning Guidance on Providing for Children and Young People's Play and Informal Recreation.

The scale of growth and change achievable in the Nine Elms area is dependent on the proportionate provision of social infrastructure, such as schools, health and community facilities and open spaces. The Area Spatial Strategy currently indicates where open space could be delivered, and will be further developed and informed by the OAPF.

Major residential and mixed used developments (including 500 residential units or more) will be required to include provision of private nursery facilities for 0 – 4 year olds, to address the needs of future residents.

Open Space: The site is located within an Open Space Deficiency Area.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

Play Space: The site is partially located within a free play deficiency area for 0-4 year olds.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.19 Christies Auctioneers Depot, Ponton Road, SW8



Policies Map reference number: 19.

Site Area: 1.07 ha.

Ward: Queenstown.

Description: The site lies north of railway tracks, and is bounded by office/warehouse uses. The site is located within the Nine Elms Parkside district of Nine Elms.

Current use: Auctioneers.

Policy context: The site lies within the Vauxhall/Nine Elms/Battersea Opportunity Area (VNEB OA) as defined in the London Plan. Opportunities for new residential accommodation, in line with Core Strategy Policies PL5 and IS5 will be appropriate in a mixed use development. Core Strategy Policy PL6 seeks new employment floorspace as part of mixed-use developments in this area. The overall context for redevelopment here is set out in Policy PL11.

Relevant planning history: Application 2014/0614 (Approved) for redevelopment of site to provide 510 residential units including 15% affordable housing; 1,352 sq ms. of flexible commercial floorspace (use classes A1/A2/A3/B1/D1/D2) and 1,122 sq ms. of community use floorspace (use class D1).

Site Allocation: Mixed use development including residential.

Justification: The site lies within an Opportunity Area which has been identified for mixed use development within the London Plan and the Core Strategy. Development for a mix of uses will contribute to the targets set out in the Core Strategy for employment and housing. The scale of growth and change achievable in the Nine Elms area is also dependent on the proportionate provision of physical and social infrastructure.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A Site Specific Flood Risk Assessment should utilise SFRA breach model results to confirm residual risks. Proposed mitigation measures are likely to include the provision of a safe access and egress route on to Nine Elms Lane. If this is unachievable, internal refuge areas should be provided. A flood warning and appropriate refuge/evacuation plan will be required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: This site includes provision of part of the linear park linking Vauxhall to Battersea Power Station. Guidance on the provision of the linear park, including its nature and form are given in the Area Spatial Strategy. The Area Spatial Strategy for Nine Elms indicates how any new development should be designed in order to meet the Core Strategy policy objectives and to achieve a high quality environment with safe and attractive connections within the Opportunity Area and to the Thames Riverside. Improved pedestrian and cycle links through the site and beneath the railway arches to New Covent Garden Market will be sought to provide improved permeability.

Access to the site will be from Ponton Road. The Area Spatial Strategy indicates that new development shall provide a frontage onto Ponton Road with main pedestrian entrances to both ground floor commercial and upper floor residential uses.

Street blocks: In the Nine Elms Parkside district the new pattern of streets should provide frequent connections so that pedestrians and cyclists have plenty of choice in moving around the area. The impact of the street network on the linear park will be minimised by restricting vehicular crossing points. Pedestrian entrances to all development (both ground floor and upper floor uses) should be directly on to streets, and active ground floor frontages will be sought to contribute to a safe, vibrant public realm. A suggested pattern of streets is set out on the Area Spatial Strategy diagram, which would establish both a good level of permeability and a series of developable street blocks.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

Improved pedestrian and cycle links through the site will be sought to provide improved permeability particularly between Nine Elms Lane and Wandsworth Road. These are expected to take the form of wide green landscaped strips. Improved pedestrian and cycle links through the site and beneath the railway arches will also be sought

to provide improved permeability particularly between Nine Elms Lane and Wandsworth Road alongside cycle route enhancements, particularly on Nine Elms Lane. Improvements to public transport including potential contributions towards the possible Northern Line Extension will also be sought.

Provision for the development of the Opportunity Area linear park will be required on part of the site. The linear park should have an average width of at least 40m throughout individual sites and an absolute minimum width of 30m should be provided subject to the minimum width extending for a maximum length of 50m in any single stretch. Refer to the Area Spatial Strategy for further guidance.

Open Space: The site is located within an Open Space Deficiency Area.

Nature Conservation: The site is located within an area of deficiency in access to nature.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.20 Government Car and Dispatch Agency, Ponton Road, SW8



Policies Map reference number: 20.

Site Area: 0.83 ha.

Ward: Queenstown.

Description: The site lies north of railway tracks, and is bounded by office/warehouse uses. The site is located within the Nine Elms Parkside district of Nine Elms.

Current use: Depot.

Policy context: The site lies within the Vauxhall/Nine Elms/Battersea Opportunity Area (VNEB OA) as defined in the London Plan. Opportunities for new residential accommodation, in line with Core Strategy Policies PL5 and IS5 will be appropriate in a mixed use development. Core Strategy Policy PL6 seeks new employment floorspace as part of mixed-use developments in this area. The overall context for redevelopment here is set out in Policy PL11.

Site Allocation: Mixed use development including residential.

Justification: The site lies within an Opportunity Area which has been identified for mixed use development within the London Plan and the Core Strategy. Development for a mix of uses will contribute to the targets set out in the Core Strategy for employment and housing. The scale of growth and change achievable in the Nine Elms area is also dependent on the proportionate provision of physical and social infrastructure.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment should utilise SFRA breach model results to confirm residual risks. Proposed mitigation measures are likely to include the provision of a safe access and egress route on to Nine Elms Lane. If this is unachievable, internal refuge areas should be provided. The SFRA indicates that the ground levels on the site are above peak flood levels. A flood warning and appropriate refuge/evacuation plan will be required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: The Area Spatial Strategy for Nine Elms indicates how any new development should be designed in order to meet the Core Strategy policy objectives and to achieve a high quality environment with safe and attractive connections within the Opportunity Area and to the Thames Riverside.

Street blocks: In the Nine Elms Parkside district the new pattern of streets should provide frequent connections so that pedestrians and cyclists have plenty of choice in moving around the area. The impact of the street network on the linear park will be minimised by restricting vehicular crossing points. Pedestrian entrances to all development (both ground floor and upper floor uses) should be directly on to streets, and active ground floor frontages will be sought to contribute to a safe, vibrant public realm. A suggested pattern of streets is set out on the Area Spatial Strategy diagram, which would establish both a good level of permeability and a series of developable street blocks.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

Open Space: The site is located within an Open Space Deficiency Area.

Nature Conservation: The site is located within an area of deficiency in access to nature.

Play Space: The site is partially located within a free play deficiency area for 0-4 year olds.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.21 Metropolitan Police Warehouse Garage, Ponton Road, SW8



Policies Map reference number: 21.

Site Area: 0.55 ha.

Ward: Queenstown.

Description: The site lies north of railway track, and is bounded by office/warehouse uses. The site is located within the Nine Elms Parkside district of Nine Elms.

Current use: Warehouse.

Policy context: The site lies within the Vauxhall/Nine Elms/Battersea Opportunity Area (VNEB OA) as defined in the London Plan. Opportunities for new residential accommodation, in line with Core Strategy Policies PL5 and IS5 will be appropriate in a mixed use development. Core Strategy Policy PL6 seeks new employment floorspace as part of mixed-use developments in this area. The overall context for redevelopment here is set out in Policy PL11.

Site Allocation: Mixed use development including residential. Provision for a primary school and sports pitches on part of the site in accordance with the Area Spatial Strategy.

Justification: The site lies within an Opportunity Area which has been identified for mixed use development within the London Plan and the Core Strategy. Development for a mix of uses will contribute to the targets set out in the Core Strategy for employment and housing. The scale of growth and change achievable in the Nine Elms area is also dependent on the proportionate provision of physical and social infrastructure.

Flood Risk: The site is located in flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment should utilise SFRA breach model results to confirm residual risks. Proposed mitigation measures are likely to include the provision of a safe access and egress route on to Nine Elms Lane. If this is unachievable, internal refuge areas should be provided. A flood warning and appropriate refuge/evacuation plan will be required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design Principles: The Area Spatial Strategy for Nine Elms indicates how any new development should be designed in order to meet the Core Strategy policy objectives and to achieve a high quality environment with safe and attractive connections within the Opportunity Area and to the Thames Riverside.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

Provision for a primary school including some nursery provision and sports pitches on part of the site in accordance with the Area Spatial Strategy will be required.

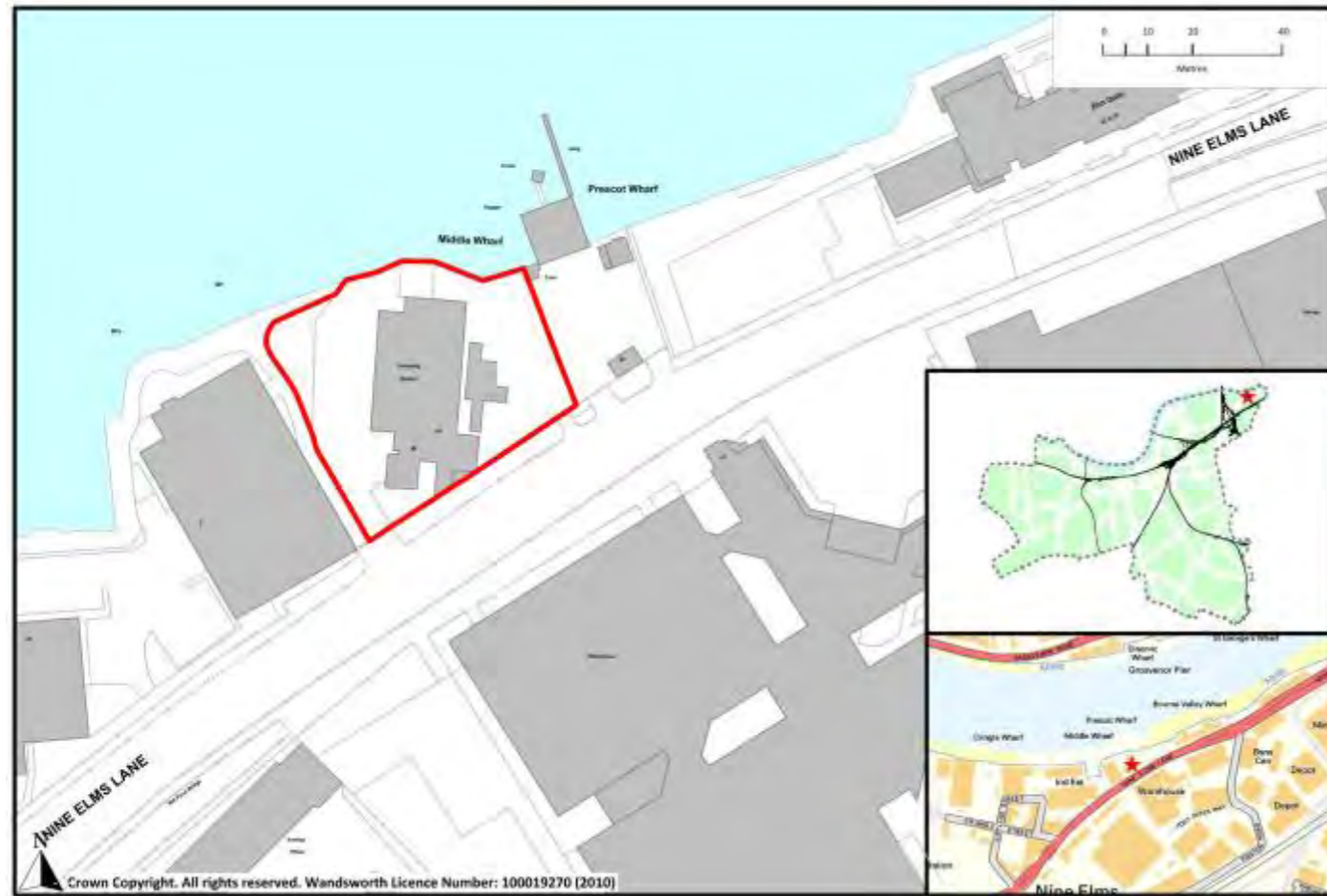
Open Space: The site is located within an Open Space Deficiency Area.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

Play Space: The site is partially located within a free play deficiency area for 0-4 year olds.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.22 Heathwall Pumping Station, 54-56 Nine Elms Lane, SW8



Policies Map reference number: 22.

Site Area: 0.26 ha.

Ward: Queenstown.

Description: The site lies north of Nine Elms Lane on the Thames Riverside and adjacent to Middle Wharf safeguarded wharf. The site is located within the Nine Elms Riverside district of Nine Elms.

Current use: Pumping Station.

Policy context: The site lies within the Vauxhall/Nine Elms/Battersea Opportunity Area as set out in the London Plan (Core Strategy Policy PL11). This site is included as part of Thames Water's Development Consent Order to the Planning Inspectorate on the Thames Tideway Tunnel project and is subject to a Safeguarding Direction which will remain in force until 30 April 2022. Further information on the Thames Tideway Tunnel Project can be found in the introduction on page 7.

Site Allocation: Thames Tideway Tunnel development site and pumping station.

Flood Risk: Located within flood zone 3a. A site specific Flood Risk Assessment is required.

Sites with a tidal Thames frontage should address the requirements of the Environment Agency's Thames Estuary 2100 (TE2100) Plan to ensure that these sites are protected for their lifetime and ensure the necessary level of protection is provided to London as a whole.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2). To the north across the River Thames are the Churchill Gardens, Pimlico and Dolphin Square Conservation Areas and beyond is the Palace of Westminster World Heritage site, all of which lie within the City of Westminster.

Design Principles: It is proposed that Nine Elms Lane/Battersea Park Road be enhanced to overcome the hostile environment for pedestrians and cyclists that currently exists. The road will be reconfigured to create an urban boulevard and provide links to the riverside from the sites further south. The aim is to transform the street into a more pleasant place where all users can be accommodated in a balanced way. Refer to the Area Spatial Strategy for further guidance.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

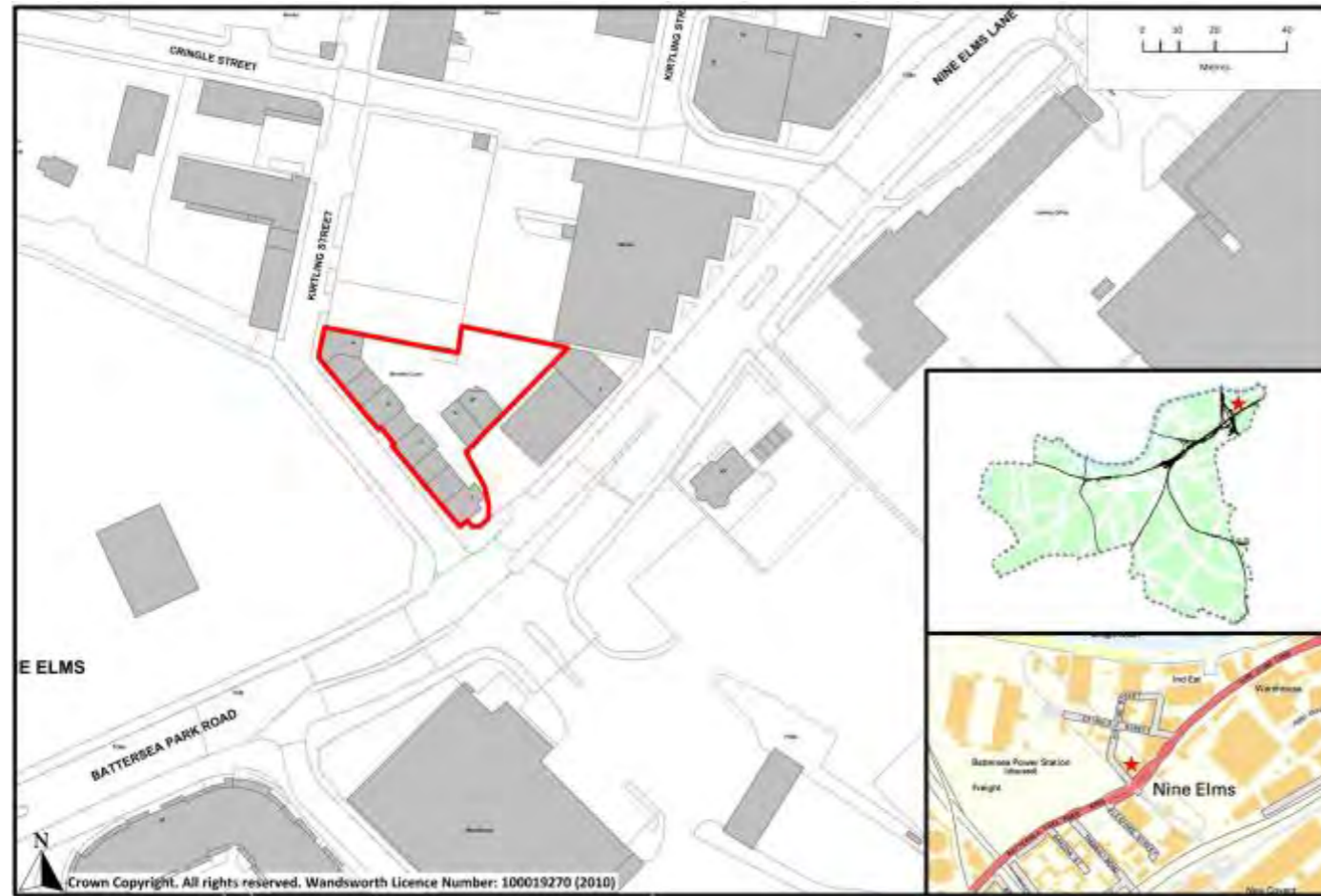
Upon completion of the tunnel, a riverside walk incorporating provision for cyclists will be sought in accordance with DMPD Policy DMT3, extending pedestrian links through the site between Nine Elms Lane and the existing Riverside Walk. Improvements to public transport including potential contributions towards the possible Northern Line Extension will be sought. With any significant development of the site it would be necessary to give careful consideration to vehicle access arrangements and it may be necessary to consider shared access with other neighbouring sites to minimise the number of junctions onto Nine Elms Lane.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

Open Space: The site is located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.23 Brooks Court, Kirtling Street, SW8



Policies Map reference number: 23.

Site Area: 0.18 ha.

Ward: Queenstown.

Description: The site is located north of Nine Elms Lane and is bounded by office/warehouse use. The site is located within the Nine Elms Riverside district of Nine Elms.

Current use: Offices.

Policy context: The site lies within the Vauxhall/Nine Elms/Battersea Opportunity Area (VNEB OA) as defined in the London Plan. Opportunities for new residential accommodation, in line with Core Strategy Policies PL5 and IS5 will be appropriate in a mixed use development. Core Strategy Policy PL6 seeks new employment floorspace as part of mixed-use developments in this area. The overall context for redevelopment here is set out in Policy PL11. This site is included as part of Thames Water's Development Consent Order to the Planning Inspectorate on the Thames Tideway Tunnel project and is subject to a Safeguarding Direction which will remain in force until 30 April 2022. Further information on the Thames Tideway Tunnel Project can be found in the introduction on page 7.

Site Allocation: Mixed use development including residential.

Justification: The site lies within an Opportunity Area which has been identified for mixed use development within the London Plan and the Core Strategy. Development for a mix of uses will contribute to the targets set out in the Core Strategy for employment and housing. The scale of growth and change achievable in the Nine Elms area is also dependent on the proportionate provision of physical and social infrastructure.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A Site Specific Flood Risk Assessment should utilise SFRA breach model results to confirm residual risks. A flood warning and appropriate evacuation plan will be required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site is partially located within an archaeological priority area (refer DMPD Policy DMS2). Adjacent to Battersea Power Station (Grade II* listed building). To the north across the River Thames are the Churchill Gardens, Pimlico and Dolphin Square Conservation Areas and beyond is the Palace of Westminster World Heritage site, all of which lie within the City of Westminster.

Design principles: The Area Spatial Strategy for Nine Elms indicates how any new development should be designed in order to meet the Core Strategy policy objectives and to achieve a high quality environment with safe and attractive connections within the Opportunity Area and to the Thames Riverside.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

Improvements to public transport will be sought. With any significant development of the site it would be necessary to give careful consideration to vehicle access arrangements and it may be necessary to consider shared access with other neighbouring sites to minimise the number of junctions onto Nine Elms Lane.

Open Space: The site is located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.24 49-59 Battersea Park Road, SW8



Policies Map reference number: 24.

Site Area: 0.32 ha.

Ward: Queenstown.

Description: The site is located south of Nine Elms Lane and is bounded by a railway to the south east, the main entrance to new Covent Garden Market to the north and by depot/warehouse use to the south west. The site is located within the Nine Elms Parkside district of Nine Elms.

Current use: Car servicing centre.

Policy context: The site lies within the Vauxhall/Nine Elms/Battersea Opportunity Area (VNEB OA) as defined in the London Plan. Opportunities for new residential accommodation, in line with Core Strategy Policies PL5 and IS5 will be appropriate in a mixed use development. Core Strategy Policy PL6 seeks new employment floorspace as part of mixed-use developments in this area. The overall context for redevelopment here is set out in Policy PL11.

Site Allocation: Mixed use development including residential.

Justification: The site lies within an Opportunity Area which has been identified for mixed use development within the London Plan and the Core Strategy. Development for a mix of uses will contribute to the targets set out in the Core Strategy for employment and housing. The scale of growth and change achievable in the Nine Elms area is also dependent on the proportionate provision of physical and social infrastructure.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A Site Specific Flood Risk Assessment should utilise SFRA breach model results to confirm residual risks. Proposed mitigation measures are likely to include the provision of a safe access and egress route on to Nine Elms Lane. If this is unachievable, internal refuge areas should be provided. A flood warning and appropriate refuge/evacuation plan will be required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: The Area Spatial Strategy for Nine Elms indicates how any new development should be designed in order to meet the Core Strategy policy objectives and to achieve a high quality environment with safe and attractive connections within the Opportunity Area and to the Thames Riverside. The massing of any development should be concentrated on the street frontage and building height should be consistent with the surrounding area, notably Viridian Apartments, which has recently been constructed in Sleaford Street. The site has a frontage on to the link road from Battersea Park Road into New Covent Garden Market. The redevelopment of the site presents an opportunity to link this street to Sleaford Street and Ascalon Street in order to improve access to the wider area as part of the regeneration of Nine Elms. It is suggested that the owners of this site discuss with the owners of the site to the rear in Sleaford Street as there may be advantages in redeveloping the sites together. Clearly this is important in order to link Sleaford Street with the street that forms the main entrance into the market to improve the wider accessibility of the area. It is suggested that the new street is sited parallel to, and alongside the railway. Its design, layout and materials should be consistent with the design and layout of streets in the strategy for Nine Elms. In the Nine Elms Parkside district the new pattern of streets should provide frequent connections so that pedestrians and cyclists have plenty of choice in moving around the area. Pedestrian entrances to all development (both ground floor and upper floor uses) should be directly on to streets, and active ground floor frontages will be sought to contribute to a safe, vibrant public realm. A suggested pattern of streets is set out on the Area Spatial Strategy diagram, which would establish both a good level of permeability and a series of developable street blocks.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

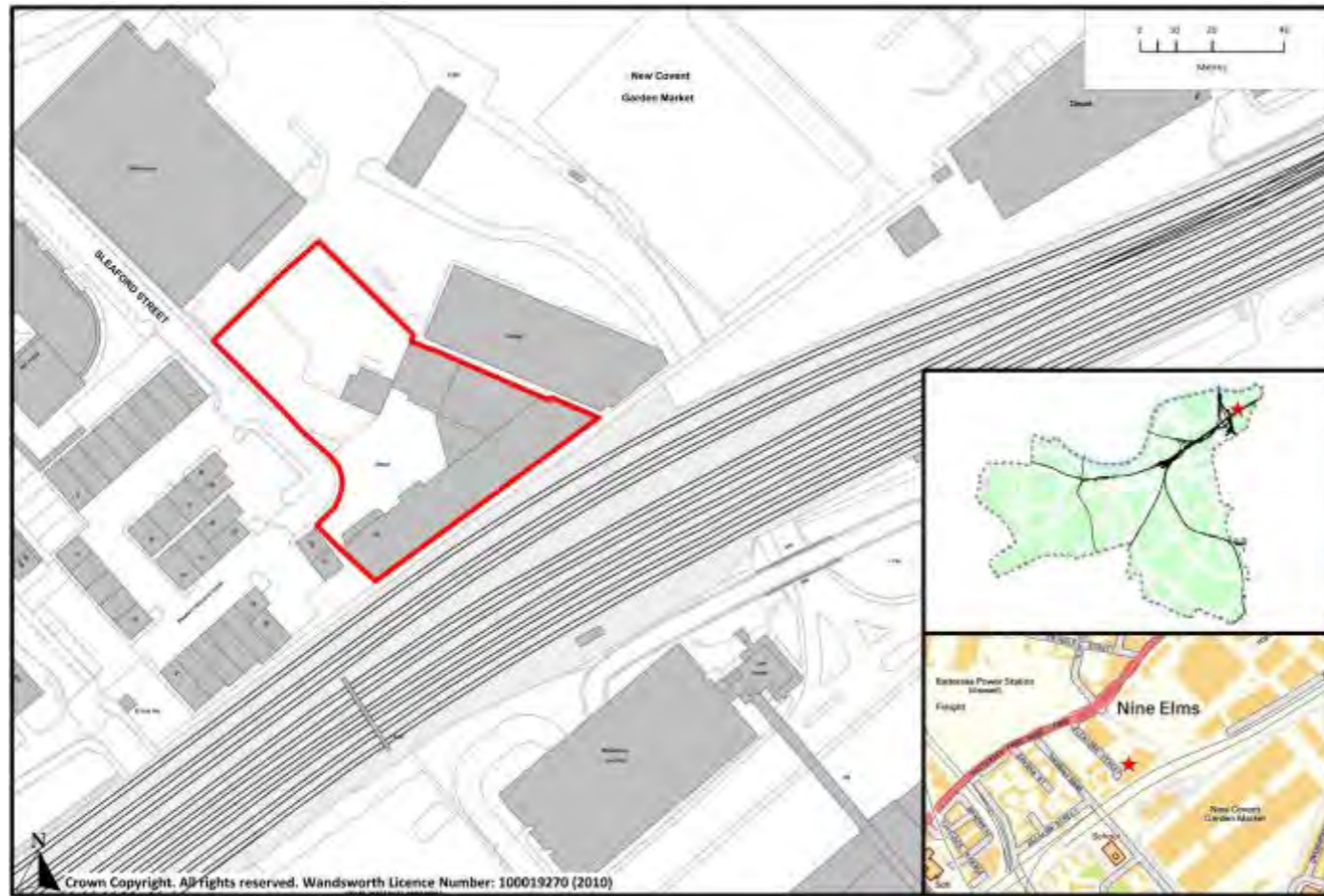
Improved pedestrian and cycle links from the site will be sought to provide improved permeability to Nine Elms Lane. Improvements to public transport will be sought. With any significant development of the site it would be necessary to give careful consideration to vehicle access arrangements and it may be necessary to consider shared access with other neighbouring sites to minimise the number of junctions onto Nine Elms Lane/Battersea Park Road.

Open Space: The site is located within an Open Space Deficiency Area.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.25 Dairy Crest Milk Distribution Depot, 55 Sleaford Street, SW8



Policies Map reference number: 25.

Site Area: 0.42 ha.

Ward: Queenstown.

Description: The site is located north of railway tracks and east of Sleaford Street Industrial estate. The site is located within the Nine Elms Parkside district of Nine Elms.

Current use: Milk distribution depot.

Relevant planning history: Planning Application 2013/3735 (Approved) for demolition of all existing buildings and construction of a mixed use redevelopment. The proposals include buildings to a maximum height of 18 storeys (59m AOD) and will provide 294 residential units; up to 336sq.m. of commercial floorspace comprising of retail (A1), office (A2 & B1) and café/restaurant (A3) uses; 214sq.m. community youth hall; basement vehicle/cycle parking, plant and servicing areas; new public amenity space and landscaping; excavation and other associated works; re-provision of the existing ball court and two electricity sub-stations.

Policy context: The site lies within the Vauxhall/Nine Elms/Battersea Opportunity Area (VNEB OA) as defined in the London Plan. Opportunities for new residential accommodation, in line with Core Strategy Policies PL5 and IS5 will be appropriate in a mixed use development. Core Strategy Policy PL6 seeks new employment floorspace as part of mixed-use developments in this area. The overall context for redevelopment here is set out in Policy PL11.

Site Allocation: Mixed use development including residential.

Justification: The site lies within an Opportunity Area which has been identified for mixed use development within the London Plan and the Core Strategy. Development for a mix of uses will contribute to the targets set out in the Core Strategy for employment and housing. The scale of growth and change achievable in the Nine Elms area is also dependent on the proportionate provision of physical and social infrastructure.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment is required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design Principles: The Area Spatial Strategy for Nine Elms indicates how any new development should be designed in order to meet the Core Strategy policy objectives and to achieve a high quality environment with safe and attractive connections within the Opportunity Area and to the Thames Riverside. The detailed design guidance for this site is formulated within the overall spatial strategy for Nine Elms, and needs to be considered in the context of the guidance for adjacent sites. The massing of any development should be concentrated on the street frontage and building height should be consistent with the surrounding area, notably Viridian Apartments, which has recently been constructed in Sleaford Street.

The site would be expected to provide and/or improve pedestrian connections to the new linear park by connecting in with new links being provided through the redevelopment of the adjoining Booker Cash and Carry (2.1.13) and Sleaford Street (2.1.14) sites.

Street Blocks: The existing site has a frontage on to Sleaford Street. The redevelopment of this site along with adjacent sites presents an opportunity to link Sleaford Street with Ascalon Street, and the street that links to New Covent Garden Market in order to improve access to the wider area as part of the regeneration of Nine Elms. It is suggested that the owners of this site discuss with the owners of the garage site to the rear as there may be advantages in redeveloping the sites together. Clearly this is important in order to link Sleaford Street with the street that forms the main entrance into the market to improve the wider accessibility of the area. It is suggested that the new street is sited parallel to, and alongside the railway. Its design, layout and materials should be consistent with the design and layout of streets in the wider strategy for Nine Elms. In the Nine Elms Parkside district the new pattern of streets should provide frequent connections so that pedestrians and cyclists have plenty of choice in moving around the area. Pedestrian entrances to all development (both ground floor and upper floor uses) should be directly on to streets, and active ground floor frontages will be sought to contribute to a safe, vibrant public realm. A suggested pattern of streets is set out on the Area Spatial Strategy diagram, which would establish both a good level of permeability and a series of developable street blocks.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

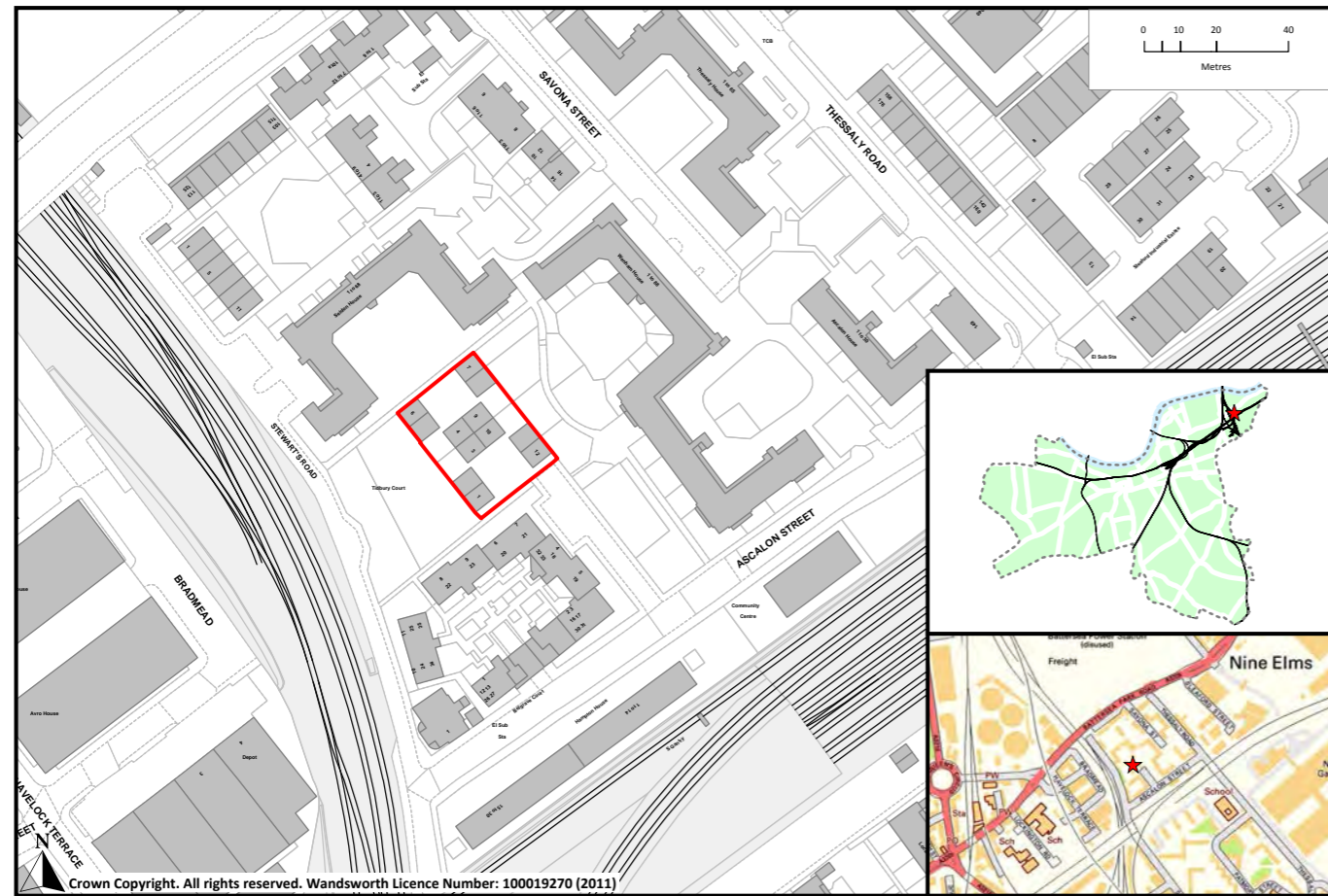
Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

Improvements to public transport will be sought including potential contributions towards the possible Northern Line Extension. With any significant development of the site it would be necessary to give careful consideration to vehicle access arrangements and it may be necessary to consider shared access with other neighbouring sites to minimise the number of junctions onto Battersea Park Road.

Open Space: The site is located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.26 Tidbury Court, Stewarts Road, SW8



Policies Map reference number: 26.

Site Area: 0.1 ha.

Ward: Queenstown.

Description: The site lies to the east of Stewarts Road and is bounded by residential use. To the west is the protected Queenstown Road, Battersea, Strategic Industrial Location. The site is located within the Thessaly district of Nine Elms.

Current Use: Residential sheltered housing.

Relevant planning history: Planning Application 2014/4516 (under consideration) for demolition of existing buildings and construction of a new 4-storey building to provide 22 flats for affordable rent, including associated landscaping, cycle and refuse stores.

Policy Context: The site lies within the Vauxhall/Nine Elms/Battersea Opportunity Area (VNEB OA) as defined in the London Plan. Opportunities for new residential accommodation, in line with Core Strategy Policies PL5 and IS5 will be appropriate. The overall context for redevelopment here is set out in Policy PL11.

Site Allocation: Residential.

Justification: A response to a changing demographic future need for older people. The combination of population decline and new ways of providing support has resulted in demand for sheltered housing declining over the last decade. Overall, the provision of supported housing reflects a movement away from institutional accommodation into the provision of larger, self contained accommodation respecting individual choice and independence and offering integration into the community.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment is required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Design principles: The Area Spatial Strategy for Nine Elms indicates how any new development should be designed in order to meet the Core Strategy policy objectives and to achieve a high quality environment with safe and attractive connections within the Opportunity Area and to the Thames Riverside.

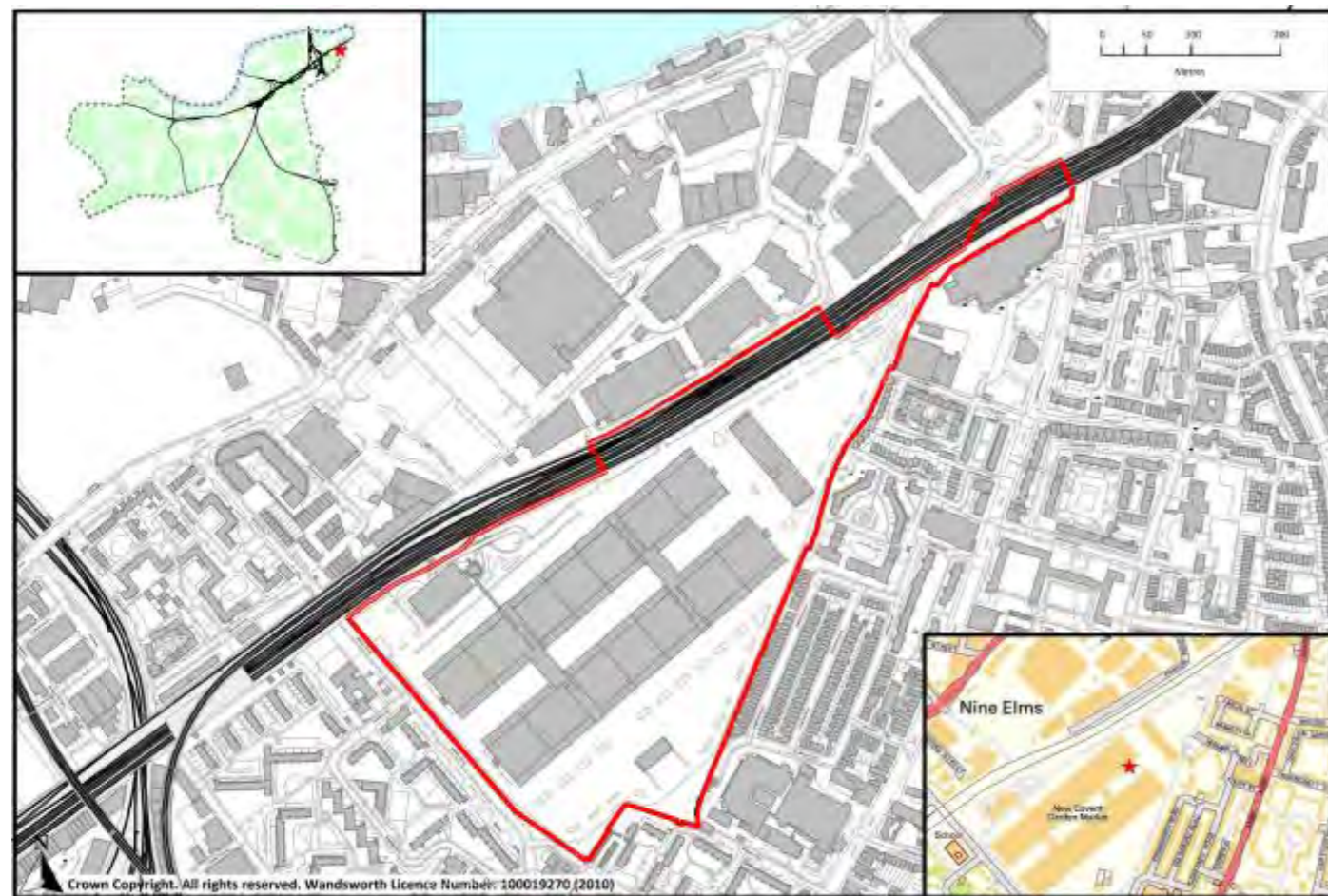
Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

Open Space: The site is located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.27 New Covent Garden Market, Main Market Area, Nine Elms, SW8



Map reference number: 27.

Site Area: 18.07 ha.

Ward: Queenstown.

Description: The main New Covent Garden Market (NCGM) site lies to the south of the railway and is largely bounded by residential use to the south and east. Vehicular access is from Battersea Park Road to the site with egress on to Wandsworth Road. The site is located within the Market district of Nine Elms.

Current use: Fruit and vegetable market serving the whole of London.

Relevant planning history: Outline planning application 2011/4664 (Approved), for demolition of existing buildings, construction of a mixed-use redevelopment including a new fruit and vegetable and flower market and ancillary uses, 2,491 residential flats, and other uses. Total floor area 426,874sq ms. GEA including underground parking and servicing. (Application for outline planning permission with details of vehicle access points).

Part outline, part detailed planning application 2014/2810 (Approved, subject to legal agreement) for demolition of existing buildings, construction of mixed-use redevelopment comprising: a new Fruit and Vegetable Market and Flower Market and ancillary uses; refurbishment and extension of existing waste collection area (including rooftop sports pitches); residential dwellings; flexible commercial uses, including retail, financial and professional services, café/restaurant, bar uses and hot food takeaways and offices; non-residential institutions; assembly and leisure uses; temporary storage and distribution buildings and associated works; associated car, cycle and

motorcycle parking and servicing and new vehicle accesses, energy centres; and landscaping public realm and open space including part of the Linear Park. All matters reserved apart from access, details of all new markets and supporting buildings, and details of Building N8 and associated landscaping);

Both applications relate to all 3 CGMA sites (2.1.27, 2.1.28 and 2.1.29).

Policy context: The Core Strategy and Opportunity Area Planning Framework for Nine Elms identify the market for intensification, consolidation and intensification (Core Strategy Policy PL11).

Site Allocation: Retention, consolidation and intensification of the wholesale market within the New Covent Garden Market site. Higher density mixed-use development including complementary uses, e.g. hotel, restaurants, food related college, business and limited retail, and residential development at the north end (apex) of the site.

Justification: The intensification of New Covent Garden Market is supported in line with the OAPF and the Core Strategy. The redeveloped market will continue to serve Central London's hotels and restaurants, as well as shops and market across the capital. The creation of the Garden Heart centre for food is expected to provide food related employment and education facilities in addition to restaurants, cafes and a publicly accessible retail market. The unique location presents an opportunity to create significant high value employment and opportunities for inward investment, including from outside the UK.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is likely to require flow path assessment to confirm residual risks. Proposed mitigation measures are likely to include the provision of a safe access and egress route on to Nine Elms Lane. A flood warning and evacuation plan will be required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site lies within an archaeological priority area (refer DMPD Policy DMS2). To the north lies the World Heritage site around the Palace of Westminster, which lies within the City of Westminster and imposes height restrictions set by the London View Management Framework.

Design principles: The Area Spatial Strategy sets out the general design principles for sites in Nine Elms. Access to the site from Battersea Park Road will be retained. It is proposed to provide additional north/south linkages across the site to Wandsworth Road, including pedestrian linkages, as the site is considered to be a barrier to movement. This would be achieved by opening up arch(es) under the railway viaduct.

High density residential led mixed-use development, including the Garden Heart and offices, will be appropriate towards the apex of the site. Access from the site will provided to the new Nine Elms station on Northern Line Extension.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies

infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

The Core Strategy indicates that providing capacity for the specific uses serving Central London, and adequate improvements to public transport to cater for additional passengers are necessary to unlock and maximise the potential of this site. Significant transport improvements are being implemented as part of the delivery of Nine Elms including the new Nine Elms station on the Northern Line Extension at Wandsworth Road/Pascal Street in Lambeth, adjacent to the site, and bus service enhancements. A transport assessment and travel plan is also required and provision of a car club for commercial users and the surrounding area will be expected.

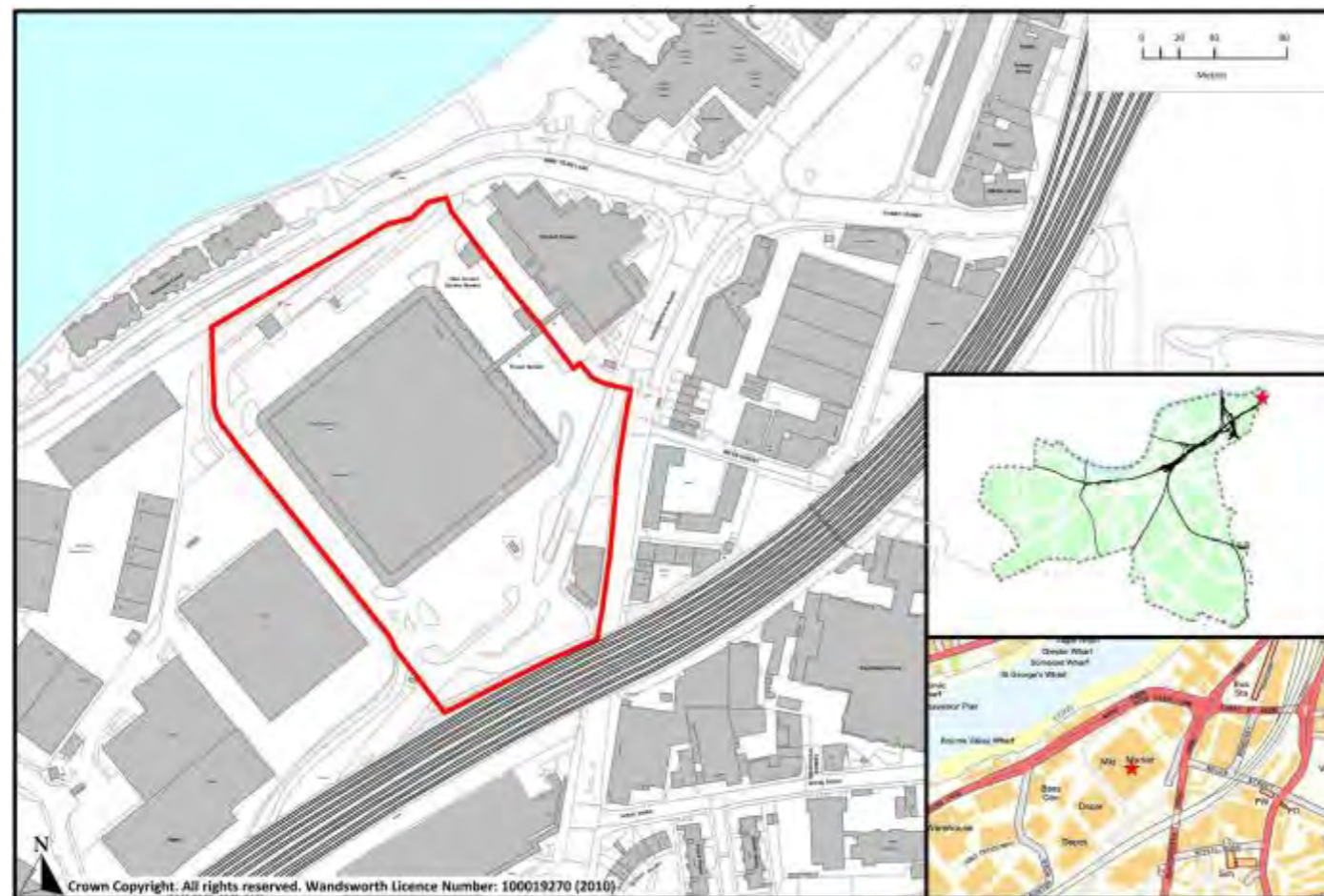
Open Space: The site is partially located within an Open Space Deficiency Area.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

Play Space: The site is partially located within a free play deficiency area for 0-4 year olds and 5-11 year olds.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.28 New Covent Garden Market, Flower Market, Nine Elms, SW8



Policies Map reference number: 28.

Site Area: 4.01 ha.

Ward: Queenstown.

Description: Located to the north of the railway within the Nine Elms near Vauxhall Focal Point. Vehicular access is from Nine Elms Lane to the Flower Market. The site is located within the Vauxhall/Embassy district of Nine Elms.

Current use: Flower market serving the whole of London.

Relevant planning history: Outline planning application 2011/4664 (Approved), for demolition of existing buildings, construction of a mixed-use redevelopment including a new fruit and vegetable and flower market and ancillary uses, 2,491 residential flats, and other uses. Total floor area 426,874sq ms. GEA including underground parking and servicing. (Application for outline planning permission with details of vehicle access points).

Part outline, part detailed planning application 2014/2810 (Approved, subject to legal agreement) for demolition of existing buildings, construction of mixed-use redevelopment comprising: a new Fruit and Vegetable Market and Flower Market and ancillary uses; refurbishment and extension of existing waste collection area (including rooftop sports pitches); residential dwellings; flexible commercial uses, including retail, financial and professional services, café/restaurant, bar uses and hot food takeaways and offices; non-residential institutions; assembly and leisure uses; temporary storage and distribution buildings and associated works; associated car, cycle and

motorcycle parking and servicing and new vehicle accesses, energy centres; and landscaping public realm and open space including part of the Linear Park. All matters reserved apart from access, details of all new markets and supporting buildings, and details of Building N8 and associated landscaping);

Both applications relate to all 3 CGMA sites (2.1.27, 2.1.28 and 2.1.29).

Policy context: The Core Strategy identifies the market for intensification, consolidation and intensification. The flower market is located within Nine Elms near Vauxhall focal point of activity as identified in the Core Strategy and is identified as a potential CAZ frontage in the London Plan. The site lies within the Vauxhall Nine Elms Battersea Opportunity Area (VNEB OA). The overall context for redevelopment here is set out in Policy PL11.

Site Allocation: Residential-led mixed-use development including retail and office development and a GP facility with improved transport capacity and a new permeable network of streets and urban spaces including amenity space.

Justification: The intensification of New Covent Garden Flower Market is supported in line with the OAPF and the Core Strategy. Higher density mixed use development can help contribute to meeting the boroughs new housing targets, provide employment opportunities and a good quality urban environment. The unique location presents an opportunity to create significant high value employment and opportunities for inward investment, including from outside the UK. The Vauxhall CAZ frontage is expected to be limited in nature, catering for local residents and workers with the level of development being appropriate to a local centre elsewhere in the borough. A limited amount of retail is therefore appropriate. Higher density mixed use development, incorporating the creation of a local centre can help to contribute to meeting the borough's new housing targets, provide employment opportunities and a good quality environment, including a focus for the Vauxhall area.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is likely to require flow path assessment to confirm residual risks. Proposed mitigation measures are likely to include the provision of a safe access and egress route on to Nine Elms Lane. A flood warning and evacuation plan will be required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site lies within an archaeological priority area (refer DMPD Policy DMS2). To the north across the River Thames are the Churchill Gardens, Pimlico and Dolphin Square Conservation Areas and beyond is the Palace of Westminster World Heritage site, all of which lie within the City of Westminster.

Design principles: The Area Spatial Strategy sets out the general design principles for sites in Nine Elms.

Active street frontages to the perimeter of the site are required, particularly to the Wandsworth Road and Nine Elms Lane street frontages.

It is proposed that Nine Elms Lane/Battersea Park Road be enhanced to overcome the hostile environment for pedestrians and cyclists that currently exists. The road will be reconfigured to create an urban boulevard and provide links to the riverside from the sites further south. The aim is to transform the street into a more pleasant place where all users can be accommodated in a balanced way. Refer to the Area Spatial Strategy for further guidance.

It is important that the owners of the site collaborate with the owners of the adjacent Market towers site to agree the position for a new street as well as its detailed design, layout and maintenance. Guidance on the provision of the linear park, including its nature and form are given in the Area Spatial Strategy.

A Tree Preservation Order (238/2000) is located on this site.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the eastern part of the site is appropriate for tall buildings, and the height at which a development in this location will be considered to be tall is 11 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4. The western part of the site is sensitive to tall buildings and tall buildings within this part of the site will be subject to detailed assessment in terms of their impact on the Palace of Westminster World Heritage Site in Central London. As part of the assessment against DMPD Policy DMS4, the London View Management Framework should be used to determine the nature of this impact. Any proposals for tall buildings would also be assessed against local views, views from bridges over the River Thames, and impact on the conservation areas to the north of the river within the City of Westminster.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

The Core Strategy indicates that providing adequate improvements to public transport to cater for additional passengers is necessary to unlock and maximise the potential of this site. Contributions to public transport infrastructure and services (e.g. bus service enhancements especially along Nine Elms Lane, increased access to Vauxhall overground/tube station) will be required. A transport assessment and travel plan is also required. Provision of a car club for residential/commercial use and surrounding area will be expected. Cycle route enhancements will need to be delivered as part of the improvements to Nine Elms Lane. Vehicle access arrangements will need careful consideration and it may be necessary to consider shared access with other neighbouring sites to minimise the number of junctions onto Nine Elms Lane. Provision of infrastructure will need to take account of concerns raised by Thames Water to address water supply and waste water capacity.

Provision for children's play space will be required. Guidance on the provision of play spaces is provided in the Mayor's Supplementary Planning Guidance on Providing for Children and Young People's Play and Informal Recreation. Provision for a GP facility will also be required.

Provision for the development of the Opportunity Area linear park will be required on part of the site. The linear park should have an average width of at least 40m throughout individual sites and an absolute minimum width of 30m should be provided subject to the minimum width extending for a maximum length of 50m in any single stretch. Refer to the Area Spatial Strategy for further guidance.

Major residential and mixed used developments (including 500 residential units or more) will be required to include provision of private nursery facilities for 0 – 4 year olds, to address the needs of future residents.

NHS primary care services in Wandsworth are co-ordinated by Wandsworth CCG. It is proposed that GP facilities should be provided in or adjacent to the CAZ frontage. The specification for the facilities to be provided will be subject to agreement with NHS Wandsworth.

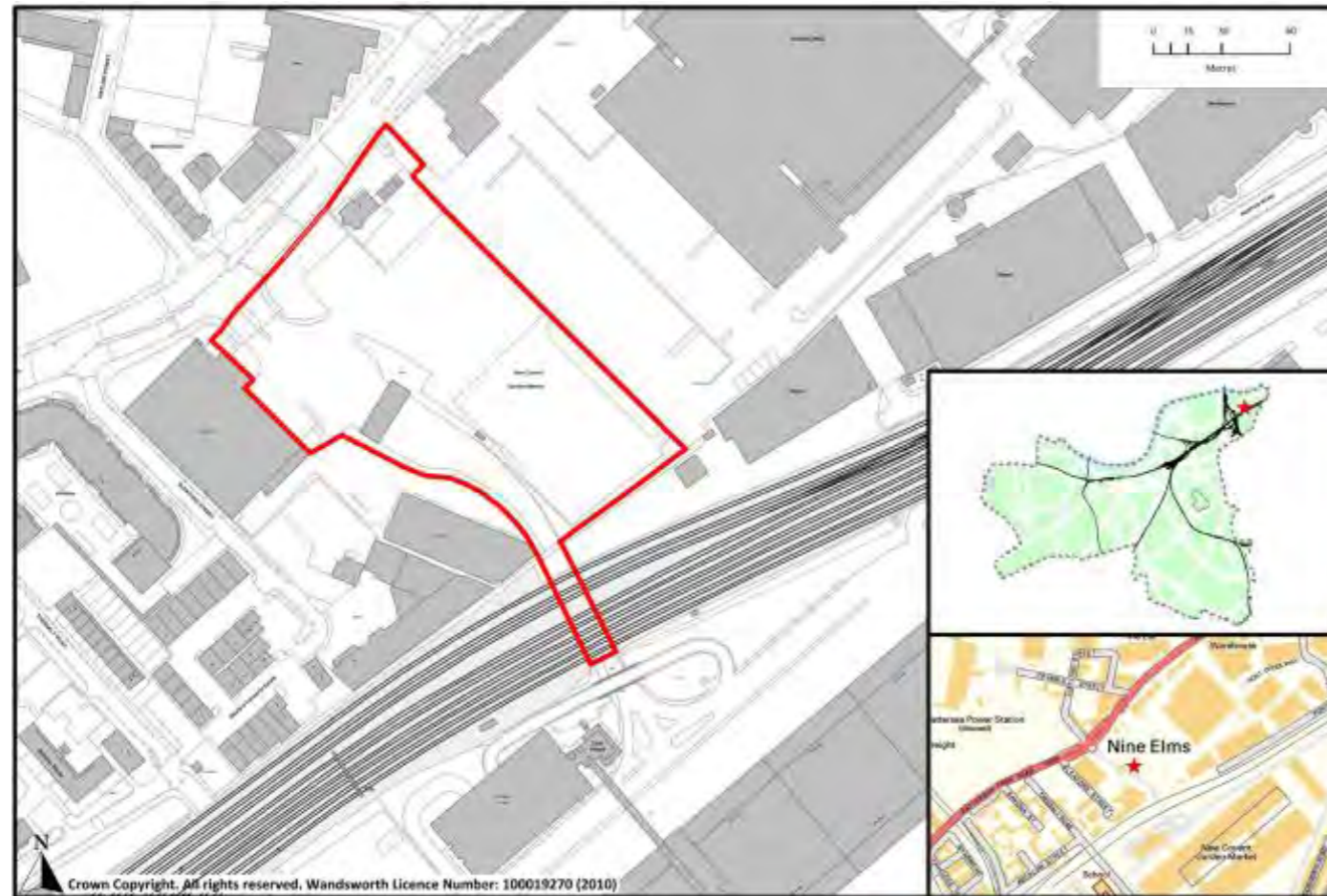
The site is identified through the Energy Masterplan and related work as a potential location of an energy centre to serve the wider network.

Open Space: The site is partially located within an Open Space Deficiency Area.

Nature Conservation: The site is located within an area of deficiency in access to nature.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.29 New Covent Garden Market, Entrance Site, Nine Elms Lane, SW8



Policies Map reference number: 29.

Site Area: 1.84 ha.

Ward: Queenstown.

Description: The site is largely bounded by warehousing. Vehicular access is from Nine Elms Lane. The site is located within the Nine Elms Parkside district of Nine Elms.

Current use: Access site to New Covent Garden Market.

Relevant planning history: Outline planning application 2011/4664 (Approved), for demolition of existing buildings, construction of a mixed-use redevelopment including a new fruit and vegetable and flower market and ancillary uses, 2,491 residential flats, and other uses. Total floor area 426,874sq ms. GEA including underground parking and servicing. (Application for outline planning permission with details of vehicle access points).

Part outline, part detailed planning application 2014/2810 (Approved, subject to legal agreement) for demolition of existing buildings, construction of mixed-use redevelopment comprising: a new Fruit and Vegetable Market and Flower Market and ancillary uses; refurbishment and extension of existing waste collection area (including rooftop sports pitches); residential dwellings; flexible commercial uses, including retail, financial and professional services, café/restaurant, bar uses and hot food takeaways and offices; non-residential institutions; assembly and leisure uses; temporary storage and distribution buildings and associated works; associated car, cycle and

motorcycle parking and servicing and new vehicle accesses, energy centres; and landscaping public realm and open space including part of the Linear Park. All matters reserved apart from access, details of all new markets and supporting buildings, and details of Building N8 and associated landscaping);

Both applications relate to all 3 CGMA sites (2.1.27, 2.1.28 and 2.1.29).

Policy context: The Core Strategy identifies the market area for intensification, consolidation and intensification. The site lies within the Vauxhall Nine Elms Battersea Opportunity Area (VNEB OA). The overall context for redevelopment here is set out in Policy PL11.

Site Allocation: Residential-led mixed-use development with improved transport capacity and a new permeable network of streets and urban spaces including amenity space. Provision for a primary school including some nursery provision and sports pitches on part of the site in accordance with the Area Spatial Strategy.

Justification: The intensification of New Covent Garden Market is supported in line with the OAPF and the Core Strategy. Higher density mixed use development can help contribute to meeting the boroughs new housing targets, provide employment opportunities, and a good quality urban environment with adequate social infrastructure to support the area.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is likely to require flow path assessment to confirm residual risks. Proposed mitigation measures are likely to include the provision of a safe access and egress route on to Nine Elms Lane. A flood warning and evacuation plan will be required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site lies within an archaeological priority area (refer DMPD Policy DMS2). To the north across the River Thames are the Churchill Gardens, Pimlico and Dolphin Square Conservation Areas and beyond is the Palace of Westminster World Heritage site, all of which lie within the City of Westminster.

Design principles: The Area Spatial Strategy sets out the general design principles for sites in Nine Elms.

It is proposed that Nine Elms Lane/Battersea Park Road be enhanced to overcome the hostile environment for pedestrians and cyclists that currently exists. The road will be reconfigured to create an urban boulevard and provide links to the riverside from the sites further south. The aim is to transform the street into a more pleasant place where all users can be accommodated in a balanced way. Refer to the Area Spatial Strategy for further guidance.

Access to the NCGM site from Battersea Park Road will be retained and should be integrated into a wider network of streets that offer choice in moving around Nine Elms, including links to Ascalon Street to the west and Ponton Road to the east. Proposals for improving access in Nine Elms, including vehicular and pedestrian routes, are set out in the Area Spatial Strategy.

The development of part of the site adjoining the entrance from Battersea Park Road will need particularly careful treatment. As well as forming the main access to New Covent Garden Market, this part of the site forms part of the linear park linking Vauxhall to Battersea Power Station. It is essential that the treatment of the site provides a sense of the park continuing across what will continue to be a major junction. Guidance on the provision of the linear park, including its nature and form are given in the Area Spatial Strategy.

Street blocks: In the Nine Elms Parkside district the new pattern of streets should provide frequent connections so that pedestrians and cyclists have plenty of choice in moving around the area. The impact of the street network on the linear park will be minimised by restricting vehicular crossing points. Pedestrian entrances to all

development (both ground floor and upper floor uses) should be directly on to streets, and active ground floor frontages will be sought to contribute to a safe, vibrant public realm. A suggested pattern of streets is set out on the Area Spatial Strategy diagram, which would establish both a good level of permeability and a series of developable street blocks.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

The Core Strategy indicates that providing adequate improvements to public transport to cater for additional passengers are necessary to unlock and maximise the potential of this site. Contributions to public transport infrastructure and services (e.g. bus service enhancements especially along Nine Elms Lane, increased access to Vauxhall overground/tube station station) including the possible Northern Line extension will be required. A transport assessment and travel plan is also required, along with the provision of a car club. Cycle route enhancements will need to be delivered as part of the improvements to Nine Elms Lane. Vehicle access arrangements will need careful consideration. Provision of infrastructure will need to take account of concerns raised by Thames Water to address water supply and waste water capacity.

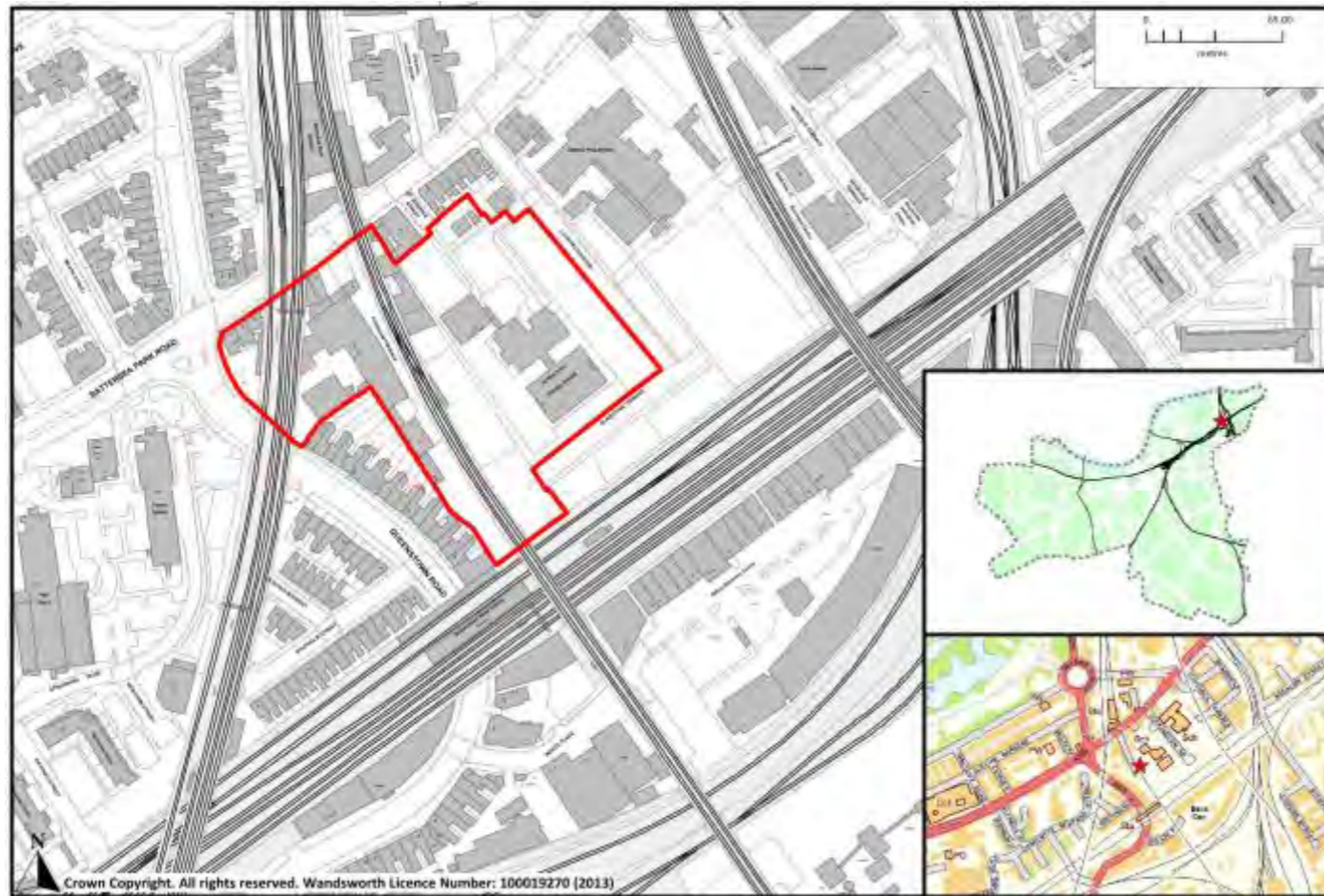
Provision for the development of the Opportunity Area linear park will be required on part of the site. The linear park should have an average width of at least 40m throughout individual sites and an absolute minimum width of 30m should be provided subject to the minimum width extending for a maximum length of 50m in any single stretch. Refer to the Area Spatial Strategy for further guidance.

Open Space: The site is located within an Open Space Deficiency Area.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

2.1.30 Patcham Terrace and St Mary's School, Battersea, SW8



Policies Map reference number: 30.

Site Area: 1.5ha

Ward: Queenstown.

Description: The site consists of office use and St Mary's Primary School. It is bounded by railway tracks, Battersea Park Road to the north and Queenstown Road to the west. The site is located within the Battersea Parkside district of Nine Elms.

Current use: Offices and education.

Relevant planning history: Planning Application 2014/4665 (under consideration) for demolition of existing buildings, and redevelopment of the site to provide a mixed use development within new buildings ranging from 1-18 storeys and refurbished railway arches, providing 290 residential flats and houses; 3,676 sq.m of flexible retail, office and community use floorspace (use classes A1-A3/B1/D1), a new enhanced primary school including early years accommodation and associated multi-use games area (MUGA) (use class D1); new publicly accessible open space and associated landscaping and highways works; new pedestrian access from Patcham Terrace into Queenstown Road railway station and associated listed buildings applications 2014/4687 and 2014/4688 (under consideration) relating to Queenstown Road station and Battersea Park Bridge.

Policy context: The site lies within the Vauxhall/Nine Elms/Battersea Opportunity Area (VNEB OA) as defined in the London Plan. Opportunities for new residential accommodation, in line with Core Strategy Policies PL5 and IS5 will be appropriate in a mixed use development. Core Strategy Policy PL6 seeks new employment floorspace as part of mixed-use developments in this area. The overall context for redevelopment here is set out in Policy PL11. The education use is protected in accordance with DMPD Policy DMC1.

Site Allocation: Mixed use development including residential and improved educational facilities.

Justification: The site lies within an Opportunity Area which has been identified for mixed use development within the London Plan and the Core Strategy. Development for a mix of uses will contribute to the targets set out in the Core Strategy for employment and housing. The scale of growth and change achievable in the Nine Elms area is also dependent on the provision of physical and social infrastructure. There is an opportunity for improved educational facilities and increased capacity providing at least two form entry.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment should utilise SFRA breach model results to confirm residual risks. Proposed mitigation measures are likely to include the provision of a safe access and egress route on to Battersea Park Road. A flood warning and evacuation plan will be required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site is partly located within the Park Town Estate Conservation Area. The railway bridge over Battersea Park Road with its decorative cast iron facings was built in 1865 and is Grade II listed. The railway bridge over Queenstown Road near its junction with Battersea Park Road is also of architectural interest and is included in the Local List. The arches linking the two bridges and the courtyard beneath laid out with granite setts form an important setting to the bridges as well as this part of the Park Town Estate Conservation Area. Both Battersea Park and Queenstown Road stations are of special architectural and historic interest, being Grade II listed. The tall Victorian building at 177-179 Battersea Park Road is a positive building within the Conservation Area.

Design Principles: A mixed-use development should provide a frontage on to Battersea Park Road. Any proposed development should consider a station-to-station pedestrian link between Battersea Park Station and Queenstown Road station via Patcham Terrace. The pedestrian link should have a built frontage and it is desirable that the ground floor contains active uses. There is scope to re-use the railway arches and to enhance the character and appearance of them through the quality of the infill units. The pedestrian link to Queenstown Road station offers the opportunity to secure improved pedestrian access and facilities, and a safe and legible route for pedestrians and cyclists. Any redevelopment should be of the highest quality that will enhance the character of the Conservation Area and take into account the adjoining Victorian building at 177-179 Battersea Park Road. This building is highlighted in the Conservation Area Character Appraisal as a survivor of the 'sentinel pair' of buildings which were erected on either side of Queenstown Road to mark the entrance to the Park Town estate.

The railway arches to the east (Victoria to Wandsworth Road Line) are also of visual significance adding to the setting of the two listed railway stations. Many of the arches have been used for a variety of light industrial uses. As part of any redevelopment of the site the opportunity should be taken to link Gladstone Terrace to the east with Patcham Terrace to improve accessibility within the area. Any proposal should re-establish the historic pedestrian route through the site, helping to link up more directly Battersea Park Road and Queenstown Road Stations.

It is proposed that Nine Elms Lane/Battersea Park Road be enhanced to overcome the hostile environment for pedestrians and cyclists that currently exists. The road will be reconfigured to create an urban boulevard and provide links to the riverside from the sites further south. The aim is to transform the street into a more pleasant place where all users can be accommodated in a balanced way. Refer to the Area Spatial Strategy for further guidance.

Any building on the Battersea Park Road frontage should have non-residential uses at ground floor, as this is a very busy and noisy location. Adequate measures to mitigate the impact of noise on any proposed residential development will be required.

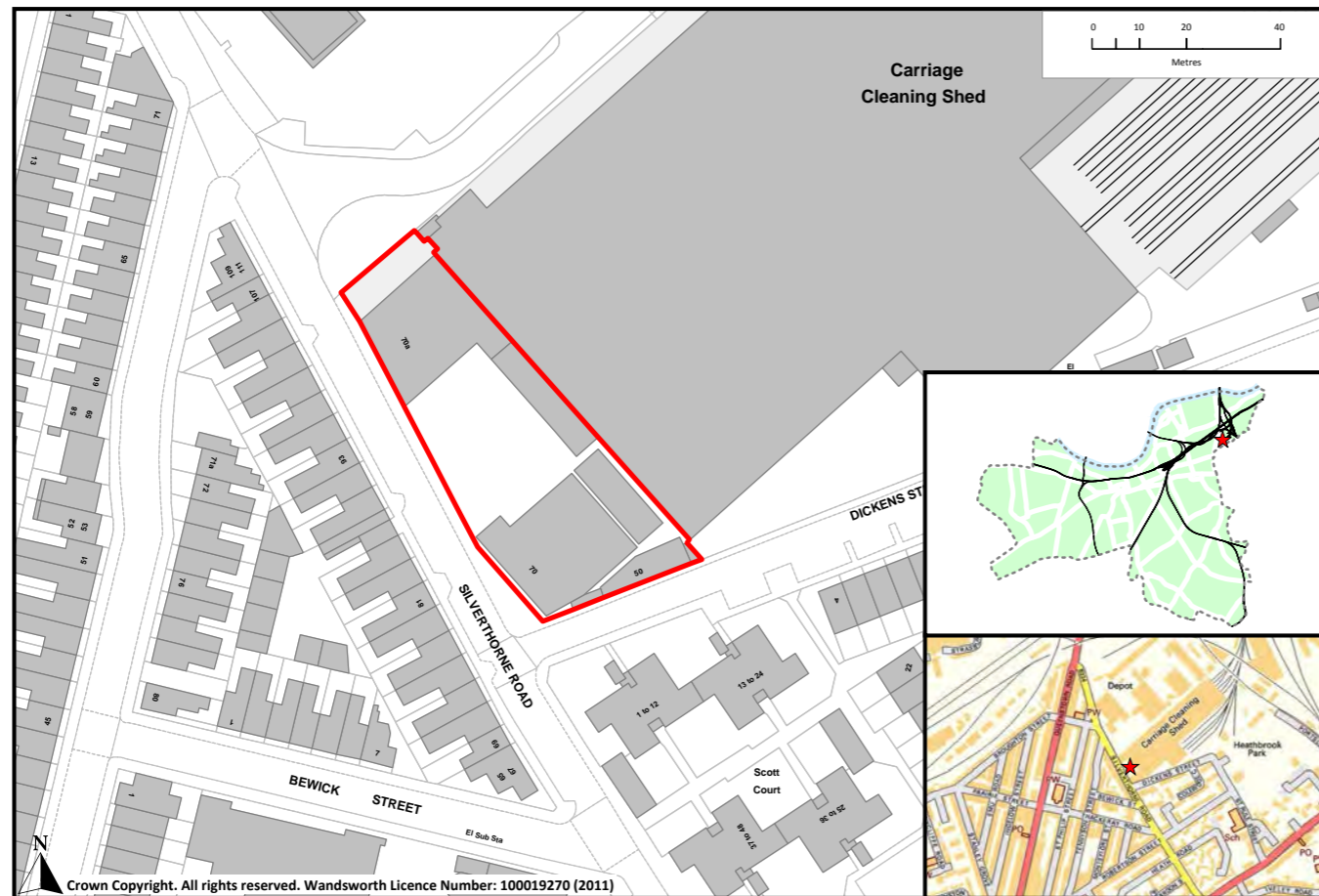
Tall Buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

Contributions to public transport infrastructure and services will be sought, including cycle route enhancements, particularly on Nine Elms Lane. A car club should be provided for residential/commercial use and the surrounding area. The site lies between Queenstown Road (Battersea) and Battersea Park overground stations, and improvements to access to Queenstown Road (Battersea) station should also be sought together with a pedestrian route between the two stations. A transport assessment and travel plan will be required.

Open Space: The site is partially located within an Open Space Deficiency Area.

2.1.31 Silverthorne Road (Network Rail site) Battersea, SW8



Policies Map reference number: 31.

Site Area: 0.24 ha.

Ward: Queenstown.

Description: The site lies to the east of Silverthorne Road and to the west of a depot in Stewarts Lane industrial area. The site is located within the Stewarts Road district of Nine Elms.

Current use: Warehouse use.

Policy context: The site lies within the Opportunity Area and the Queenstown Road Strategic Industrial Location and is the proposed location of an Industrial Business Park (Core Strategy Policies PL6 and PL7).

Site Allocation: Uses relevant to an Industrial Business Park designation: B1(b), B1(c) and high value added B2 activities. Limited B1(a) ensuring the industrial character of the area is retained, and provision for B1(b) and B1(c) is not jeopardised.

Justification: The western boundary of the Queenstown Road Strategic Industrial Location is identified on the Area Spatial Strategy as suitable for Industrial Business Park uses to provide a buffer between the SIL and the residential area to the west.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific FRA is required which should contain flow path assessment to confirm residual risks. Proposed mitigation measures are likely to include the provision of a safe access and egress route onto Silverthorne Road. A flood warning and evacuation plan will be required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: Opposite Parktown Estate Conservation Area. The site is partially located within an archaeological priority area (refer DMS2) and is in close proximity to Heathbrook Park, which is of local historic significance.

Design Principles: The Area Spatial Strategy for Stewarts Road indicates how any new development should be designed in order to meet the Core Strategy policy objectives and to achieve a high quality environment with safe and attractive connections within the Opportunity Area. New development should take account of potential impacts on the Parktown Estate Conservation Area.

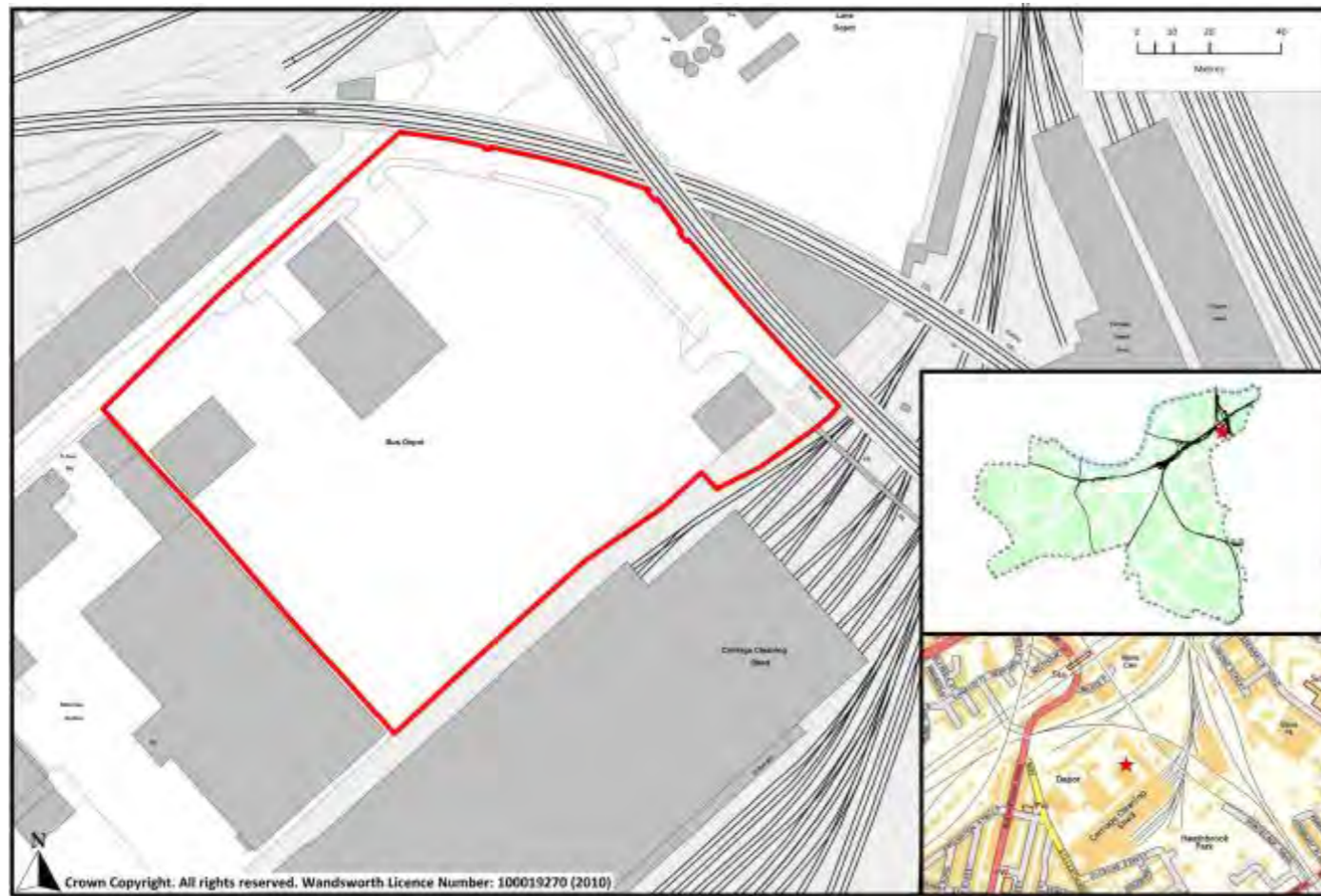
Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

Any further significant development of this site should provide an alternative access to that onto Silverthorne Road. The access could be onto Battersea Park Road and should include a pedestrian link between Silverthorne Road and Battersea Park Road.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

2.1.32 National Express Bus Depot, Land off Silverthorne Road, SW8



Policies Map reference number: 32.

Site Area: 1.82 ha.

Ward: Queenstown.

Description: The site is bounded by the Gatwick Express Depot to the south-east and Battersea Studios to the south-west. Stewarts Lane is a private road servicing the Industrial Estate and runs along the north-western boundary of the site. The site is located within the Stewarts Road district of Nine Elms.

Current use: Currently occupied by a bus depot and bus maintenance garage and a variety of workshop and storage buildings.

Policy context: The site lies within the Opportunity Area and the Queenstown Road Strategic Industrial area. In accordance with Core Strategy Policy PL3 this site is considered to be appropriate to safeguard for future transport use. Core Strategy Policy PL3 identifies the need to safeguard land for future transport use.

Site Allocation: Safeguarded for transport use.

Justification: The site forms part of the Queenstown Road Strategic Industrial Location appropriate for transport uses. As part of any redevelopment of the site, options to intensify the use of the site for bus and coach parking should be investigated. Any redevelopment proposals should achieve a high quality environment and help mitigate bad neighbour issues relating to vehicle movements as set out in the infrastructure section.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment will be required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site is partially located within an archaeological priority area (refer DMPD Policy DMS2) and is in close proximity to Heathbrook Park, which is of local historic significance.

Design Principles: The Area Spatial Strategy for Stewarts Road indicates how any new development should be designed in order to meet the Core Strategy policy objectives and to achieve a high quality environment with safe and attractive connections within the Opportunity Area.

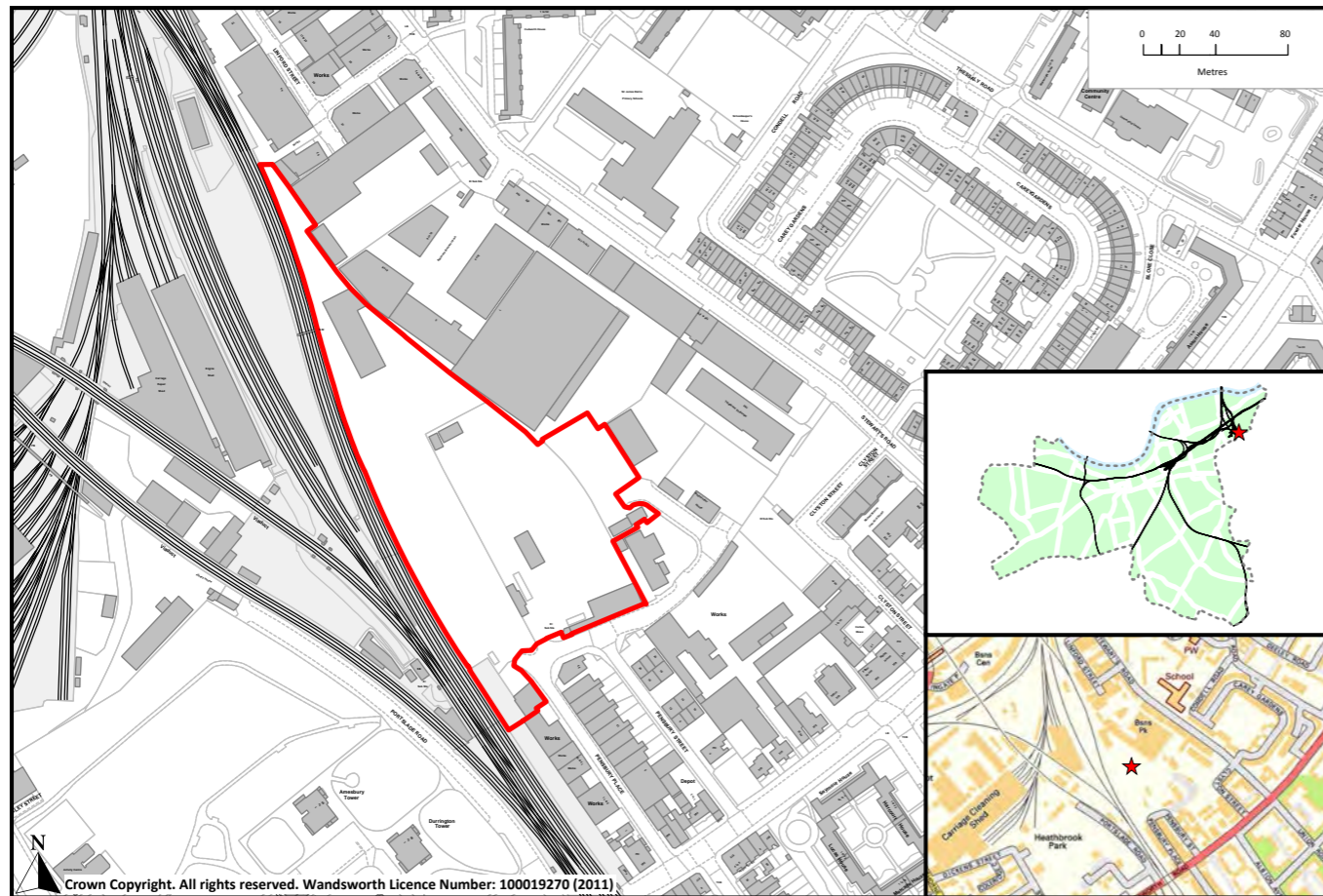
Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

Any further significant development of this site should provide an alternative access to that onto Silverthorne Road. The access could be onto Battersea Park Road and should include a pedestrian link between Silverthorne Road and Battersea Park Road. In accordance with the Stewarts Road Study a new link road connecting Battersea Park Road to the poorly accessible heart of the Strategic Industrial Location could allow more intensive industrial activity and would bring underutilised land back into use and will help mitigate bad neighbour issues currently associated with HGV use of roads fronted by residential areas. This proposed link road would require additional study and Network rail's participation in order to move forward.

Open Space: The site is partially located within an Open Space Deficiency Area.

2.1.33 Pensbury Place Waste Management Site, SW8



Map reference number: 33.

Site Area: 2.16ha.

Ward: Queenstown.

Description: The site is located within the Queenstown Road Strategic Industrial Location and is bounded by industrial sites typical of an area of strategic industrial importance and railway tracks to the west. All immediate surrounding uses are non-residential. The site is located within the Stewarts Road district of Nine Elms.

Current use: B2 use. The site is protected in its current form by policies in the current London Plan as a safeguarded site for waste management use and in line with Policy PL7 b.(ii) of the Core Strategy.

Policy Context: The London Plan has set a waste apportionment figure for the borough which is explained within the Core Strategy. The land required for waste management purposes should normally be found in existing employment locations (Core Strategy Policies PL6 and PL7). The site lies within the Vauxhall/Nine Elms/Battersea Opportunity Area as set out in the London Plan (Core Strategy Policy PL11). The site consists of the three separate waste sites that have been carried forward as one site from the proposed submission document and have been merged in this document for waste management purposes. The three sites have four operators who are Biffa, Cory Environmental, SITA UK and European Metals Recycling. The Stewarts Road Study has identified this part of the Stewarts Road Area as suitable for waste management activity.

Site Allocation: Waste management use.

Justification: This site has established waste uses and loss of this site would decrease the existing level of waste management capacity within the borough resulting in the need for more sites.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment is required.

PTAL rating/London Plan Density Matrix: The current PTAL rating and London Plan Density Matrix character settings are not considered to be a helpful guide to development of sites in Nine Elms given the comprehensive redevelopment of the area, including the provision of major improvement to public transport. Please refer to the Design Principles section of the Area Spatial Strategy for information on potential site capacity.

Historic Environment: The site is partially located within an archaeological priority area (refer DMS2) and is in close proximity to Heathbrook Park, which is of local historic significance.

Design principles: High quality design is required for any new development to minimise environmental/amenity impacts on the locality. In accordance with the Stewarts Road Study, there is scope to provide a safe and legible route for pedestrians and cyclists which would be part of an overall west - east connection from Robertson Street via Pensbury Place connecting to Stewarts Road on a less busy and traffic calmed route.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the "Funding sought via tariff" column in Section 17 of the VNEB Development Infrastructure Funding Study (DIFS) report. The table in this section of the DIFS report also identifies infrastructure which will be secured by planning and/or highway legal agreements(s) in the "Funding via site by site S106/S278 in OA" column. This reflects items where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site.

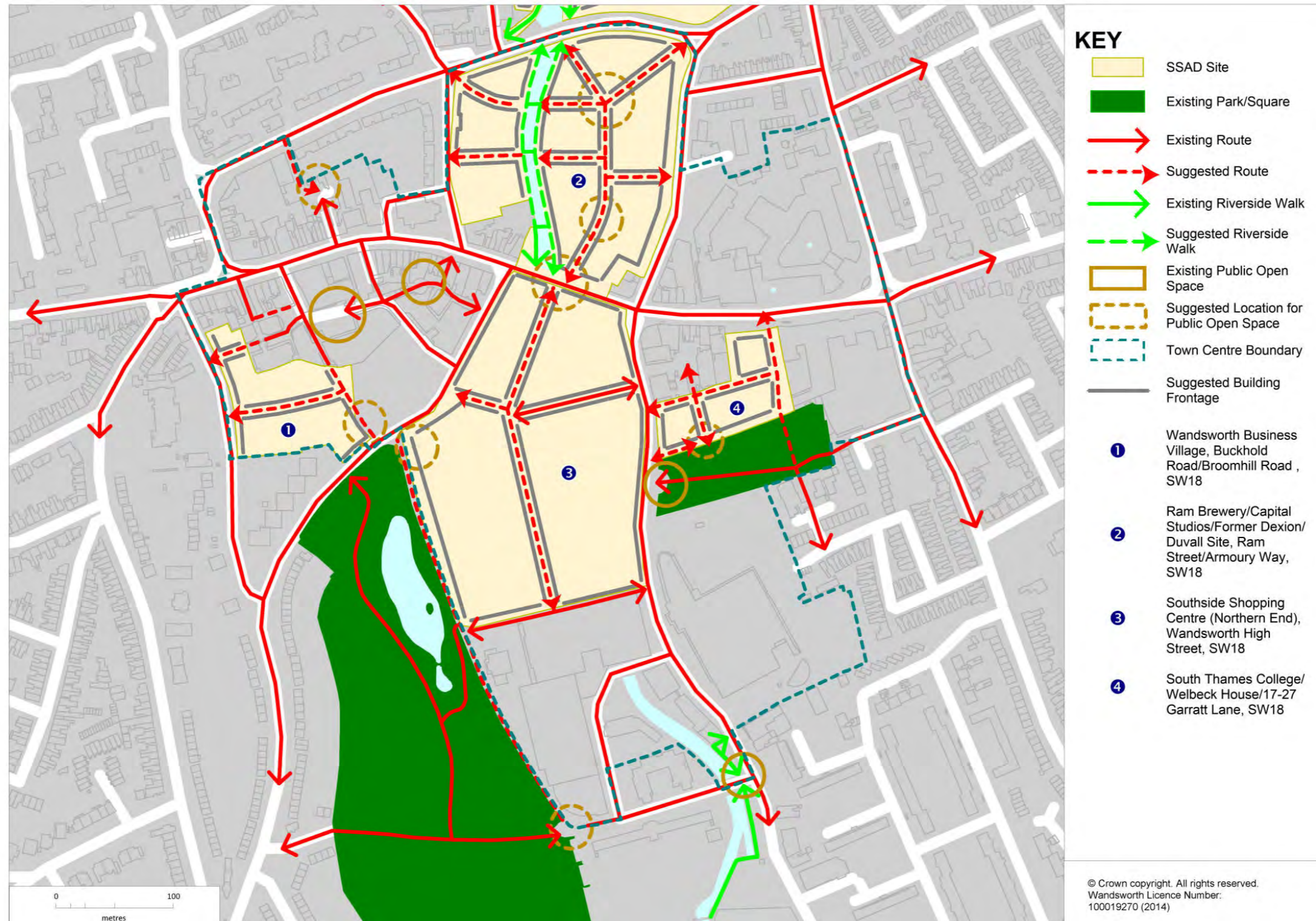
Highway improvements and improved accessibility for pedestrians and cyclists will be sought as well as improvements to public transport including potential contributions towards the possible Northern Line Extension. In accordance with the Stewarts Road Study a new link road connecting Pensbury Street with Stewarts Road via Clifton Street that services existing and potentially new waste operators will provide an improved access point for HGVs entering the Pensbury fragment. The rationale for such improvements is that they allow more intensive waste and recycling activities to develop.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

Open Space: The site is partially located within an Open Space Deficiency Area.

3 Central Wandsworth and the Wandle Delta

3.1 Area Spatial Strategy for Central Wandsworth



Area Spatial Strategy - Central Wandsworth

Planning Policy Context

Core Strategy Policy PL8 - Town and local centres, sets out the strategic policy for the five town centres and nine local centres in the borough. The policy promotes and encourages:

- The five existing town centres plus the potential new CAZ Frontage (town centre) at Battersea Power Station as the focus for shopping and complementary activities, including business, cultural, leisure and entertainment;
- Each centre to provide a distinctive range of facilities serving their local area, but not to grow at the expense of other centres;
- New shopping (A1) floorspace to meet projected future needs;
- A diversity and mix of appropriate uses, including shopping, restaurants and bars, leisure, recreation, entertainment, cultural, offices and other business use, educational, institutional, medical and healthcare, community and housing, and other uses contributing to vitality and viability;
- High density mixed use development, including residential. Wandsworth is an area where most change is anticipated.

The supporting text to Policy PL8 acknowledges that each of the town centres has different opportunities for development to strengthen their distinctive roles. In Wandsworth Town, recent improvements to the Southside shopping centre will be enhanced by the eventual redevelopment of the northern part of the centre, and new complementary shops, restaurants and bars can be provided as part of the former Ram Brewery redevelopment. Opportunities to create better linkages within the town centre and beyond to the River Thames will be pursued, and the re-routing of through traffic away from the town centre will be promoted. The creation of the Wandle Valley Regional Park should bring about sustainable transport links, environmental and regeneration benefits to the area.

Core Strategy Policy PL12 - Central Wandsworth and the Wandle Delta, provides further detail on the strategy for Wandsworth Town. The policy promotes:

- Southside Shopping Centre as the main focus for shopping floorspace, especially for large floorplate 'multiples'. This includes further improvement of the centre, particularly at the dated northern end of the centre to attract retailers and strengthen its function;
- Development on the Ram Brewery site to deliver a high quality public realm, good quality housing and retailing that complements and integrates with Southside Centre and provides an opportunity to create new public space of civic significance at the High Street. The development of Ram Brewery also enables enhancement of heritage buildings and increased public access to the Wandle and Thames rivers;
- Links between the town centre and the Thames riverside, focused on the river Wandle;
- Mixed use development on land previously set aside for employment use between the town centre and the riverside to help open up the Thames riverside and improve links to the town centre;
- Mixed use development on employment sites in the Wandsworth Business Village and former Young and Co's offices and at Buckhold Road, facilitating access to the town centre and King George's Park;
- A target of at least 790 new homes and 50,000 sq ms of new employment floorspace in Central Wandsworth, the Wandle Delta and adjacent sites;
- Reconfiguring the road network if practicable to reduce the impact of traffic on the town centre;
- Safeguarding the heritage core of the town centre, protecting the conservation area from any possible harmful development, by ensuring development at the Ram Brewery, Southside Centre and within Hardwicks Square quarter will be set away from listed buildings and other sensitive high street buildings; and
- DMPD Policy DMC3 sets out the Council's support for the provision of health and emergency services facilities. The Wandsworth Clinical Commissioning Group expects a need for additional healthcare floorspace in Central Wandsworth.

The policy also states that higher buildings, reflecting the status of the town centre while respecting existing landmark buildings, may be appropriate on some sites, subject to the qualifications set out in Policy IS3.

The Sites

There are 6 sites that are all inter-linked in terms of the contribution that future development proposals can make to the achievement of the above policy objectives for the area. These sites are:

1. Wandsworth Business Village, Buckhold Road/Broomhill Road;
2. Cockpen House, Buckhold Road/Broomhill Road;
3. The Ram Brewery/Capital Studios/Former Dexion/Duvall site, Ram Street/Armoury Way
4. Southside Shopping Centre (northern end) Wandsworth High Street;
5. Sainsburys, Garratt Lane;
6. South Thames College/Welbeck House/17-27 Garratt Lane.

This Area Spatial Strategy for Central Wandsworth provides guidance for these six sites and the diagram shows how any new development should be designed in order to meet the Core Strategy policy objectives. The strategy shows how new development should be designed in order to contribute to the provision of vibrant new public spaces and achieve safe and attractive connections within the town centre and start the connections to the Thames Riverside.

Background and Opportunities

In the late 1990s the Wandsworth Challenge Partnership (WCP) embarked on a programme of improvements to regenerate Wandsworth town centre with the benefit of Single Regeneration Budget funding from Central Government. The Partnership identified the impact of through traffic as one of the most serious problems affecting the town centre. Although it achieved all its other objectives the WCP was unable to resolve the traffic problems and these still afflict the area to this day. At present the primary external public spaces are focused on Wandsworth High Street with secondary spaces on Garratt Lane, Ram Street and Buckhold Road. The environmental quality of Wandsworth High Street remains severely compromised by the heavy one-way traffic flow through the town centre, effectively cutting the place in two.

In response, an opportunity was identified to create a new mixed use district within the street block defined by Wandsworth High Street to the north, Buckhold Road to the south and Broomhill Road to the west. New development within this street block - known now as the Hardwicks Quarter - has been laid out to conform to an urban design framework that has begun to create a well integrated network of public spaces and connections to the rest of the town centre. This is now emerging as a peaceful refuge away from the traffic dominated High Street, focused on Hardwicks Square, a new public space where pedestrians have priority over traffic. The Square is linked to the High Street by a series of old, narrow alleyways and a new link has recently been completed that connects Chapel Yard to Hardwicks Square. Development of the Business Village site and Cockpen House will complete the provision of spaces and connections to the south and west (See the Area Spatial Strategy and the information on the individual sites concerned above for details).

The departure of Young & Co from the Ram Brewery represents the most significant opportunity for the town centre. Hitherto impenetrable, the Brewery sits in a strategically important location in relation to the town centre and offers significant opportunities for crucial new links and a riverside walk along the River Wandle. The links will form a new network of connected, traffic free public spaces through the area and in particular the springing point for the desired connection from the town centre to the Thames Riverside. The Brewery also contains a wealth of heritage buildings that can be put to new uses and provide the backdrop for very attractive public spaces with distinctive character. New development will be expected to be designed in a way that facilitates road improvements leading ultimately to a reconfiguration of the one-way-system to remove or significantly reduce the impact of through traffic on the town centre (See the Area Spatial Strategy and the information on the individual sites concerned above for details).

The Southside Shopping Centre has been substantially transformed in the last 8 years. Formerly the Arndale Centre, this 1970s building has been refurbished internally and attracted some new prime retail tenants, part of the frontage on Garratt Lane has also been improved, and the northern part of the site is currently being

redeveloped, with new attractive active frontages on Garratt Lane and Wandsworth High Street including the provision of a major department store. The focus of recent investment and improvement work has seen the emergence of new building the southern end of the Centre. Improvements should extend to the Buckhold Road and Neville Gill Close frontages wherever possible. There is an opportunity for a very significant and strategically important public space on Wandsworth High Street between Southside and the Ram Brewery. Any new development of the northern end of the Southside Centre should support the delivery of this space and facilitate links to the Brewery site across Wandsworth High Street.

Significant change has also taken place to the east side of Garratt Lane with the redevelopment of parts of the existing Sainsbury's supermarket site, including a hotel above new commercial floor space fronting Garratt Lane, as part of a major scheme extending the supermarket. This provides a new improved frontage to the street and consolidate the improvements made to the adjoining Old Burial Ground Open Space by the WCP. There is potential for major change in the area north of The Old Burial Ground regarding a number of sites centred on the South Thames College annexe building and the offices on Wandsworth High Street and Garratt Lane. Comprehensive redevelopment of these sites has the potential to provide mixed use buildings set in new public realm and an attractive new edge to the public open space (See the Area Spatial Strategy and the information on the individual sites concerned above for details).

Achieving the vision set out in the Core Strategy for both the central Wandsworth and the Wandle Delta areas and adjoining sites will lead to the provision of over 1,363 homes by 2029/30 and 61,500 sq m of new employment floorspace in the area.

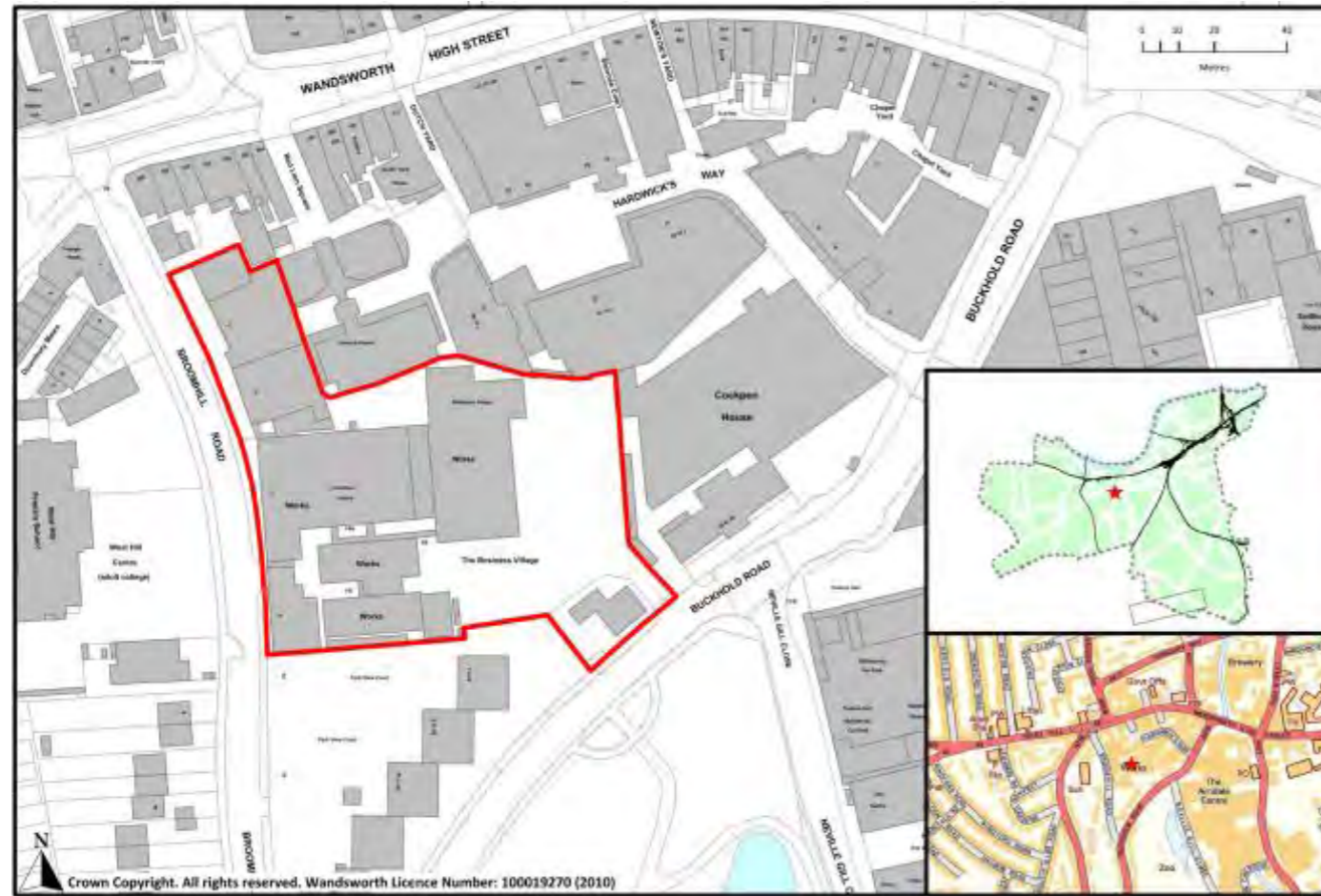
Design Principles

This spatial strategy has been devised to significantly improve permeability and the quality of the public realm within the town centre. The connections proposed will provide a range of attractive public spaces and safe routes for pedestrians and cyclists to follow. In order to ensure this, all routes and spaces will be expected to be defined by buildings with active frontages to ensure high levels of passive surveillance. Opportunities to embed high quality public art should be considered. Each site has been considered in the context of the Core Strategy tall buildings policy (IS3c) and the Stage 2 Urban Design Study - Tall Buildings. This sets out each sites' appropriateness for tall buildings and identifies when buildings will be subject to the criteria of the tall buildings policy contained in DMPD Policy DMS4.

Decentralised Energy Networks

All development located within the area of Central Wandsworth and the Wandle Delta will be expected to connect to any existing heating or cooling network unless demonstrated unfeasible, as outlined in Core Strategy Policy IS2 and DMPD Policy DMS3. Where networks do not currently exist, developments should make provision to connect to any future network that may be developed, having regard to opportunities identified through the London Heat Map unless it can be demonstrated that it would not be technically feasible or economically viable to do so. Such provision should follow guidelines set out in the Mayor's District Heating Manual for London and in any relevant energy masterplan.

3.1.1 Wandsworth Business Village, Buckhold Road/Broomhill Road, SW18



Policies Map reference number: 34.

Site Area: 0.87 ha.

Ward: Southfields.

Description: The Business Village is a group of workshops, studios, office, storage, business units and the Territorial Army Centre that occupy an old industrial site which was originally used as a gas mantle factory. The site has an 86m frontage to Broomhill Road and is within Wandsworth Town Centre. North west of the site is a terrace of houses. To the west is West Hill Primary School and to the south is a mix of 2-storey, semi-detached and terraced houses. To the south of the site are five, 4 storey blocks of flats. King George's Park, an area of Metropolitan Open Land, is opposite Buckhold Road. To the east is Cockpen House, a single/two storey office/storage previously used by Youngs Brewery. Further east on the other side of Buckhold Road is part of the Southside Shopping Centre. To the north-east of site is 17-27 Hardwick's Way – 10 storeys in height. North of the site comprises 3 and 5 storey office building.

Current use: Site under construction.

Relevant planning history: Planning Application: 2007/2999 (Approved). Demolition of existing buildings. Erection of buildings between 4 and 16 storeys in height to provide 10,500 sqm of B1 floorspace, 209 residential units, retail, café/restaurant and crèche/nursery uses with 120 parking spaces within the basement and provision of new public routes/spaces.

Policy Context: The site lies within a Mixed Use Former Industrial Area within a town centre, suitable for a mix of uses (Core Strategy Policies PL6, PL8, P12, DMPD Policy DMI2).

Site Allocation: Mixed use development including replacement employment floorspace, residential and improved links with the town centre.

Justification: The Core Strategy encourages mixed use development on the Business Village site. Mixed use development will contribute to the targets currently set out in the London Plan for employment, housing and sustainability.

Flood Risk: The site is located within flood zone 3a. Access and egress routes are likely to be available onto both Broomhill Rd and Buckhold Rd. Focus of site specific FRA likely to be surface water management.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix classification: Central.

Historic Environment: The site adjoins the Wandsworth Town Conservation Area to the north and has a small frontage to King George's Park to the south on Buckhold Road. The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: Any development of this site must support the wider urban design objectives for this urban block as set out in the Area Spatial Strategy for Central Wandsworth. Provision for three new connections providing public access through the site will be required: 1) a new link to the north, along the eastern boundary of the site, from Buckhold Road to Hardwicks Square; 2) a new link to the west from the aforementioned link 1 to Broomhill Road and; 3) a new link from the western end of Jessica Square to Broomhill Road. These links should be designed to be safe and attractive public spaces and must be defined by new active building frontages. The arrangement of buildings in the south east corner of the site must contribute to the provision of an attractive new, landscaped public space where the north-south link from Hardwicks Square meets Buckhold Road. The achievement of these links and public space will require a coordinated approach with surrounding sites, in particular Cockpen House. Care will be necessary with the height and massing of new buildings to avoid harming the amenity of adjoining flats to the north, south and west of the site. Lower elements should adjoin the existing residential development to the south and west of the site.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development will be considered to be tall on the majority of the site is 9 storeys. The Territorial Army site is also sensitive to tall buildings, and the height at which a building will be considered to be tall in this location is 5 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

Views: The site forms part of the backdrop to the northern end of King George's Park and views from within the Park are important considerations. In particular views from areas of the Park south of the Lake are sensitive and any higher elements will need to be carefully considered as these will form noticeable skyline features.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site pedestrian links between Buckhold Road and Hardwicks Square will be required along with a pedestrian crossing facility on Buckhold Road and improved access arrangements to the site from Buckhold Road. A contribution towards improvements to King George's Park entrance and Neville Gill Close promenade project may also be required. Contributions to improvements to public transport and a car club will be sought.

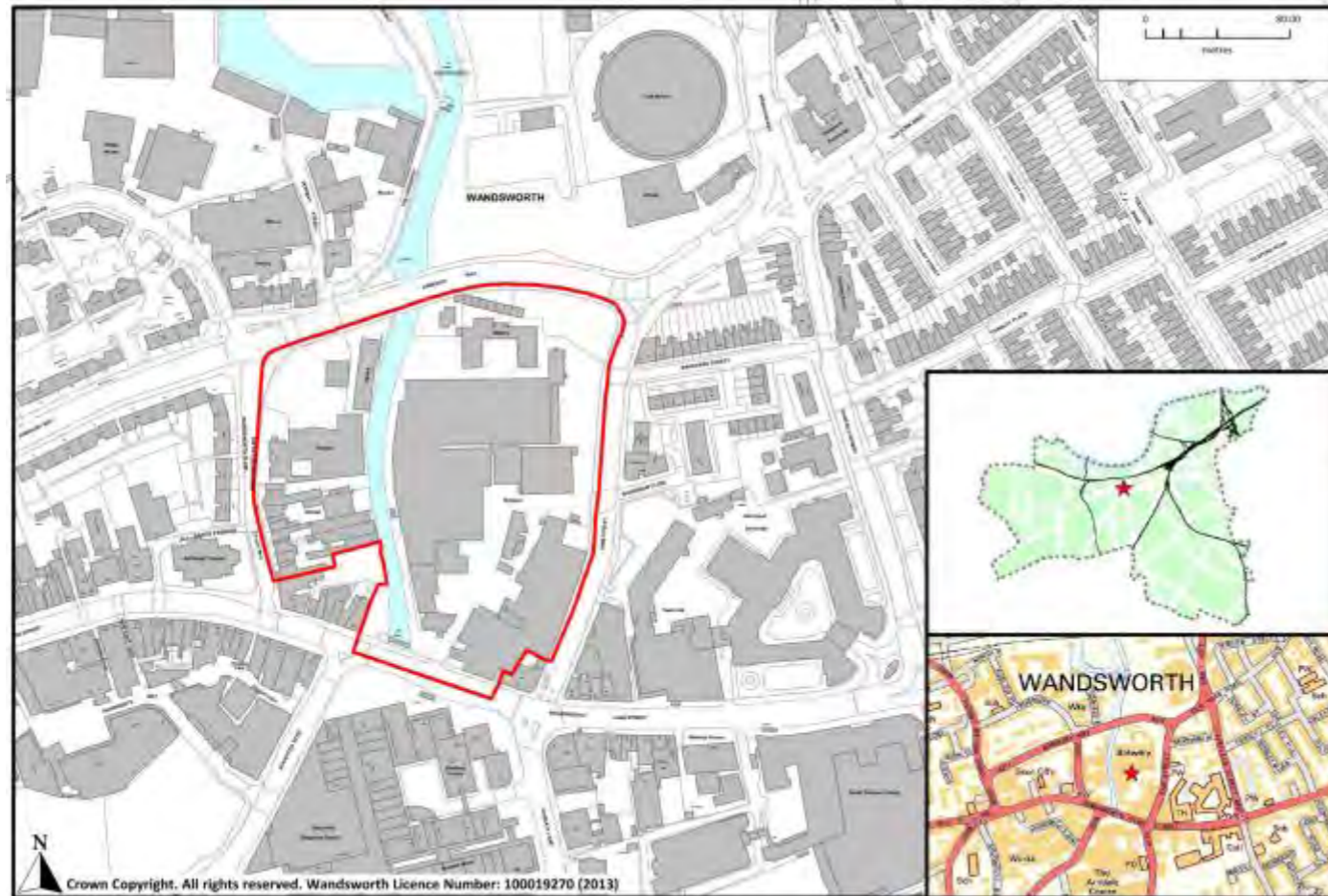
Nature Conservation: The site is located within an area of deficiency in access to nature.

Open Space: The site is partially located within an Open Space Deficiency Area.

Wandle Valley Regional Park: The site is located adjacent to the Wandle Valley Regional Park.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

3.1.2 Ram Brewery/Capital Studios/Former Dexion/Duval site, Ram Street/Armoury Way/Wandsworth, SW18



Policies Map reference number: 36.

Site Area: 3.51 ha.

Ward: Fairfield.

Description: Ram Brewery, Capital Studios and Duval works. The site straddles the River Wandle along a north-south axis. The northern end is bounded by Armoury Way and to the south is Wandsworth High Street; Ram Street to the east, and Church Row and Wandsworth Plain, which form part of the Wandsworth one-way system to the west. The larger eastern part of the site consists of the former Ram Brewery. Directly north of the Ram Brewery sites are a few single-storey industrial/commercial units, with a gasholder just beyond in Swandon Way. To the east of the site is Barchard Street and Shoreham Close, 2 to 3-storey residential houses and flats; alongside there is a community centre and clinic that is currently under construction. Further south along the eastern boundary of the site are the 8-storey Council offices and a row of commercial units with residential above fronting Wandsworth High Street (3-storey). To the south of the site area Sudbury house (a 28-storey residential block of flats) and the Southside Shopping Centre.

The smaller western part of the site consists of commercial buildings associated with a film production company (Capital Studios) and the light industrial buildings of an engineering company (the Duval Works). This site consists of a large brick building of 3 to 4-storeys, two smaller buildings and car parking. The site includes 1-9 Church Row, Wandsworth Plain, a terrace of Listed Grade II and II* Georgian houses, now in office and creative workspace use. All Saints Church lies outside the site on the opposite side of the road. Further up on the

western boundary (opposite the Capital Studios site) are residential flats consisting of 4-storeys (with basements). To the north of the Capital Studios site are residential units of 4-storeys, stepping down to 3-storey buildings currently used as offices, a 2-storey residential house and finally the Crane Public House is located on the corner.

Current use: Former Brewery. Currently occupied by various temporary uses including: film/tv production unit and location; monthly food market and open storage.

Relevant planning history: Planning Application 2012/5286 (Approved) for mixed use development comprising alterations and change of use of retained former brewery buildings, demolition of non-Listed Buildings and the construction of new buildings 2-12 storeys in height and a tower of 36 storeys in height. Provision of 10,114 sq ms of retail (Class A1-A4), 661 residential units, continued small scale brewery use (Class B2), museum (Class D1), ancillary gym. The creation of public areas and river walkway; new and repositioned vehicular and pedestrian access points and provision of servicing areas, energy centre and basement car and cycle parking.

Planning Application 2008/0955 (Called in by Secretary of State and refused) Demolition of a number of buildings. Alterations to retained Listed Buildings including change of use to commercial and community uses. Erection of 8 new buildings comprising: 1) two towers at the northern end of Ram Brewery site up to 32 and 42-storeys in height with retained Listed Stable Block and new 3-storey building fronting Armoury Way; 2) 2 to 9-storey buildings consisting of 4 residential blocks above first/second floor level, oriented North/South in centre of Ram site. 3) 4 to 6-storey building to the south-west corner of the Ram site. 4) 4 to 9-storey building on the Capital Studios and Duval Works site consisting of two residential blocks above first floor level 5) 9 to 16-storey building on Capital Studios/Duval works site fronting Armoury Way; provision of 829 residential units; provision of 12,204 sqm of shops, bars and restaurants; 2,226 sqm of office space; 2,673 sqm of community and leisure uses; 473 sqm of showroom space and 909 sqm for Micro-Brewery. Underground parking for 415 residents' vehicles, 77 commercial/public vehicles and 1,008 cycles. Alterations to the River Wandle.

Policy context: The site lies within a Mixed Use Former Industrial Area within a town centre, suitable for a mix of uses (Core Strategy Policies PL6, PL8, P12, DMPD Policy DMI2). Key site occupying a strategically important location within the town centre. The development of the site for a mix of uses will further the regeneration of the town centre and provide key links to the Thames Riverside.

Site Allocation: Mixed use development including replacement employment floorspace; retail, restaurants, business space, residential, cultural, and entertainment uses. Development of the site should ensure the preservation and enhancement of the site's heritage and listed buildings and open up access to the River Wandle, with activities and layout designed to improve access between the town centre and the Wandle Delta and links to the station and other public transport.

Justification: The closure of the Brewery provides the opportunity for a riverside link and to improve accessibility between the Thames riverside and Wandsworth town centre. Removing the Industrial Employment Area designation but retaining the requirement for replacement of the existing employment floorspace will secure the provision of the much needed business floorspace on this town centre site to be financed through the introduction of a residential component. As well as securing the employment floorspace and providing substantial new housing this will provide the opportunity for new and improved links to the town centre in line with core strategy and sustainability objectives.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A flood risk is also present from the River Wandle (overland flow passing around the Southside Shopping Centre). Modelling may be required for breach on the west bank of the Wandle. Proposed mitigation measures likely to include the provision of a safe access and egress route onto Ram Street. If this is unachievable, internal refuge areas should be provided. A flood warning and appropriate refuge/ evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating.

London Plan Density Matrix classification: Central.

Historic Environment: The site is within Wandsworth Town Conservation Area. Former Brewhouse and associated buildings - listed Grade II*, Brewers House - listed Grade II, Stables - listed Grade II. River Wandle flows through site. The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: Any development of this site must support the wider urban design objectives for this urban block as set out in the Area Spatial Strategy for Central Wandsworth. The following design principles should apply:

Permeability: Any development of this site must achieve a high level of permeability that is integrated with and which replicates the close grained network of streets found in the surrounding area. In order to do this the layout of new development must make provision for north-south routes through the site together with routes to run east-west (These routes are shown on the Area Spatial Strategy). With regard to the north-south routes, there should be provision for new riverside walks on both banks of the River Wandle and a spine route should run through the centre of the site. This route should connect Wandsworth High Street in the south, to the two points at the north end of the site that lie on desire lines to destinations beyond. These points are: 1) at the northeast corner of the site, leading towards Old York Road and Wandsworth Town Station and; 2) at the northwest corner of the site, leading to the pedestrian crossing point on Armoury Way and the Thames riverside beyond. The east-west routes should similarly respond to desire lines and connect Ram Street to the new riverside walk on the east bank of the River Wandle. The first should run from a point opposite Shoreham Close, west to the Wandle. It should then continue over the river on a new bridge crossing to connect with Wandsworth Plain along the southern boundary of the Capital Studios site. The other east-west route should run west from the central spine route at a point to the south of the Stable block to the new Wandle riverside walk. It should then continue, again via a new bridge crossing the Wandle, through the Capital Studios/Dexion site to emerge at the junction of Wandsworth Plain with Armoury Way. There should be another bridge crossing the River Wandle at the southern end of the site, to connect the existing small open space on Wandsworth High Street with the new riverside walk on the east bank of the river. These links should all be designed to be safe and attractive public spaces and must be defined by new active building frontages, i.e. frontages that contain both entrance doors and windows.

Layout and Public Space: The layout should provide at least three substantial public spaces and these should be located at the following locations: 1 - at the southern entrance to the site from Wandsworth High Street; 2 - at the northern nodal point to the south of the Stable block, where the north-south route splits and the east west route starts to Armoury Way and Wandsworth Plain via the new footbridge and; 3 - a central space enclosed on its eastern side by the retained brewery buildings. All spaces must be enclosed by active building frontages and should benefit from sunshine for some reasonable period of the day.

Riverside Walks: A riverside walk incorporating provision for cyclists will be required in accordance with DMPD Policy DMT3. The riverside walks should be designed to be generous spaces where the minimum width of the walk should be between 3 and 6m wide. Care will be necessary to ensure that new buildings adjoining the riverside walk do not cause unreasonable overshadowing of the river and harm the wildlife potential of the watercourse. Substantial improvements to the river channel will be expected in order to improve its potential for wildlife and make it more attractive visually. New bridges should be sensitive to the interests of wildlife and be designed individually to contribute character to the riverside area.

Tall Buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings. The height at which a development on the site will be considered to be tall is 5 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

Views: The site is in a sensitive conservation area location containing important listed buildings and adjacent to many other equally important listed buildings. Any new buildings will be visible from the local area and higher buildings are likely to be visible from much wider areas. A full appraisal of the impact on local and more distant views will be required as part of any proposal.

Hazard Zones: Development constraints may exist due to the site's proximity to the Wandsworth gasholder station. The site is located in the middle zone of the HSE's Consultation Distance.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). This includes alterations to the Wandsworth One-Way System, as well as improvements to Wandsworth Town Station. Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site this should include provision of public realm and agreement to the dedication of such land to public highway, riverside walk, and cycle path, construction of bridges across the River Wandle for pedestrians and cyclists, cycle routes through the site, signing of riverbus services, improvements and restoration of the River Wandle to enhance visual appearance and biodiversity of the river channel including funding for naturalisation of the river, provision of a car club, contribution to local bus services, improvements to pedestrian crossing facilities across Wandsworth High Street and Armoury way, and provision of a Cultural Strategy to include the delivery of public art and creative community engagement projects. Provision of infrastructure will need to take account of concerns raised by Thames Water to address water supply and waste water capacity.

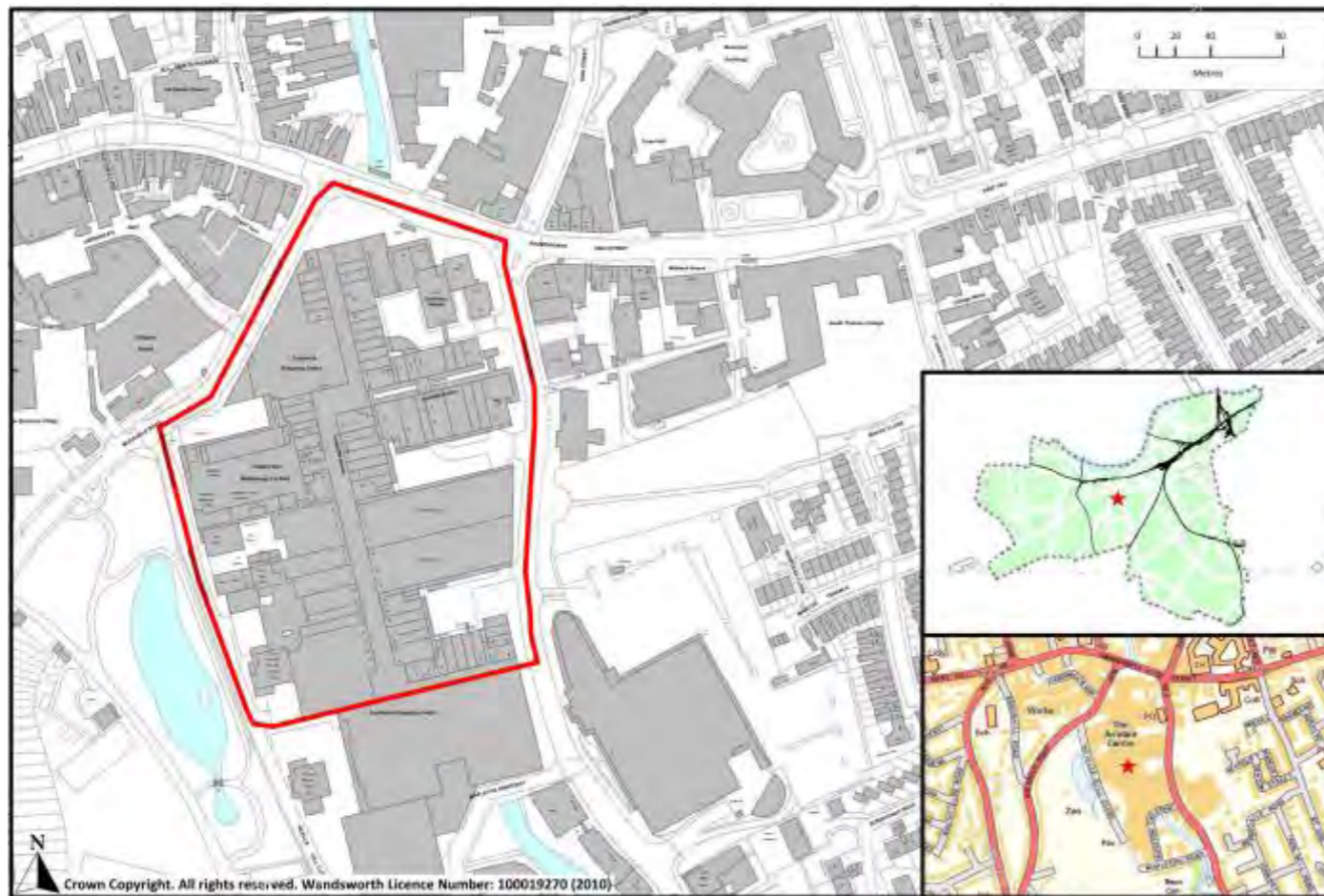
Open Space: The site is partially located within an Open Space Deficiency Area.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

Wandle Valley Regional Park: The site is located adjacent to the Wandle Valley Regional Park

Decentralised Energy: The site is located within a decentralised energy opportunity area.

3.1.3 Southside Shopping Centre (northern end), Wandsworth High Street, SW18



Policies Map reference number: 37.

Site Area: 4.53 ha.

Ward: Southfields.

Description: The site contains the northern end of Southside Shopping Centre and housing estate above the centre within Wandsworth town centre. Southside has undergone significant renovations and improvements in recent years. The site is bounded by Wandsworth High Street to the north, Garratt Lane to the east, and includes Longcliffe House (a seven-storey block) to the east of the site. To the north is Albon House (tower block) and to the south is Edwyn House (a tower block).

Current use: A1 Shops, A2 Financial and Professional Services, A3 Restaurants and Cafes, A5 Hot food takeaways, B1 Offices, C3 Dwelling houses, D1 Non-residential institutions, D2 Assembly and Leisure. Part of site (former Arndale Walk) under redevelopment.

Relevant Planning History: Planning Application 2011/5534 (approved) - demolition of Block B and erection of replacement building of up to four-storeys; erection of front extensions and formation of mezzanine floors to Block A to provide up to 3 levels of accommodation including existing basement; proposed floorspace to accommodate retail, financial and professional services, restaurants, pubs and bars and a gym (Classes A1, A2, A3, A4 and D2) together with improvements to existing facade and service yard E, landscaping, public art, signage, advertising and associated works.

Policy context: The site lies within the town centre suitable for a mix of uses (Core Strategy Policies PL8 and P12). Ground floor to remain the focus for shopping activity in line with DMPD Policy DMTS3.

Site Allocation: Improvements to shopping centre through refurbishment and where possible, redevelopment, to provide improved and additional retail space and residential, including improved links to the High Street, Garratt Lane and Buckhold Road.

Justification: There is scope for improvements to the northern end of the centre to provide improved retail, additional housing and improved pedestrian and townscape links with the rest of the town centre, in line with Core Strategy and sustainability objectives.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment should utilise River Wandle modelled levels. Proposed mitigation measures are likely to include the provision of a safe access and egress route. The SFRA indicates that the ground levels on the site are generally above peak flood levels. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix classification: Central.

Historic Environment: The site is adjacent to the Wandsworth Town Conservation Area. The site is located in close proximity to several listed buildings including Wandsworth Library (Old County Court House) to the east and The Ram Brewery to the north. All Saints Church, Church Row and the Spread Eagle are also adjacent. The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: New development of the north end of the Centre provides an opportunity to improve its visual appearance both internally and externally, providing improved linkages with the town centre, and to strengthen its shopping function with modern units that meet the needs of retailers, thereby strengthening the Town Centre. Improvements to the public space on the southside of the High Street could present an attractive entry/exit point to the north mall, and complement space to be provided at the Ram Brewery site. The Policies Map identifies a protected retail frontage from Garratt Lane into the north of the Centre (Arndale Walk). In practice, a flexible approach will be taken to allow the provision of modern retail units necessary for the much needed regeneration of this end of the centre. A linkage from Garratt Lane into the centre will still be required to be provided. Linkages should also facilitate movement to and from the town centre's Hardwicks Quarter. New buildings on the Wandsworth High Street, Buckhold Road and Garratt Lane frontages should be carefully designed in order to minimise harm to the amenities of adjoining residential flats and to preserve the character and appearance of the adjoining Wandsworth Town Conservation Area. New buildings on the Neville Gill Close/Buckhold Road frontages and visible from King George's Park should be similarly sensitive to preserving the visual amenity of this open space and also the residential amenities enjoyed by residents of adjoining flats. Opportunity should be taken to ensure that existing oppressive blank facades to the surrounding public realm are replaced, wherever possible, with new active building frontages.

A Tree Preservation Order (63/1985) is located on the site.

Views: There are extensive views of the centre from the surrounding area. New buildings are likely to affect the settings of nearby listed buildings and the Wandsworth town Conservation Area.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development on the majority of the site will be considered to be tall is 12 storeys. At the fringes of the site, with frontages to Wandsworth High Street, Buckhold Road and Garratt Lane, buildings will be considered to be tall at 5 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site, contributions towards public realm, transport/access, car club and parking may be sought. Provision of infrastructure will need to take account of concerns raised by Thames Water to address water supply and waste water capacity.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

Wandle Valley Regional Park: The site is located adjacent to the Wandle Valley Regional Park.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

3.1.4 South Thames College/Welbeck House/17-27 Garratt Lane, SW18



Policies Map reference number: 39.

Site Area: 0.67 ha.

Ward: Fairfield.

Description: The area is bounded to the north by Wandsworth High Street, to the south by The Old Burial Ground open space and to the east by the main South Thames College building. The buildings that form the corner of Wandsworth High Street and Garratt Lane including The Friends Meeting House; nos 61- 67 Wandsworth High Street; The Spread Eagle P.H. together with the old cinema (assembly rooms) and; Wandsworth town library all adjoin the area to the west.

Current Use: Council offices and teaching block annexe to South Thames College.

Policy context: The site lies within the town centre suitable for a mix of uses (Core Strategy Policies PL8 and P12).

Site Allocation: Mixed use development appropriate to the town centre.

Justification: The Core Strategy encourages high density mixed use development within town centres.

Flood Risk: The site is partially located within flood zone 2. A site specific Flood Risk Assessment is required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix classification: Central.

Historic environment: All three sites are within the Wandsworth Town Conservation Area and development will affect the settings of several listed buildings: South Thames College (Grade II); Friends Meeting House (Grade II); The Spread Eagle P.H. (Grade II); The Old Courthouse Library (Grade II); Wandsworth Town Hall (Grade II); The Civic Suite (Grade II); the former Ram Brewery (Grade II*); The Brewery Tap P.H. (Grade II) and The Old Burial Ground open space – Metropolitan Open Land. The site lies within an archaeological priority area (refer DMPD Policy DMS2).

Design Principles: All the existing buildings on all three sites do not make a positive contribution to the appearance of the Conservation Area and therefore redevelopment is regarded as an opportunity for enhancement. The existing buildings are considered to be unattractive and incongruous and the potential for enhancement in each case should be seriously addressed and noticeable benefits to the townscape must be secured. Development will be expected to preserve or enhance the character and appearance of the Conservation Area and should not cause harm to the setting of any listed building.

Any development of the three sites must make provision in the layout of new buildings for a network of new connections to provide public access through the area (see - 3.1: Area Spatial Strategy for Central Wandsworth).

The 2 primary connections required are:

1. A north-south connection from Wandsworth High Street (between South Thames College and Welbeck House) to The Old Burial Ground Open Space.
2. An east-west connection from the new north-south link above to Garratt Lane (between 17-27 Garratt Lane and the Old Courthouse Library).

In addition, the following public realm benefits should be provided:

- A public square between the eastern boundary of the 17-27 Garratt Lane site and the western boundary of the South Thames College site, to link the new east-west route (2 above) with the Old Burial Ground Open Space;
- Consideration should be given to enable a connection from the east-west route (2 above) into the small courtyard at the rear of The Spread Eagle. However, this would require some reconfiguration of the permitted scheme for a hotel in this location.

The new public square would be sufficiently close to the retail activity on Garratt Lane to make it viable for shops, cafés and restaurants to provide it with active frontages.

All public access routes should all be designed to be safe and attractive public spaces. All routes must be defined by new active building frontages, i.e. frontages must contain both entrance doors and windows, to generate activity and frequent access and also good natural surveillance. Public routes and spaces must generally be open to the sky and links should not be excessively bridged over by buildings. Residential use on the ground floor of new buildings is not acceptable.

Parking must be underground but access for vehicles for servicing can be achieved at grade from the new access routes provided. These should be designed as shared surfaces where pedestrians have priority over vehicles and vehicle access would be limited to certain specified periods of the day.

The provision of a network of routes will effectively subdivide the area into small scaled blocks, keeping the plan form modest and ensuring that the size of the footprint of new development is appropriately constrained. This is important because new development must be consistent with and successfully integrated into the prevailing fine grain of the surrounding Conservation Area.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings (S2UDS), the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 5 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

Paragraph 2.8 of the S2UDS refers to both the offices in Garratt Lane and Welbeck House as “less successful” and some reduction of existing storey heights will be sought, in part, on both sites. This is to ensure a better relationship to adjoining listed buildings and to enhance the appearance of the Wandsworth Town Conservation Area. In addition, the 8 storey annexe to South Thames College is an intrusive element in the townscape and already has a poor relationship to surrounding listed buildings. All new buildings will require very sensitive massing to ensure that they do not harm the setting of listed buildings and enhance the Conservation Area. It will also be necessary to consider the visual impact that any tall buildings might have on views from the Conservation Area and of adjacent listed buildings.

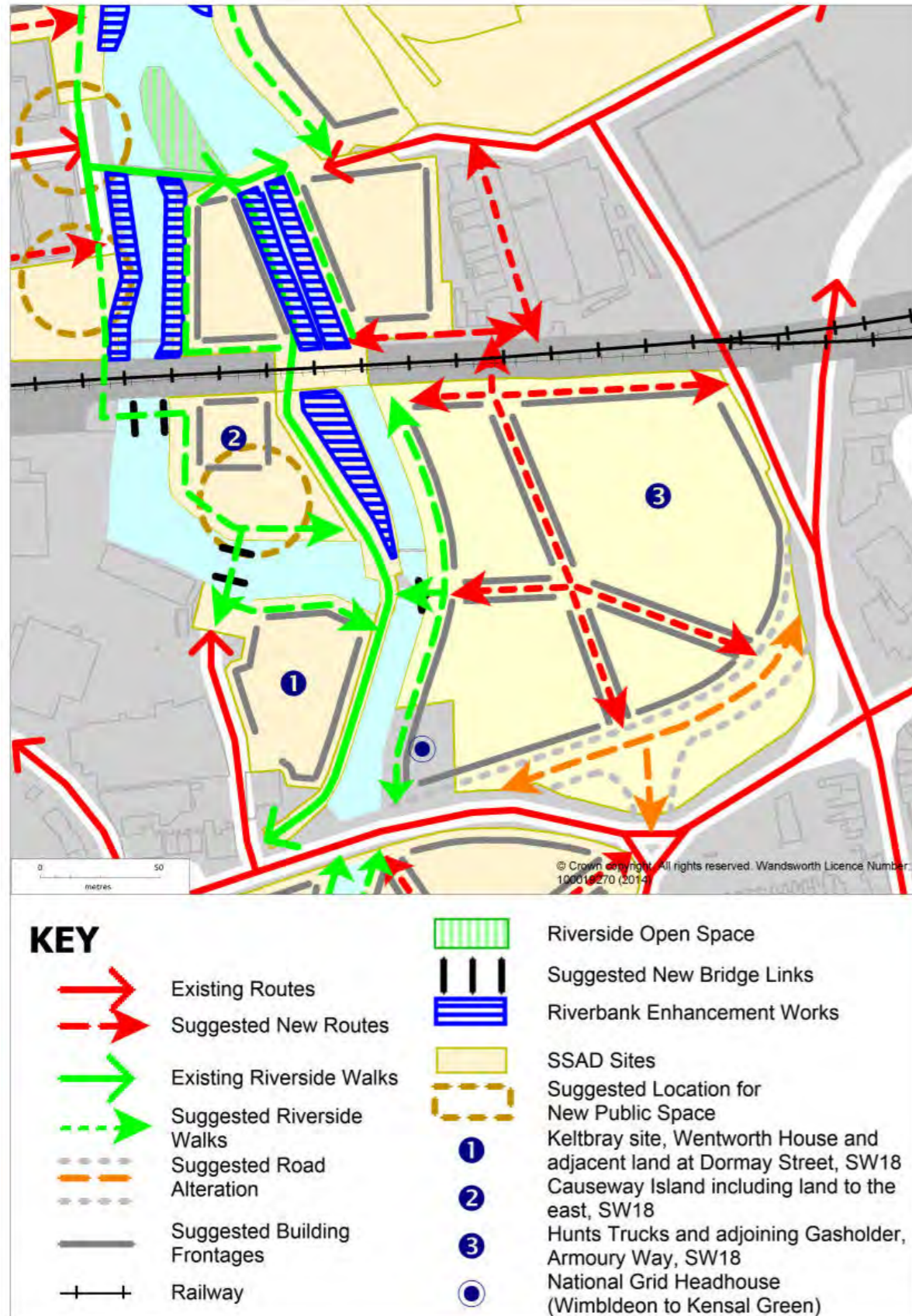
A Tree Preservation Order (372/2008) is located on the site.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site a transport assessment and travel plan will be required and a contribution to public transport infrastructure and services (e.g. bus service enhancements) would be appropriate. Links to the riverside walk/cycle route (crossing Wandsworth High Street) will be sought. New development will be expected to secure improvements to the northern boundary of The Old Burial Ground open space and improvements to access within the open space, including lighting and security measures that may be considered necessary (i.e. gates and cctv).

Wandle Valley Regional Park: The site is located adjacent to the Wandle Valley Regional Park.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

3.2 Area Spatial Strategy for Land between Armoury Way and the Railway



Area Spatial Strategy - Land between Armoury Way and the Railway

Planning Policy Context

The majority of the area identified lies in a designated Locally Significant Industrial Area which is suitable for industry and logistics purposes (B1c, B2 and B8) as set out in Policy PL7 of the Core Strategy.

Core Policies for Places: Policy PL7 (a) states:

'The Queenstown Road Strategic Industrial Location (SIL) will be the main focus of land for: industry; logistics, including rail freight where feasible; and business, as well as for potential waste management sites. These areas will be complemented by the Locally Significant Industrial Areas (LSIAs) in the Wandle Valley - the Central Wandsworth (part), Old Sergeant, Kimber Road, Bendon Valley, Thornsett Road and Summerstown areas. Together these areas comprise the strategic reservoir of industrial land in the borough.'

The area has also been identified within Policy PL12 for potential development that would open up this area of the Wandle to create crucial links between the riverside and Wandsworth Town Centre:

Core Policies for Places: Policy PL12 (c) states:

'Links between the town centre and the Thames riverside will be focused on the river Wandle. The banks of the Wandle will be improved to enhance their potential as a resource for wildlife and passive recreation including enhancing the existing open space at Causeway Island. This will continue the concept of the Wandle as an open space resource consistent with the aspirations for the Regional Park in partnership with the Environment Agency and the Wandle Forum. The link will be secured as a series of 'stepping stones' by encouraging appropriate enabling development on adjoining sites. Funding for infrastructure improvements and river related improvements will be sought from S106 legal agreements linked to developments within the Delta area.'

Policy DMC3 sets out the Council's support for the provision of health and emergency services facilities. The Wandsworth Clinical Commissioning Group expect a need for additional healthcare floorspace in Central Wandsworth.

The Sites

There are 3 sites that are all inter-linked in terms of the contribution that future development proposals can make to the achievement of the above policy objectives for the area. These sites are:

1. Keltbray site, Wentworth House and adjacent land at Dormay Street.
2. Causeway Island, including land to the east.
3. Hunts Trucks and adjoining Gasholder, Armoury Way.

This Area Spatial Strategy provides guidance for these three sites and shows how any new development should be designed in order to meet the Core Strategy policy objectives. The Strategy shows how new development should be designed in order to achieve safe and attractive connections between the town centre and the Thames Riverside, including improvements to connections to Wandsworth Town railway station.

Access

Existing Route

At present the only north-south route through the area for pedestrians and cyclists from the Thames Riverside to the town centre is limited to the Causeway (a privately owned road), which is a public right of way. The Causeway runs from Armoury Way in the south to join the Spit north of the railway. This route is at present very poorly overlooked and although well lit, it is not a safe and attractive one. In addition, The Causeway runs in a tunnel under the railway viaduct and thereon to the north, it passes between two EDF utility sites (See site 3.3.7, Land at the Causeway site) where new development is not anticipated, even in the long term. This factor

seriously compromises the opportunities available for improvements that would help to resolve the problems of personal safety and security of users satisfactorily. An alternative route must be secured to link the sites between Armoury Way and the area to the north of the railway.

Proposed New Routes

Armoury Way is a main trunk road and presents the first barrier to movement between the town centre and the riverside. There are three signal-controlled junctions that provide at grade crossing points for pedestrians. These are at the junctions of Armoury Way with Wandsworth Plain, Ram Street and Fairfield Street/Old York Road. These fixed crossing points, provide the starting points for three new routes or links through the area: two links running north-south and one link running east-west.

North-South Link 1 - to deliver connections to the heart of the town centre and the Ram Brewery from the Thames Riverside area.

Link 1 can be secured by the development of Sites 1 (Keltbray site) and 2 (Causeway Island including land to the east). It should follow the following route:

- Armoury Way/Wandsworth Plain junction
- Dormay Street
- Causeway Island – via new bridge
- Causeway Island riverside walk
- West bank of Wandle – via new bridge
- North under railway viaduct to Thames riverside

By developing this alternative route it allows for the establishment of a quieter ecological corridor alongside the River Wandle near to the Causeway that already exists. It is proposed to establish a new public open space on Causeway Island and focus riverbank improvements on the land that is part of The Causeway, designed to develop the biodiversity of the river and encourage wildlife. This initiative will make a contribution to the establishment and development of the Wandle Valley Regional Park.

North-South Link 2 - to deliver connections to the eastern part of town centre and Ram Brewery from the Thames Riverside area.

Link 2 can be delivered by the development of Site 3 (Hunts Trucks, and adjoining Gasholder). It should follow the following route:

- Armoury Way/Ram Street junction
- North towards the existing opening in the railway viaduct where it will be bisected by Link 3 (east-west)
- Onwards to the railway viaduct

This link will be supplemented by the achievement of a new riverside walk on the entire east bank of the River Wandle from Armoury Way to the railway viaduct, which will then return east to Smugglers Way with a new link parallel to the line of the railway.

East-West Link 3 - to deliver connections to Old York Road and Wandsworth Town Railway Station from the Thames Riverside.

Link 3 can be delivered by the development of Site 3 (Hunts Trucks and adjoining Gasholder). It should follow the following route:

- Armoury Way/Swandon Way/Fairfield Street/Old York Road junction

- West to intersect with north-south link 2
- West to the River Wandle to link to new riverside walk at Site 1 (Keltbray site) and Site 2 (Causeway Island, including land to the east) via new footbridge

Design Principles

This Area Spatial Strategy has been devised to balance the need to ensure that the environmental quality of the River Wandle is protected and enhanced and at the same time secure high quality development with good public access.

An area has been identified on the Wandle where nature conservation and passive recreation can thrive. The links proposed have been carefully considered in order not to compete or conflict with the nature conservation objectives. The spatial strategy ensures that the area will make a valuable contribution to the regeneration of the area and be well integrated into the surrounding street network.

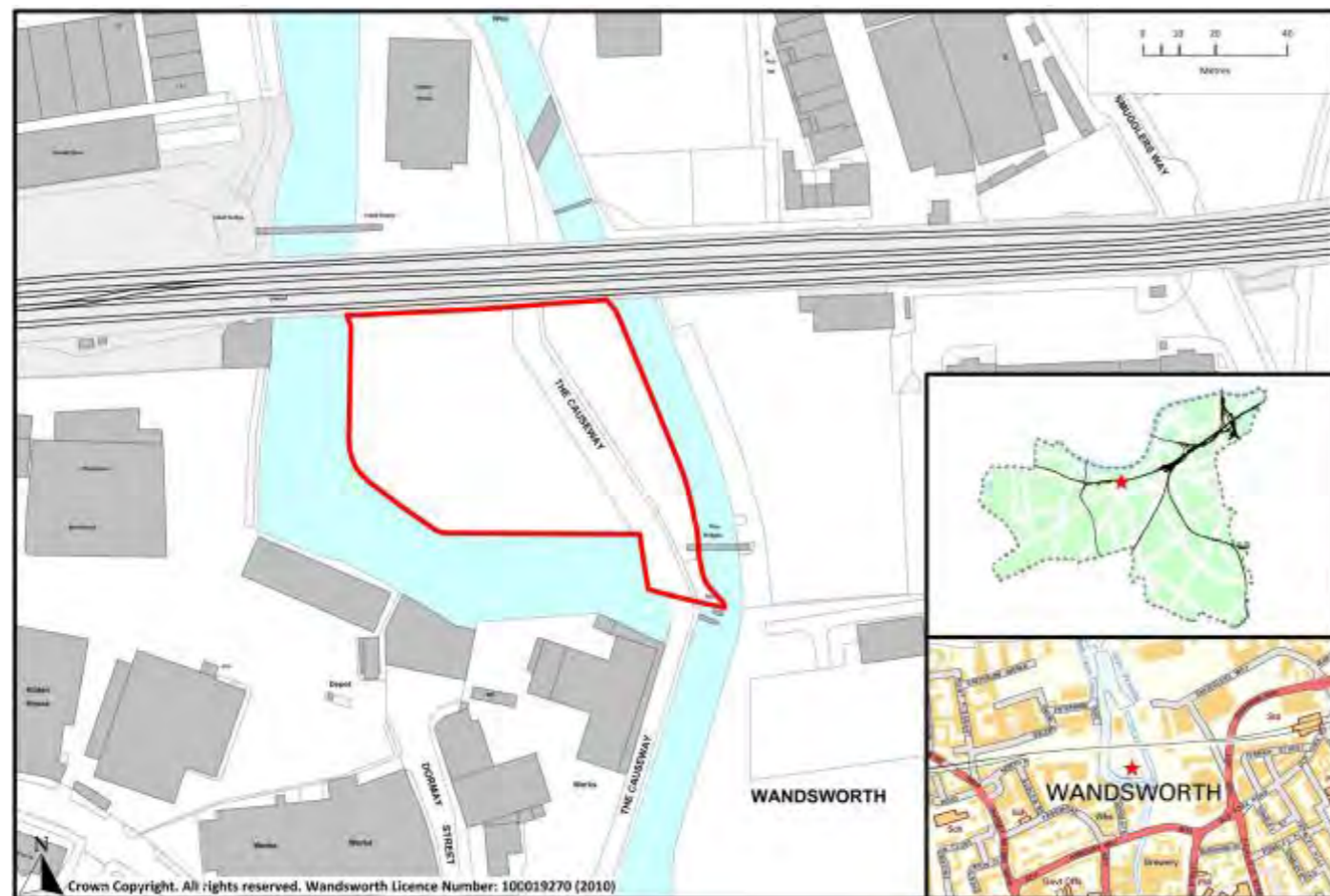
The connections proposed will provide a range of attractive and safe routes for pedestrians and cyclists to follow. In order to ensure this, all routes will be expected to be defined by buildings with active frontages, to ensure high levels of passive surveillance. See site specific guidance for details.

Each site has been considered in the context of the Core Strategy tall buildings policy (IS3c) and the Stage 2 Urban Design Study - Tall Buildings. This sets out each site's appropriateness for tall buildings and identifies when buildings will be subject to the criteria of the tall buildings policy contained in DMPD Policy DMS4.

Decentralised Energy Networks

All development located within the area of Central Wandsworth and the Wandle Delta will be expected to connect to any existing heating or cooling network unless demonstrated unfeasible, as outlined in Core Strategy Policy IS2 and DMPD Policy DMS3. Where networks do not currently exist, developments should make provision to connect to any future network that may be developed, having regard to opportunities identified through the London Heat Map unless it can be demonstrated that it would not be technically feasible or economically viable to do so. Such provision should follow guidelines set out in the Mayor's District Heating Manual for London and in any relevant energy masterplan.

3.2.1 Causeway Island including land to the east, SW18



Policies Map reference number: 40.

Site Area: 0.54 ha.

Ward: Fairfield.

Description: This site is in two parts in two separate ownerships. The first and largest part is 'Causeway Island'; an undeveloped area of land bounded on two sides (south and west) by Bell Lane Creek with a high brick built railway viaduct to the north and The Causeway, an unadopted road to the east. The second part is the land to the east of The Causeway and includes a small area of open area beside the River Wandle.

Current use: Causeway Island is used for open storage of motor vehicles and materials, and the land to the east is an open area laid out as an ecological area.

Relevant planning history: Causeway Island – temporary planning permission for open storage. The Causeway – planning permission for landscape works to create wildlife habitat with public boardwalk access path.

Policy context: The site lies within a Locally Significant Industrial Area suitable for industrial uses (Core Strategy Policies PL6 and PL7). Appropriate uses would be B1c, B2 and B8. There is an ecological area on site which should be retained (Core Strategy Policy PL4).

Site Allocation: Industrial uses: B1(c), B2 and B8 uses. Any development should incorporate public open space, a link between Thames riverside and Wandsworth town centre and the retention and enhancement of the existing ecological area.

Justification: The site lies within a Locally Significant Industrial Area identified for industrial employment use. Policy PL7 and PL12 give justification for potential business development that would open up this area of the Wandle to create crucial links between the riverside and Wandsworth Town Centre. This is a strategically important site in two ownerships. It has potential to contribute to the key objective of delivering safe and attractive connections alongside the river Wandle. The ecological area and riverside walk are already provided on part of the site.

Flood Risk: The site is located within flood zone 3a and 3b. A site specific Flood Risk Assessment is required. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2). Victorian brick railway viaduct (of interest but not listed). Wentworth House (Grade II listed) located to the south.

Design principles: The smaller portion of the site, the land to the east of The Causeway, has no potential for the development of new buildings. The existing open area adjacent to the River Wandle should remain open and undeveloped and the site's potential to contribute to the biodiversity of the river should be enhanced. The larger portion of the site to the west of the Causeway has some development potential but the southern part of the area should be considered for public open space. There is potential for a new building at the north of the site adjacent to the railway viaduct. The building should be set back from Bell Lane Creek to allow for a 3m riverside path. A more generous set back may be required subject to detailed studies to assess the impact on wildlife habitats and biodiversity of the river channel. Any new building should be an industrial employment use and new employment uses should be accommodated within the arches in the railway viaduct. The remainder of the site to the south should remain open. A riverside walk should be laid out along the banks of Bell Lane Creek and this should incorporate riverbank improvements to enhance biodiversity. The riverside walk around the edge of Bell Lane Creek should connect to The Causeway in the east and link to Dormay Street and the Keltbray site (see Area Spatial Strategy) in the south by a footbridge. Provision should be made for another footbridge crossing Bell Lane Creek immediately south of the railway viaduct to take the riverside walk to the west bank of the Creek and then north, under the viaduct, to the Thames Path. (See Area Spatial Strategy).

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

Hazard Zones: The site lies within close proximity to the Wandsworth Gasholder.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site a transport assessment and travel plan will be required. A contribution to public transport infrastructure and services should be considered which could include bus service enhancements. A riverside walk incorporating provision for cyclists will be required in accordance with DMPD Policy DMT3. Walking/cycle route links to Wandsworth Town Centre will be required and Car Club provision for any commercial use and the surrounding area should be considered.

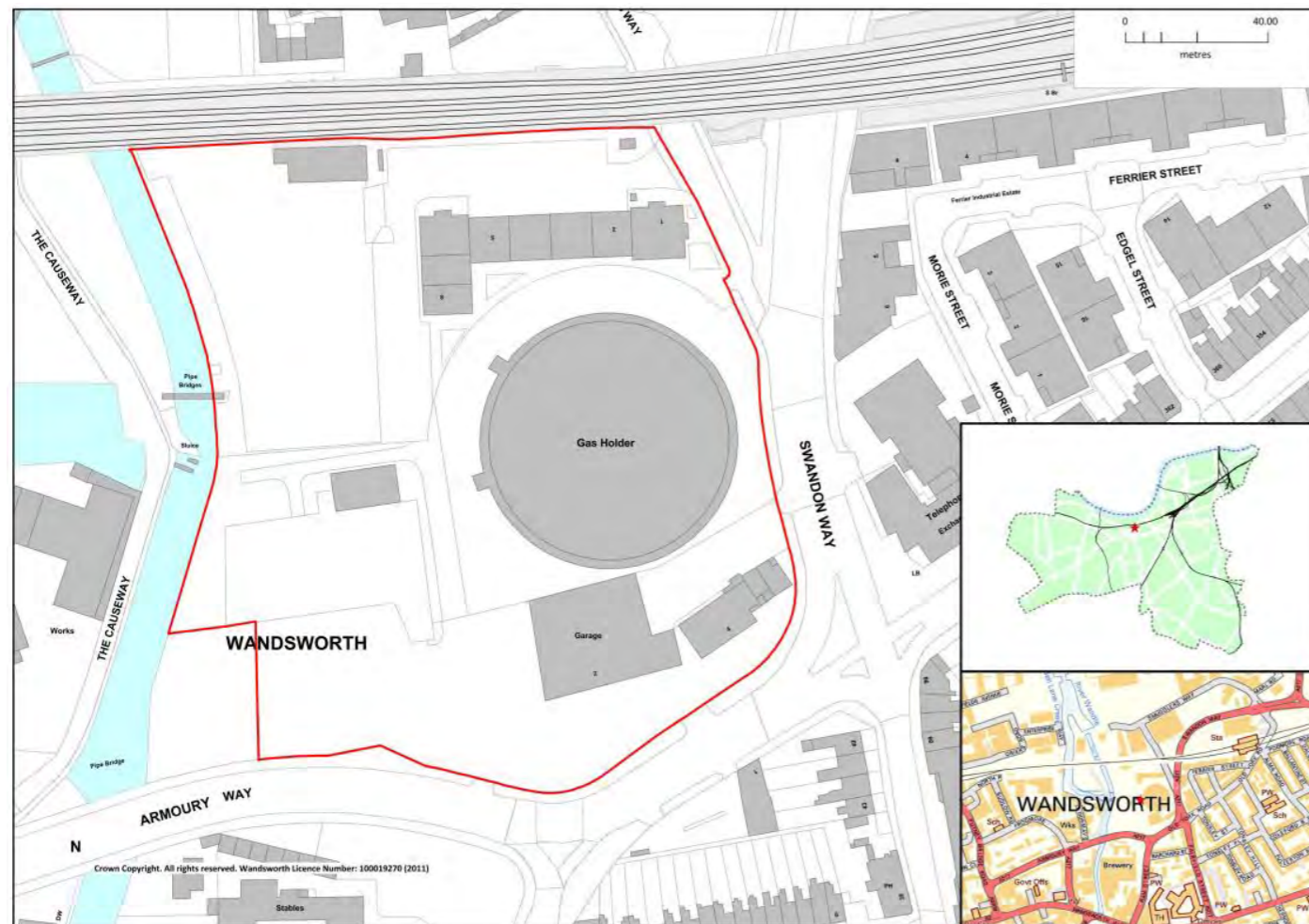
Open Space: The site is located within an Open Space Deficiency Area.

Nature Conservation: The site is located within an area of deficiency in access to nature.

Wandle Valley Regional Park: The site is located adjacent to the Wandle Valley Regional Park.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

3.2.2 Hunts Trucks and adjoining Gasholder, Armoury Way, SW18



Policies Map reference number: 41.

Site Area: 2.76 ha.

Ward: Fairfield.

Description: The site is bounded by the River Wandle to the west, Armoury Way to the south, Swandon Way to the east and the railway line to the north. There is a single large advertisement hoarding to the south of the site on the Swandon Way boundary. The southern part of the site is currently used for open storage and contains a separate motor vehicle repair business comprising an open yard and an ancillary 2-storey building. The majority of the site is currently occupied by a gasholder and associated plant. The northern part of the site has been developed as an industrial estate comprising 8, 2-storey industrial units with ancillary office accommodation with road access from Smugglers Way.

Current use: Open storage and sale of motor vehicles and motor vehicle repair workshop with ancillary single storey buildings. Gasholder and associated plant. An industrial estate occupies the north of the site.

Relevant planning history: Planning Application: 2010/1431 (Approved). Erection of a two-storey headhouse building in connection with the construction of a cable tunnel from Wimbledon to Kensal Green, see location on Area Spatial Strategy diagram. Land at Armoury Way to be used as works area during construction.

Policy Context: The site is located within a Locally Significant Industrial Area (Core Strategy Policies PL6 and PL7). Appropriate uses are B1c, B2 and B8. There is a proposal to use a significant portion of this site as a working area for the construction of the National Grid cable tunnel between Wimbledon and Kensal Green. It is proposed to construct four shafts along the route to permit access and egress during construction and operation and for ventilation of the cables. This site is proposed for one of these shafts. During construction there will be a significant area required for the removal of spoil from the tunnelling. In the longer term a smaller area is required to the far west of the site to provide a permanent access to the tunnel.

Transport for London (TfL) and Wandsworth Council have investigated the feasibility of removing the Wandsworth One-way System and believe there to be a workable scheme, subject to detailed design and consultation. This would seek to restrict Wandsworth High Street to buses only and local access traffic with west bound traffic being re-routed via Armoury Way. If a scheme is approved and taken forward to implementation it is expected to require a significant part of the southern end of the site as Armoury Way is widened and realigned to the north of its current route. The progression of a detailed design for the scheme is dependent upon the redevelopment of the nearby Ram Brewery site. The scheme is not currently identified in the TfL business plan, but would be funded through Section 106 payments or via the Community Infrastructure Levy.

Site Allocation: Industrial uses: B1(c), B2 and B8. Any development should incorporate a link between Thames riverside and Wandsworth town centre.

Justification: The site lies within a Locally Significant Industrial Area identified for industrial employment use. Policy PL7 and PL12 give justification for potential business development that would open up this area of the Wandle to create crucial links between the riverside and Wandsworth Town Centre.

Flood Risk: The site is located within flood zone 3a and 3b. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is required and should utilise SFRA breach model results. Proposed mitigation measures are likely to include a safe access and egress route onto Swandon Way/Fairfield Street. The SFRA indicates that the ground levels on the site are above peak flood levels. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2). Immediately adjoining the Wandsworth Town Conservation Area to the south.

Design principles: Any development of this site must support the wider urban design objectives for the whole parcel of land. Any separate development in the short term would need to be temporary and should not prejudice the satisfactory achievement of the full development potential and urban design objectives for the site as a whole.

Any development of this site must make provision for a riverside walk adjoining the River Wandle to start at Armoury Way and lead to the north. Development should be set back from the bank of the Wandle to allow for a 3m riverside path. A more generous set back may be required subject to detailed studies to assess the impact on wildlife habitats and biodiversity of the river channel. In addition, the layout of buildings must allow for two new connections providing public access through the site: 1) a new link to the north through the site from Armoury Way at its junction with Ram Street and; 2) a new link to the west from Armoury Way at its junction with Fairfield Street, Swandon Way and Old York Road. These links, including the proposed riverside walk, should be designed to be safe and attractive public spaces and must be defined by new active building frontages, i.e. frontages that contain both entrance doors and windows. Building heights should generally vary between 2 and 5 storeys. Development should not prejudice the achievement of long term and very significant improvements planned by TfL for the trunk road network – i.e. Armoury Way/Swandon Way/Ram Street/Fairfield Street. (See Area Spatial Strategy).

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

Hazard zones: The gasholder is classed as a hazardous installation and the site lies within a PAHDI+ zone.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site a transport assessment and travel plan will be required for any major development of the site. A contribution to public transport infrastructure and services should be considered, including improvements to Wandsworth Town Station. This could include bus service enhancements such as a new riverside route, improved access to Wandsworth Town Station and Cycle route provision. A riverside walk incorporating provision for cyclists will be required in accordance with DMPD Policy DMT3.

Suitable vehicular access onto Armoury Way allowing for connection to Wandsworth Gasholder Site will be required. The feasibility of providing a vehicle route through the site to connect Armoury Way to Smugglers Way and to the area north of the railway line, and a bridge link across Armoury Way to the Ram Brewery Site should be considered. A car club for any commercial use should also be considered. Works to the banks of the River Wandle would be expected to contribute to the biodiversity of the area.

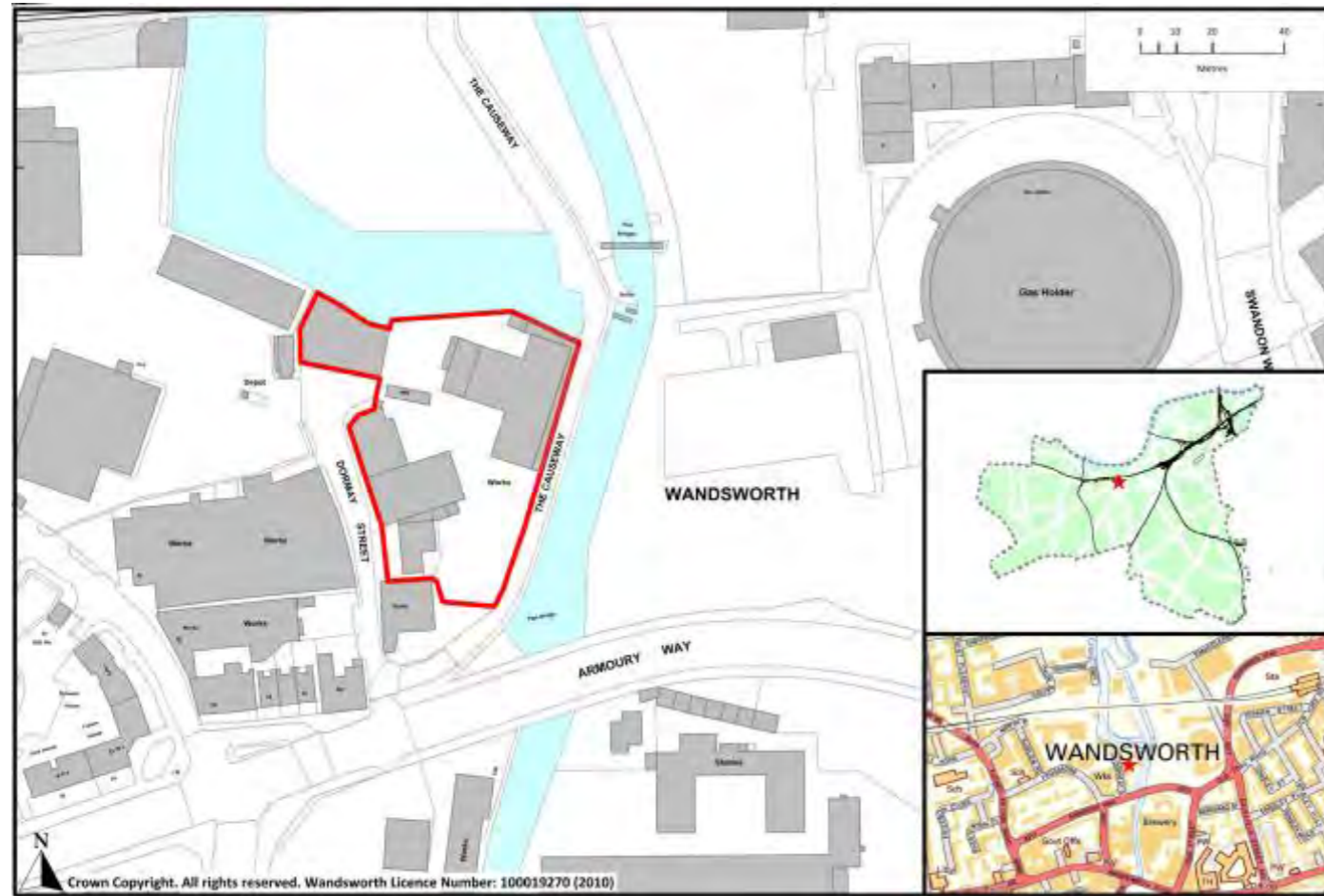
Open Space: The site is partially located within an Open Space Deficiency Area.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

Wandle Valley Regional Park: The site is located adjacent to the Wandle Valley Regional Park.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

3.2.3 Keltbray site, Wentworth House and adjacent land at Dormay Street, SW18



Policies Map reference number: 42.

Site Area: 0.39 ha.

Ward: Fairfield.

Description: Although small, this is a strategically important site in terms of the primary objective to develop new, safe and attractive links between the town centre and the Thames riverside. This is because it is located close to a major pedestrian crossing point on the trunk road (Armoury Way) and has an established frontage to Dormay Street that runs north from Armoury Way to Bell Lane Creek. The site is currently in industrial use and contains a number of large, single storey storage buildings of no great value, some traditional two storey brick-built industrial buildings and a listed (Grade II) Georgian house, presently in office use. At the northern end of the site there is a disused wharf frontage to Bell Lane Creek, a tidal watercourse that forms part of the River Wandle, with a direct connection to the Thames, some 300m to the north.

Current use: Business - B1(c).

Relevant Planning History: Planning Application 2011/0794 (Approved) Demolition of large metal framed warehouse currently used as storage and single storey building currently used as stores and an office.

Policy context: The site lies in a Locally Significant Industrial Area (Core Strategy Policies PL6 and PL7). Acceptable uses would be B1c, B2 and B8 uses. This site has been included as part of Thames Water's Development Consent Order Application to the Planning Inspectorate on the Thames Tideway Tunnel Project and is subject to a Safeguarding Direction which will remain in force until 30 April 2022. Further information on the Thames Tideway Tunnel project can be found in the introduction on page 7.

Site Allocation: Industrial employment uses - B1c, B2 and B8. Any development should incorporate links between Thames riverside and Wandsworth town centre.

Justification: The site lies within the Wandsworth Town Locally Significant Industrial Area identified for industrial employment use. Policy PL7 and PL12 give justification for opening up this area of the Wandle to create crucial links between the Thames riverside and Wandsworth Town Centre.

Flood Risk: The site is located within flood zone 3a and 3b. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is required and should utilise SFRA breach model results to confirm residual risks. Provision of safe access and egress routes onto Armoury Way will be challenging therefore internal refuge areas should be provided. A flood warning and appropriate refuge/evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2). Wentworth House – listed Grade II. Located within Wandsworth Town Conservation Area.

Design principles: Wentworth House (listed Grade II) should be retained and its setting enhanced. It is desirable to retain the existing industrial buildings immediately north and adjacent to Wentworth House. These are considered to make a positive contribution to the character and appearance of this part of the Wandsworth Town Conservation Area and have the potential to be adapted for a range of uses. Any alterations to these buildings should include improvements to enhance active frontages and the contribution that can be made to the safety and attractiveness of the street. New development should be arranged around the northern and eastern perimeters of the site and will be required to provide new active frontages to the adjoining proposed public space at Causeway Island. Any new buildings adjoining Bell Lane Creek should be set back to allow for a riverside walk of 3m. A more generous set back may be required subject to detailed studies to assess the impact on wildlife habitats and biodiversity of the river channel. In addition, provision should be made at the northwest corner of the site to allow for the installation of a bridge to cross Bell Lane Creek from the northern end of Dormay Street to the Causeway Island site (See Area Spatial Strategy).

Views: Attractive local view looking north up the Wandle to the Thames.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

Hazard Zones: The site lies in close proximity to the Wandsworth gasholder. Located within PADHI+ Middle Zone (MZ) of HSE consultation distance.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site a transport assessment and travel plan will be required. A contribution to public transport infrastructure and services should be considered which could include bus service enhancements. Walking/cycle route links to Wandsworth Town Centre are required and a

car club for any commercial use and surrounding area should be considered. A riverside walk incorporating provision for cyclists will be required in accordance with DMPD Policy DMT3. The detailed mechanisms for requiring contributions will be set out in a forthcoming Planning Obligations SPD/CIL charging schedule.

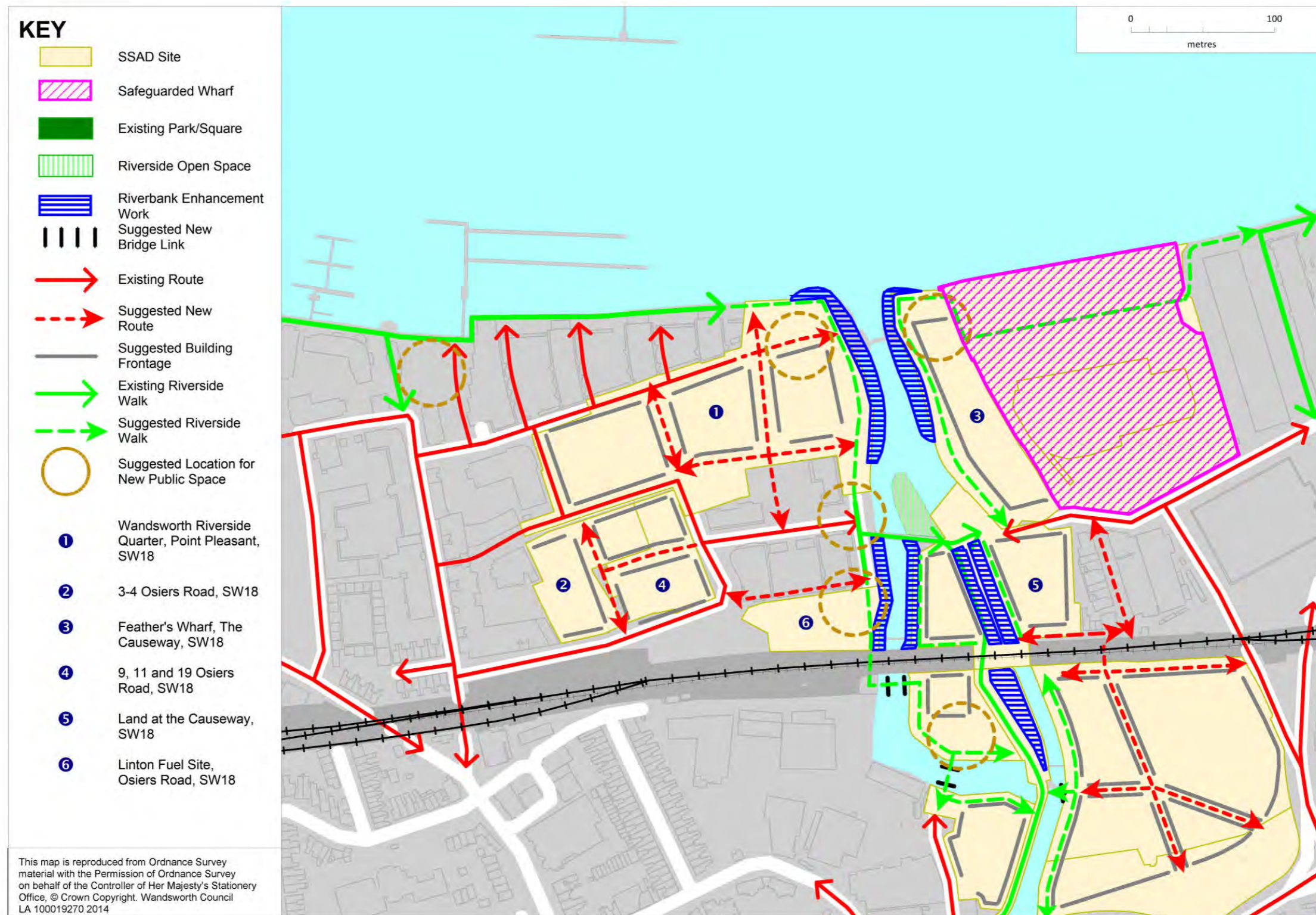
Open Space: The site is located within an Open Space Deficiency Area. Proposed open space on Causeway Island immediately to the north.

Nature Conservation: The site is located within an area of deficiency in access to nature. Significant contributions to the enhancement of the biodiversity of the River Wandle would be expected as part of any proposals.

Wandle Valley Regional Park: The site is located adjacent to the Wandle Valley Regional Park.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

3.3 Area Spatial Strategy for Wandle Delta, land north of the Railway



Area Spatial Strategy - Wandle Delta, land north of the Railway -

Planning Policy Context

The area identified is located partly within a designated MUFIEA and within the Wandsworth Riverside/Wandle Delta Focal Point. Core Strategy Policy PL9 encourages a wider mix of uses at focal points of activity located along the riverside. This includes restaurants, cafés, bars and small-scale retail uses and the provision of attractive public spaces with good access to them, to form new riverside destinations. Development of town centre uses as defined by the NPPF will be permitted subject to the criteria set out in DMPD Policy DMO8. It is also partly within the Wandsworth Thames Policy area – see Policies PL6 and PL9 of the Core Strategy and DMI3 of the DMPD. Policy DMC3 sets out the Council's support for the provision of health and emergency services facilities. Wandsworth Clinical Commissioning Group expect a need for additional healthcare floorspace in Central Wandsworth. The area has also been identified within Policy PL12 for potential development that would open up this area of the Wandle to create crucial links between the riverside and Wandsworth Town Centre. Policy PL12 sets a target of at least 1,790 new homes and 61,500 sq ms of new employment floorspace to be provided within Central Wandsworth and the Wandle Delta and adjacent sites.

Core Policies for Places: Policy PL12 (c) states:

'Links between the town centre and the Thames riverside will be focused on the river Wandle. The banks of the Wandle will be improved to enhance their potential as a resource for wildlife and passive recreation including enhancing the existing open space at Causeway Island. This will continue the concept of the Wandle as an open space resource consistent with the aspirations for the Regional Park in partnership with the Environment Agency and the Wandle Forum. The link will be secured as a series of 'stepping stones' by encouraging appropriate enabling development on adjoining sites. Funding for infrastructure improvements and river related improvements will be sought from S106 legal agreements linked to developments within the Delta area.'

The Sites

There are 6 main parcels of land that are all inter-linked in terms of the contribution that future development proposals can make to the achievement of the above policy objectives for the area. These sites are:

1. Wandsworth Riverside Quarter, Point Pleasant;
2. 3-4 & 21-23 Osiers Road;
3. Feathers Wharf, The Causeway;
4. 9, 11 and 19 Osiers Road;
5. Land at the Causeway (EDF Energy Switch House and Head House);
6. Linton Fuels site, Osiers Road.

The Area Spatial Strategy provides guidance for these areas and shows how any new development should be designed in order to meet the Core Strategy policy objectives. The Strategy shows how new development should be designed in order to achieve safe and attractive connections between the town centre and the Thames Riverside, including improvements to connections to Wandsworth Town railway station. Redevelopment has recently been completed at Enterprise Way Industrial Estate ("Osiers") and is already underway on the Wandsworth Riverside Quarter (1.) and 3-4 & 21-23 Osiers Road (2) sites.

Access

Existing Routes

At present the only route for pedestrians and cyclists from this part of the Thames Riverside south to the town centre is from the Enterprise Way Industrial Estate, via the bridge at the Spit, to the Causeway (a privately owned road), which is a public right of way. The route is at present very poorly overlooked and although well lit, it is not a safe and attractive one. In addition, The Causeway runs between two EDF utility sites, where new

development may be possible, even in the long term and thereon to the south, it passes under the railway viaduct in a tunnel. These factors seriously compromise the opportunities available for improvements that would help to resolve the problems of personal safety and security of users satisfactorily.

An alternative route must be secured to link the sites between Armoury way and this Thames Riverside area to the north of the railway. See the Area Spatial Strategy for Central Wandsworth between Armoury Way and the Railway for detailed requirements for this part of the route.

In the last 10 years there have been improvements that have already enhanced permeability in this area, particularly east – west connections. These are: 1) the provision of a bridge at the Spit, connecting Enterprise Way with the Causeway and; 2) the new public right of way through the recent development on Point Pleasant that extends Osiers Road west, to connect with Point Pleasant. However, east – west routes through the area remain poor and the Thames and Wandle Riverside Walks are incomplete.

Proposed New Routes

The proposed improvements to permeability through this area are:

- A new connection under the railway viaduct to allow a new riverside walk on the west side of Bell Lane Creek and the Wandle Mouth that will provide the primary link southwards to the town centre.
 Sites affected - Linton Fuels, Wandsworth Riverside Quarter phase 3.
- Extensions to the 3 existing routes provided by the northern and southern branches of Osiers Road and Eastfields Avenue to the east, to connect with a new riverside walk on the west side of Bell Lane Creek and the Wandle Mouth.
 Sites affected - Linton Fuels, Wandsworth Riverside Quarter phase 3.
- 2 new north – south routes that will extend existing routes that are incomplete and 1 new route from the Enterprise Way Industrial Estate to run north to the Thames riverside walk at the mouth of the Wandle.
 Sites affected - Linton Fuels, Wandsworth Riverside Quarter phase 3, 3-4 & 21-23 Osiers Road, 9, 11 and 19 Osiers Road. See site specific guidance for details.
- 1 new north - south route that will extend the proposed new north - south route from the Hunt Trucks /Gas Holder and adjoining land site, under the railway viaduct, to connect with Smugglers Way.
 Site affected - Land at the Causeway (EDF Energy Switch House and Head House).

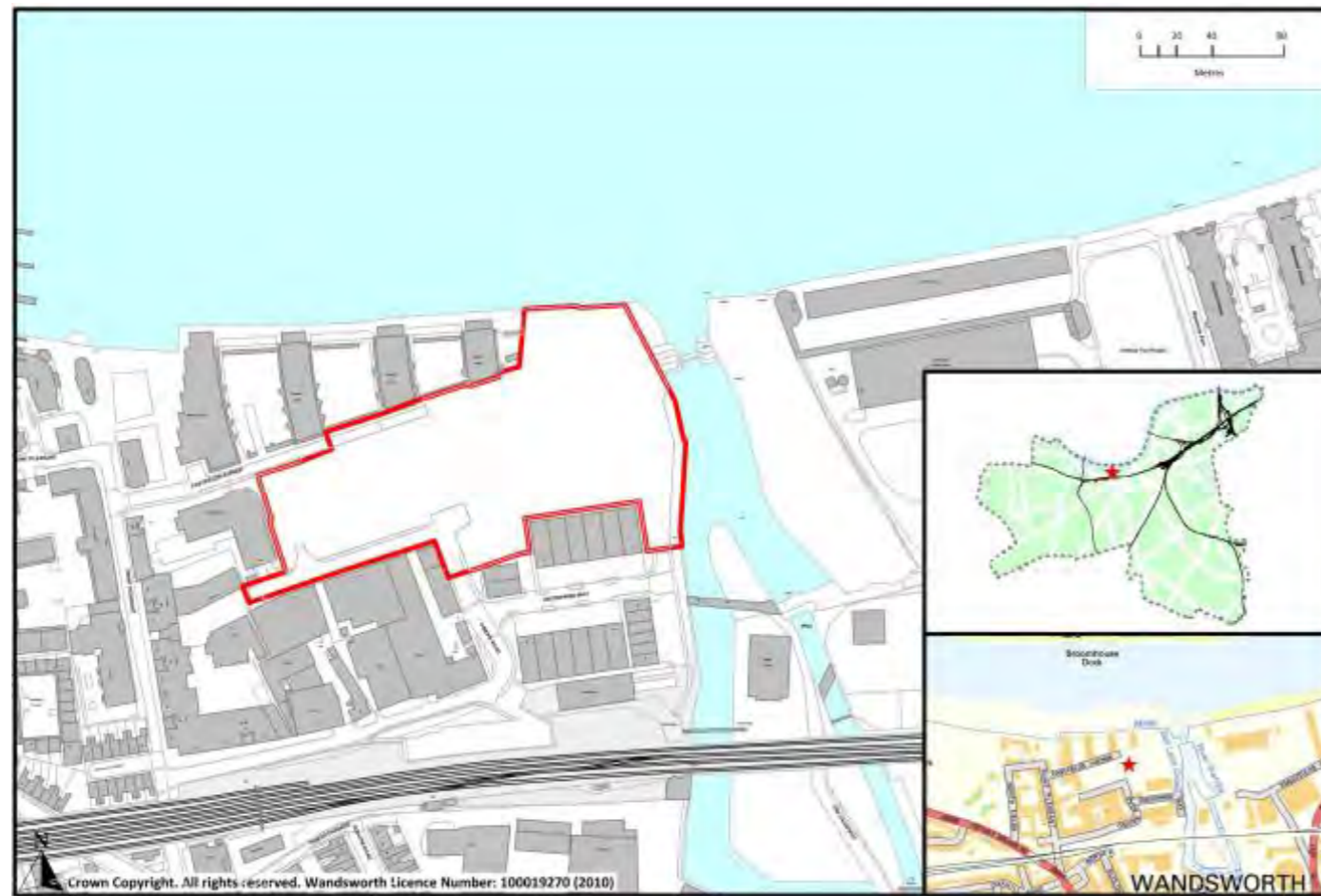
Design Principles:

This Area Spatial Strategy has been devised to secure a close grained network of routes that integrate well into the surrounding street network. The connections proposed will provide a range of attractive and safe routes for pedestrians and cyclists to follow. All routes will be expected to be defined by buildings with active frontages, to ensure high levels of passive surveillance. Certain locations have been identified where public spaces should be provided. These are locations where the use and design of buildings, together with the quality of the public realm, combine to form places with distinctive character and identity. Opportunities to embed high quality public art should be considered. Each site has been considered in the context of the Core Strategy tall buildings policy (IS3c) and the Stage 2 Urban Design Study - Tall Buildings. This sets out each sites' appropriateness for tall buildings and identifies when buildings will be subject to the criteria of the tall buildings policy contained in DMPD Policy DMS4.

Decentralised Energy Networks: All development located within the area of Central Wandsworth and the Wandle Delta will be expected to connect to any existing heating or cooling network unless demonstrated unfeasible, as outlined in Core Strategy Policy IS2 and DMPD Policy DMS3. Where networks do not currently exist, developments should make provision to connect to any future network that may be developed, having regard to opportunities identified through the London Heat Map unless it can be demonstrated that it would not be technically feasible or economically viable to do so. Such provision should follow guidelines set out in the Mayor's District Heating Manual for London and in any relevant energy masterplan.

Infrastructure: The importance of the safeguarded wharf at Western Riverside Transfer Station for the sustainable movement of freight, waste and aggregates will require its retention and continued operation for cargo handling uses must not be prejudiced by any development.

3.3.1 Wandsworth Riverside Quarter, Point Pleasant, SW18



Policies Map reference number: 43.

Site Area: 2.15 ha.

Ward: Thamesfield.

Description: The site is located on the Thames Riverside and the Wandle Delta. The Wandsworth Riverside Quarter first phase development is located to the north west of the site and various general industrial B use classes are located to the south.

Current use: Part of a phased development for residential mixed use. Partly implemented.

Relevant planning history: Planning application 2009/3372 (Approved) for east part of the site (3-9 Broomfield Road) for erection of six buildings ranging in height up to fifteen-storeys and two single-storey commercial pavilions to provide approximately 8,712sq ms. of commercial floorspace (including community and leisure uses) and 504 residential units (308 private/196 affordable). Provision of open space, new vehicular and pedestrian access points and associated parking. Planning application 2013/4653 (Resolved to approve subject to legal agreement) for south east part of the site (Former ACF Building, Buckhold Road) for demolition of existing single-storey building; erection of part 4 (16.6m high), part 11 (37m high), part 18 (58m high) and part 20 storey (64m high) building comprising 77 residential units, 2,254sq.m business floorspace (Class B1 use), 163sq.m cafe/restaurant (Class A3 use) with associated landscaping and access arrangements.

Policy context: The site is located partly within a Mixed Use Former Industrial Area identified in the Core Strategy and within the Thames Policy Area (Core Strategy Policies PL6, PL9, PL12). The site is also located within the Wandsworth Riverside/Wandle Delta Focal Point. Core Strategy Policy PL9 encourages a wider mix of uses at focal points of activity located along the riverside. This includes restaurants, cafes, bars and small-scale retail uses and the provision of attractive public spaces with good access to them, to form new riverside destinations. Development of town centre uses will be permitted subject to the criteria set out in DMPD policies DMO8 and DMI2.

Site Allocation: Mixed use development of residential and commercial uses, ecological area and riverside walk.

Justification: Large riverside site partly redeveloped providing over 200 flats and 3,000 sq ms of business space so far. New proposals for those parts of the site not yet developed awaited, expected to make a significant contribution to the housing target and provision of modern business space, in line with core strategy and sustainability objectives.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment is likely to require flow path assessment to confirm residual risks. The SFRA indicates that the ground levels on the site are above peak flood levels. Proposed mitigation measures are likely to include the provision of a safe access and egress route onto Point Pleasant/Putney Bridge Road. A flood warning and evacuation plan will be required.

Sites with a tidal Thames frontage should address the requirements of the Environment Agency's Thames Estuary 2100 (TE2100) Plan to ensure that these sites are protected for their lifetime and ensure the necessary level of protection is provided to London as a whole.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix classification: Urban.

Historic Environment: Prospect House, a Grade II listed building is close by in Point Pleasant and Wandsworth Park, listed on the register of Historic Parks and Gardens, lies further to the west. Hurlingham House and Hurlingham Park lie to the north on the opposite bank of the Thames. The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: Development must support the wider urban design objectives for this specific area as set out in the Area Spatial Strategy. There should be provision for a riverside walk adjoining the river Thames and Wandle. Buildings should be set back from the river banks to allow for a riverside walk of at least 6m on the Thames and 3m on the Wandle. At the Wandle mouth consideration should be given to the special ecological and wildlife habitats at this point and allowance for the sensitivity of these should be made in the design of the buildings and riverside walks. The layout of buildings must allow for new connections providing public access through the site as follows: 1) public access from Eastfields Avenue east to the riverside walk at the Wandle mouth; 2) public access from the northern end of Osiers Road east to the Wandle riverside; 3) public access from Enterprise Way Industrial Estate (starting within an adjoining site to the south) to the Wandle mouth and; 4) public access from Osiers Road to Eastfields Avenue. These routes, including the proposed riverside walk should be defined by new active building frontages, i.e. frontages containing both windows and frequent entrance doors at ground floor level. The area at the Wandle mouth where the new routes converge should be designed as a place with distinctive character and identity for the public to enjoy. The layout of buildings should allow for the provision of a riverside public space at the mouth of the Wandle an important habitat for wildlife - see Area Spatial Strategy.

Views: The site lies on a concave bend of the River Thames and there are sensitive views of it from Wandsworth Park, the wider Thames and Wandle Riverside including Wandsworth Bridge and the Deodar Road footbridge and from the opposite bank of the Thames, particularly Hurlingham Park.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 9 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

Impact on the Thames Path: The Thames Path (riverside walk) should be extended eastwards, to the Wandle Mouth and return south along the west bank of the Wandle to Bell Lane Creek at the site boundary.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site a riverside walk incorporating provision for cyclists will be required in accordance with DMPD Policy DMT3. Funding for the removal of the weir across the River Wandle and other improvements to enhance the biodiversity and wildlife habitats on the Thames and Wandle which do not have a detrimental impact on navigation or river regime is sought. Funding for bus service improvements as well as improvements to the Causeway and the provision of a Pier for river bus services will also be sought. The bus facilities required include stands, drivers' facilities and appropriate design of roads. These will be needed to enable the provision of bus services into the point pleasant area. The importance of the safeguarded wharf at Western Riverside Transfer Station for the sustainable movement of freight, waste and aggregates will require its retention and continued operation for cargo handling uses must not be prejudiced by any development.

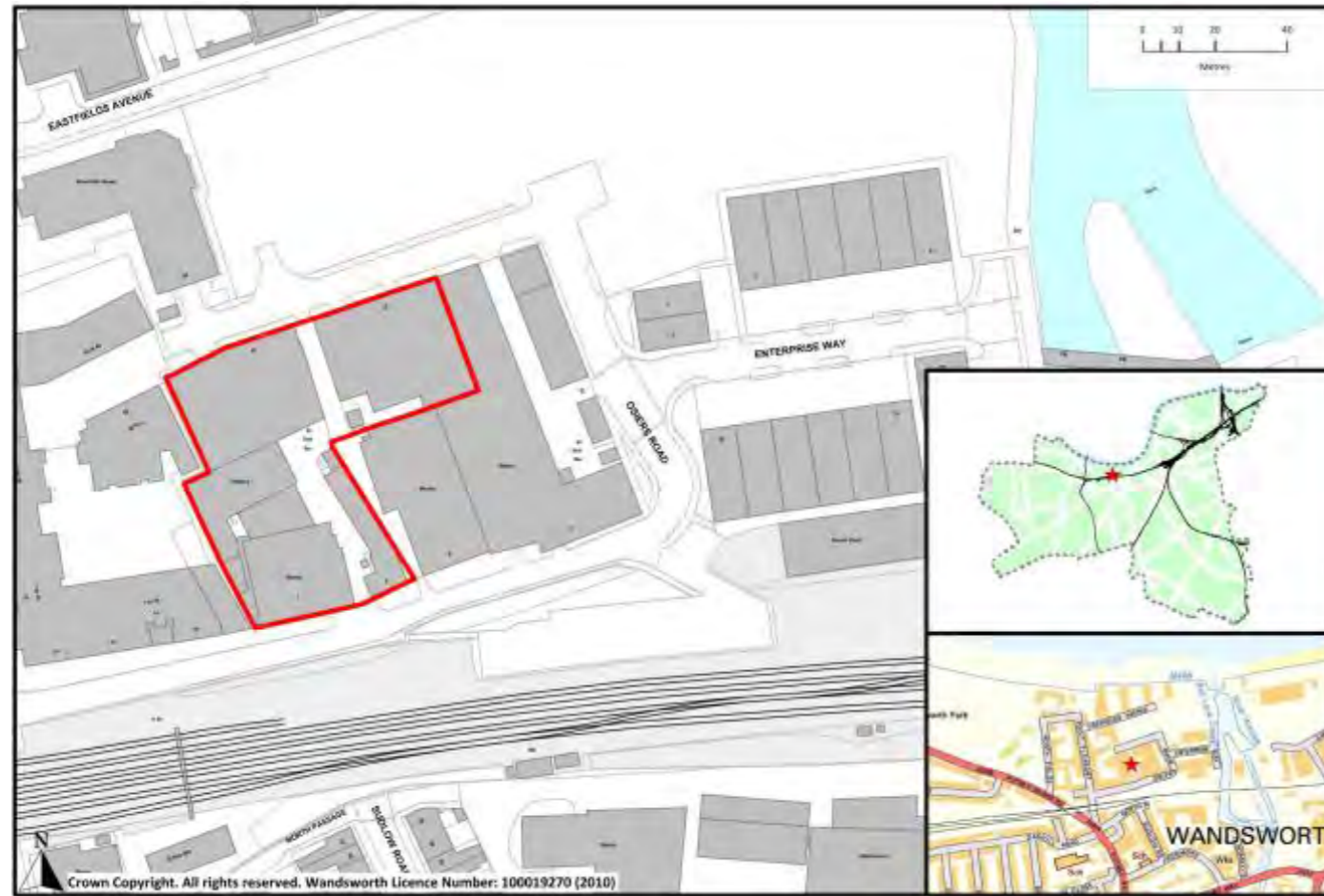
Open Space: The site is partially located within an Open Space Deficiency Area.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

Wandle Valley Regional Park: The site is located adjacent to the Wandle Valley Regional Park.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

3.3.2 3-4 Osiers Road, SW18



Policies Map reference number: 44.

Site Area: 0.46 ha.

Ward: Thamesfield.

Description: The site contains one and two-storey factory and warehouse buildings with offices. The site is bounded by Osiers Road to the north and south. Industrial warehouse buildings to the east, and a recent two to seven-storey mixed use development adjoins the site to the west ('Point Pleasant').

Current use: Site under construction.

Relevant Planning History: Planning Application 2011/5207 (approved). Demolition of existing buildings. Erection of buildings up to 8-storeys high plus basement to provide 152 flats (including 38 Affordable units), 2,228sq ms of commercial accommodation for retail, food and drink, business and community uses (Class A1, A2, A3, B1, D1) with associated parking, private amenity space and public realm with access through the site.

Policy context: The site is located within a Mixed Use Former Industrial Area identified in the Core Strategy and within the Thames Policy Area (Core Strategy Policies PL6, PL9, PL12). The site is also located within the Wandsworth Riverside/Wandle Delta Focal Point. Core Strategy Policy PL9 encourages a wider mix of uses at focal points of activity located along the riverside. This includes restaurants, cafes, bars and small-scale retail uses and the provision of attractive public spaces with good access to them, to form new riverside destinations. Development of town centre uses will be permitted and replacement floorspace required, subject to the criteria set out in DMPD policies DMO8 and DMI2.

Site Allocation: Mixed use development including replacement employment floorspace, residential and improved links with the town centre.

Justification: The site lies within a MUFIEA and a focal point of activity, identified for mixed use development incorporating replacement employment floorspace.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment should require flow path assessment to confirm residual risks. The SFRA indicates that the ground levels on the site are above peak flood levels. Proposed mitigation measures likely to include the provision of a safe access and egress route onto Point Pleasant/Putney Bridge Road. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating.

London Plan Density Matrix classification: Urban.

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2). Prospect House, Point Pleasant - listed Grade II is close by in Point Pleasant. Wandsworth Park, listed on the register of Historic Parks and Gardens, lies further to the west. Hurlingham House and Hurlingham Park lie to the north on the opposite bank of the Thames.

Design principles: Development must support the wider urban design objectives for this specific area as set out in the Area Specific Spatial Strategy. The layout of buildings must allow for new connections providing public access through the site as follows: 1) a new link running north-south, from the southern arm of Osiers Road to the northern arm of Osiers Road to connect with the existing public right of way between Eastfield Avenue and Osiers Road, at the western end of the WRQ site and; 2) a new link running east-west through the middle of the site from the aforementioned new north-south link to Osiers Road to align with Enterprise Way. These links, including the existing frontages to Osiers Road, must be defined by new active building frontages, i.e. frontages containing both windows and frequent entrance doors at ground floor level.

Views: Tall building proposals could have an impact on sensitive views of the site from Wandsworth Park, the Thames and Wandle Riverside, and from the opposite bank of the Thames, particularly Hurlingham Park. More local views from the Spit and The Causeway, including Causeway Island, will be important and should be considered.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 9 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

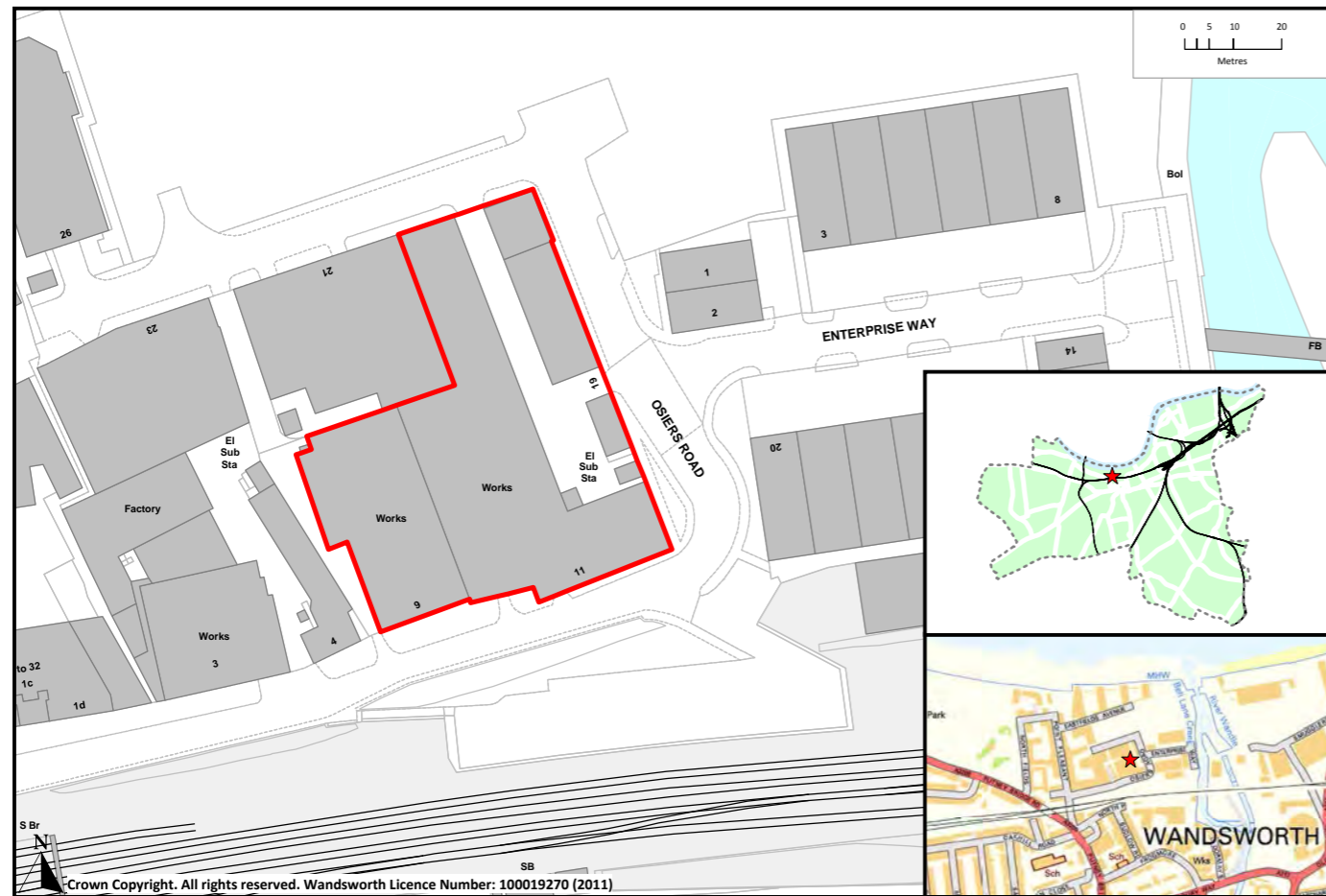
Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site provision of public realm (new public rights of way); funding for bus service and river taxi improvements; funding contribution to the removal of the weir at the Wandle mouth will be required.

Areas of Open Space: The new connections through the site will be a contribution to public space and public realm.

Nature Conservation: The site is located within an area of deficiency in access to nature.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

3.3.3 9,11 and 19 Osiers Road, SW18



Policies Map reference number: 45.

Site Area: 0.39 ha.

Ward: Thamesfield.

Description: The site contains a warehouse buildings with offices. The site is bounded by Osiers Road to the north and south and east. Enterprise Way industrial Estate is located to the east.

Current Use: B1 Business.

Policy context: The site is located within a Mixed Use Former Industrial Area identified in the Core Strategy and within the Thames Policy Area (Core Strategy Policies PL6, PL9, PL12) The site is also located within the Wandsworth Riverside/Wandle Delta Focal Point. Core Strategy Policy PL9 encourages a wider mix of uses at focal points of activity located along the riverside. This includes restaurants, cafes, bars and small-scale retail uses and the provision of attractive public spaces with good access to them, to form new riverside destinations. Development of town centre uses will be permitted and replacement employment floorspace required, subject to the criteria set out in DMPD policies DMO8 and DMI2.

Site Allocation: Mixed use development including replacement employment floorspace, residential and improved links with the town centre.

Justification: The site lies within a MUFIEA and a focal point of activity, identified for mixed use development incorporating replacement employment floorspace.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment is required. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix classification: Urban.

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2). Prospect House, a Grade II listed building is close by in Point Pleasant and Wandsworth Park, listed on the register of Historic Parks and Gardens, lies further to the west. Hurlingham House and Hurlingham Park lie to the north on the opposite bank of the Thames.

Design principles: Development must support the wider urban design objectives for this specific area as set out in the Area Specific Spatial Strategy. The layout of buildings must allow for the provision of new connections providing public access through the site (together with the adjoining site at 3-4 Osiers Road) as follows: 1) the eastern end of a new link running north-south from the eastern arm of Osiers Road to the northern arm of Osiers Road to connect with the existing public right of way between Eastfields Avenue and Osiers Road, at the western end of the WRQ site and; 2) a new link running east-west through the middle of the site from the aforementioned new north-south link to Osiers Road to align with Enterprise Way. These links, including the existing frontages to Osiers Road, must be defined by new active building frontages, i.e. frontages containing both windows and frequent entrance doors at ground floor level.

Views: High building proposals could have an impact on sensitive views of the site from Wandsworth Park, the Thames and Wandle Riversides and from the opposite bank of the Thames, particularly Hurlingham Park. More local views from the Spit and The Causeway, including Causeway Island, are important and should be considered.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 9 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

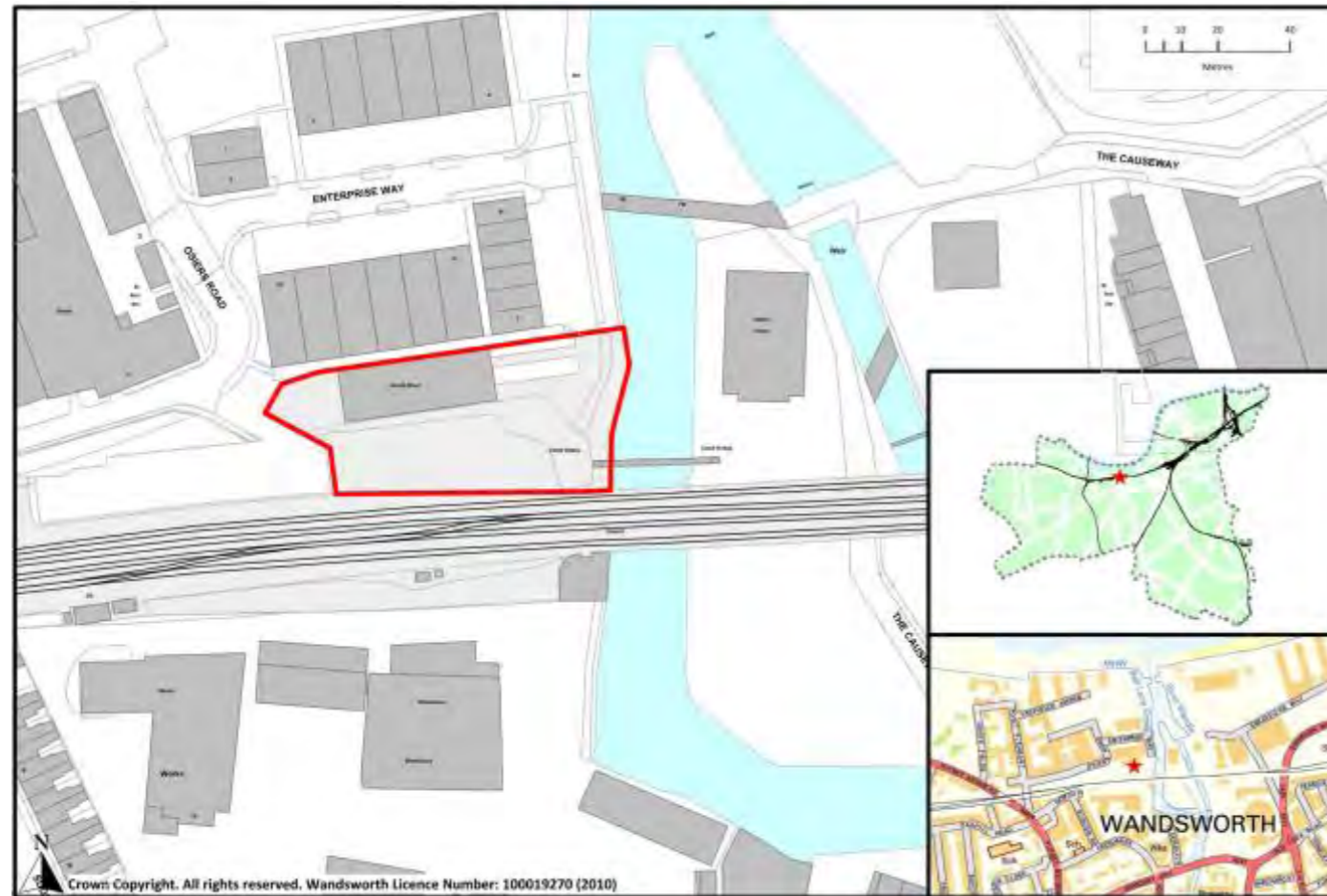
Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site provision of new public realm (new public rights of way); funding for bus service and river taxi improvements; funding contribution to the removal of the weir at the mouth of the Wandle or other environmental improvements to the River Wandle which do not have a detrimental impact on navigation or river regime is sought.

Open Space: The site is partially located within an Open Space Deficiency Area. The new connections through the site will be a contribution to public space and public realm.

Nature Conservation: The site is located within an area of deficiency in access to nature.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

3.3.4 Linton Fuels site, Osiers Road, SW18



Policies Map reference number: 47.

Site Area: 0.34 ha.

Ward: Thamesfield.

Description: The site lies north of the railway tracks and south of Enterprise Way Industrial Estate.

Current use: Fuel Depot.

Policy context: The site is located within a Mixed Use Former Industrial Area identified in the Core Strategy and within the Thames Policy Area (Core Strategy Policies PL6, PL9 and PL12). The site is also located within the Wandsworth Riverside/Wandle Delta Focal Point. Core Strategy Policy PL9 encourages a wider mix of uses at focal points of activity located along the riverside. This includes restaurants, cafes, bars and small-scale retail uses and the provision of attractive public spaces with good access to them, to form new riverside destinations. Development of town centre uses will be permitted and replacement employment floorspace required, subject to the criteria set out in DMPD policies DMO8 and DMI2.

Site Allocation: Mixed use development including replacement employment floorspace and residential. Any development should incorporate public open space and a link between the Thames riverside and Wandsworth town centre.

Justification: The site lies within a MUFIEA and a focal point of activity, identified for mixed use development incorporating replacement employment floorspace. Policy PL6 gives justification for potential development that would open up this area of the Wandle to create crucial links between the riverside and Wandsworth Town Centre.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is required and is likely to require flow path assessment to confirm residual risks. The SFRA indicates that the ground levels on the site are above peak flood levels. Proposed mitigation measures likely to include the provision of a safe access and egress route onto Point Pleasant/Putney Bridge Road. A flood warning and evacuation plan will be required.

Sites with a tidal Thames frontage should address the requirements of the Environment Agency's Thames Estuary 2100 (TE2100) Plan to ensure that these sites are protected for their lifetime and ensure the necessary level of protection is provided to London as a whole.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix classification: Urban.

Historic Environment: Prospect House, a Grade II listed building is close by in Point Pleasant and Wandsworth Park, listed on the register of Historic Parks and Gardens, lies further to the west. The site is located within an archaeological priority area (refer DMPD Policy DMS2). Hurlingham House and Hurlingham Park lie to the north on the opposite bank of the Thames.

Design principles: Development of this site must support the wider urban design objectives for this area as set out in the Area Spatial Strategy. There should be provision for a riverside walk adjoining the bank of the river Wandle (Bell Lane Creek) and a new connection under the railway viaduct on the west bank with allowance for a new bridge crossing to the opposite bank at Causeway Island. Buildings should be set back from the river edge by at least 3m to allow for the riverside walk. A more generous set back may be required subject to detailed studies to assess the impact on wildlife habitats and biodiversity of the river channel. Improvements to the biodiversity and wildlife potential of the river will be sought as part of any development. In addition to the riverside walk, the layout of buildings must allow for the provision of public access through the site, as follows: 1) a new route along the northern boundary of the site to extend the southern arm of Osiers Road to the riverside walk alongside the Wandle. This link, including the proposed riverside walks and the frontage to Osiers Road, must be defined by new active building frontages, i.e. frontages containing both windows and frequent entrance doors at ground floor level. There is an area where the new routes converge that should be designed in such a way as to create a place with distinctive character and identity for the public to enjoy. This area is to be just to the north of the railway bridge, where the new link under the bridge will emerge from the south. The site adjoins the Victorian brick railway viaduct and the Spit open space which are both important features of the Wandle and Bell Lane Creek. There is one new place of distinctive character required for this site - see above design principles and the Area Spatial Strategy. This space will be expected to make a significant contribution to the open space provision along the River Wandle and contribute to meeting the objectives of the Wandle Valley Regional Park.

Views: High building proposals could have an impact on sensitive views of the site from Wandsworth Park, the Thames and Wandle Riverside and from the opposite bank of the Thames, particularly Hurlingham Park. More local views from the Spit and The Causeway, including Causeway Island, are important and should be considered.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 9 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

Hazard Zones: Development constraints may exist due to the proximity to the Wandsworth gas holder station. The site is located in the outer zone of the HSE's Consultation Distance.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site a riverside walk incorporating provision for cyclists will be required in accordance with DMPD Policy DMT3 including footway/cycle path improvements. Provision of new connections to the Wandle Riverside Walk, in particular access under the railway bridge and bridge crossing to the Causeway Island will also be sought. Improvements to pavement width and quality on The Causeway/Smuggler's Way are also needed as well as improvements to pavement width/quality in Osiers Road including the improved geometry of the road to allow smooth bus transit. Funding for removal of the weir across River Wandle and other improvements to enhance the biodiversity and wildlife habitats on the Thames and Wandle are sought as well as funding for bus service improvements.

Open Space: The site is located within an Open Space Deficiency Area.

Nature Conservation: The site is located within an area of deficiency in access to nature.

Wandle Valley Regional Park: The site is located adjacent to the Wandle Valley Regional Park.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

3.3.5 Feather's Wharf, The Causeway, SW18



Policies Map reference number: 48.

Site Area: 0.79 ha.

Ward: Fairfield.

Description: The site lies adjacent to the Wandle and Thames Riverside and is bounded to the east by the Western Riverside Waste Transfer Station safeguarded wharf.

Current use: Vacant land.

Policy context: The site is located within the Thames Policy Area and the Wandsworth Riverside/Wandle Delta Focal Point (Core Strategy Policies PL6, PL9, PL12). Core Strategy Policy PL9 encourages a wider mix of uses at focal points of activity located along the riverside. This includes restaurants, cafes, bars and small-scale retail uses and the provision of attractive public spaces with good access to them, to form new riverside destinations. Development of town centre uses will be permitted subject to the criteria set out in DMPD Policy DMO8.

Site Allocation: Longer term mixed use development of residential and commercial uses should include riverside walks and public open space at the mouth of the River Wandle.

Short to medium term - appropriate temporary uses including potential use of southern part of the site for waste management purposes which do not compromise the long term development of the site.

Justification: The site lies within the Thames Policy Area and a focal point of activity, identified for mixed use development. A key riverside site at the confluence of rivers Wandle and Thames. Development is subject to satisfactory relocation of existing temporary uses.

Flood Risk: The site is located within flood zone 3a and 3b. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is required to confirm residual risks. The SFRA indicates that the ground levels on the site are above peak flood levels. Proposed mitigation measures likely to include the provision of a safe access and egress route onto Smugglers Way. A flood warning and evacuation plan will be required.

Sites with a tidal Thames frontage should address the requirements of the Environment Agency's Thames Estuary 2100 (TE2100) Plan to ensure that these sites are protected for their lifetime and ensure the necessary level of protection is provided to London as a whole.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix classification: Central.

Historic Environment: Prospect House, a Grade II listed building is close by in Point Pleasant and Wandsworth Park, listed on the register of Historic Parks and Gardens, lies further to the west. Hurlingham House and Hurlingham Park lie to the north on the opposite bank of the Thames. The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: Longer term development must support the wider urban design objectives for this specific area as set out in the Area Spatial Strategy. There should be provision for a riverside walk adjoining the rivers Thames and Wandle. Buildings should be set back from the river banks to allow for a riverside walk of at least 6m on the Thames and 3m on the Wandle. A more generous set back may be required subject to detailed studies to assess the impact on wildlife habitats and biodiversity of the river channel. New development should be designed to facilitate a safe and secure connection to the high level bridge taking the riverside walk across the refuse transfer station site to the east. On the Thames and Wandle frontages, consideration should be given to the special ecological and wildlife habitats and allowance for the sensitivity of these should be made in the siting, height and design of the buildings and the dimensions of the riverside walks. The proposed riverside walks and the frontage to The Causeway must be defined by new active building frontages, i.e. frontages containing both windows and frequent entrance doors at ground floor level, in mixed use developments. The area at the northern end of the site by the Wandle mouth should be specifically designed to provide a generous open space and should be a place with distinctive character and identity for the public to enjoy. Any temporary use of the site, including temporary buildings, will need to be appropriate to the location and ensure that the environmental/amenity impacts on the locality, including on the residential development on the opposite bank of the Wandle, are minimised. Temporary use of the site should also include the safeguarding of the riverside walk adjoining the Thames and the Wandle as described above. Both the Wandle and Thames riverbanks and river channels are particularly sensitive wildlife habitats. Buildings and temporary uses must be carefully designed and sited in order not to cause unreasonable harm to these habitats by their proximity or overshadowing.

Tall Buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 9 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

Views: The site lies on a concave bend of the Thames and there are sensitive views of it from Wandsworth Park, from the wider Thames and Wandle Riverside, including Wandsworth Bridge, the Deodar Road footbridge and from the opposite bank of the Thames, particularly Hurlingham Park.

Hazard Zones: The site is located in the middle zone of the HSE's Consultation Distance.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site a riverside walk incorporating provision for cyclists will be required in accordance with DMPD Policy DMT3. A contribution towards the cost of providing improved security to pedestrian and cycle link through waste transfer station to link to Riverside walk. Improvements to pavement width and quality on The Causeway/Smuggler's Way are also needed. A contribution towards removal of the Weir at the mouth of the River Wandle and the improvement of riverbanks to enhance wildlife habitats and biodiversity which do not have a detrimental impact on navigation or river regime is sought. Provision of a Car club should be considered as well as improvements to public transport. Improvements to pavement width and quality on The Causeway/Smuggler's Way are also needed.

The importance of the safeguarded wharf at Western Riverside Transfer Station for the sustainable movement of freight, waste and aggregates will require its retention and continued operation for cargo handling uses and this must not be prejudiced by any development.

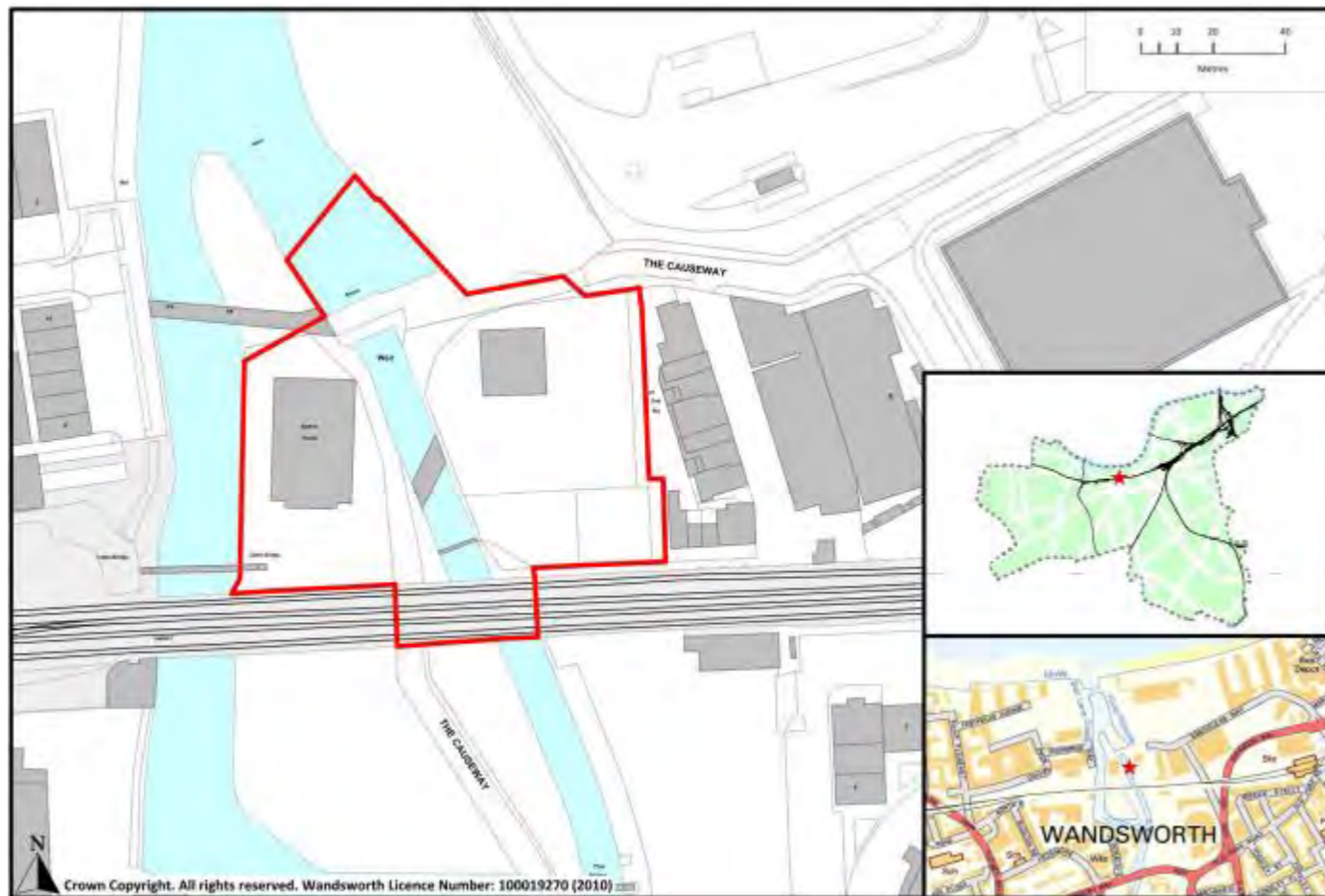
Open Space: The site is located within an Open Space Deficiency Area.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

Wandle Valley Regional Park: The site is located adjacent to the Wandle Valley Regional Park.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

3.3.6 Land at the Causeway, SW18



Policies Map reference number: 49.

Site Area: 1.02 ha.

Ward: Fairfield.

Description: The site is bounded by the river Wandle to the east, Bell Lane Creek to the west and railway line to the south. Enterprise Way industrial Estate is located to the west of the site.

Current use: EDF Energy Switch House and Head House.

Policy context: The site is located within the Thames Policy Area, the Wandsworth Riverside/Wandle Delta Focal Point. (Core Strategy Policies PL6, PL9 and PL12). Core Strategy Policy PL9 encourages a wider mix of uses at focal points of activity located along the riverside. This includes restaurants, cafes, bars and small-scale retail uses and the provision of attractive public spaces with good access to them, to form new riverside destinations. Development of town centre uses will be permitted and replacement employment floorspace required, subject to the criteria set out in DMPD policies DMO8 and DMI2.

Site Allocation: Mixed use development including replacement employment floorspace, residential and improved links with the town centre.

Justification: Core Strategy Policy PL12 gives justification for potential development that would open up this area of the Wandle to create crucial links between the riverside and Wandsworth Town Centre. The site lies within the Thames Policy Area and a focal point of activity, identified for mixed use development.

Flood Risk: The site is located within flood zone 3a and partially in 3b. A site specific Flood Risk Assessment is required to confirm residual risks. A flood warning and evacuation plan will be required.

Sites with a tidal Thames frontage should address the requirements of the Environment Agency's Thames Estuary 2100 (TE2100) Plan to ensure that these sites are protected for their lifetime and ensure the necessary level of protection is provided to London as a whole.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating (s).

London Plan Density Matrix classification: Central.

Historic Environment: Prospect House, a Grade II listed building is close by in Point Pleasant and Wandsworth Park, listed on the register of Historic Parks and Gardens, lies further to the west. Hurlingham House and Hurlingham Park lie to the north on the opposite bank of the Thames. The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: Development must support the urban design objectives as set out in the Area Spatial Strategy – Wandle Delta north of the railway. In this respect provision should be made for a new route along the eastern boundary of the head house transformer station that would extend the new route under the railway viaduct from the Hunt Trucks site through to Smugglers Way. It is accepted that for special security reasons it may not be possible to extend the Wandle riverside walk along the western boundary of the Switch House site and the western boundary of the Head House site. However, if these security issues can be overcome, it would be desirable to secure public access along these two banks of the Wandle in the form of riverside walks. A more generous set back may be required subject to detailed studies to assess the impact on wildlife habitats and biodiversity of the river channel. The Switch House site could be developed for a mix of uses including residential. There should be no residential use on the ground floor and any new building should provide an active frontage to The Causeway that forms the existing riverside walk along the eastern boundary to the site and also an active frontage to the north, towards the east end of the footbridge across Bell Lane Creek. If such development is not feasible then consideration should be given to the enhancement of the Switch House with a public art project. The Head House site could also be developed for a mixture of uses including residential. There should be no residential use on the ground floor and any new buildings should provide an active frontage to Smugglers Way and to the proposed new extension to the north – south link along the eastern boundary of the site. Any development on both sites must take full account of the environmental sensitivity of the River Wandle and Bell Lane Creek and should avoid overshadowing or harm to the wildlife or other amenities of the waterways. Development must include measures that contribute towards enhancement of the riverbanks. These will include projects to improve biodiversity; the restoration of historic riverbank features where appropriate and the removal of redundant pipe/cable bridges that currently cross the Wandle from these sites.

Hazard Zones: Development constraints may exist due to the site's proximity to the Wandsworth gas holder station. The site is located in the outer zone of the HSE's Consultation Distance.

Tall Buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the Switch House (Causeway) site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 5 storeys. The Head House site is identified as sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 9 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4. Any tall building proposed should not overshadow the Wandle or Bell Lane creek and should not harm sensitive views to or from the Thames riverside.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. For this site a riverside walk incorporating provision

for cyclists will be required in accordance with DMPD Policy DMT3. New connections through the area and funding for environmental improvements to the River Wandle will be sought. Improvements to the width and quality of the footway on The Causeway and Smugglers Way will be sought.

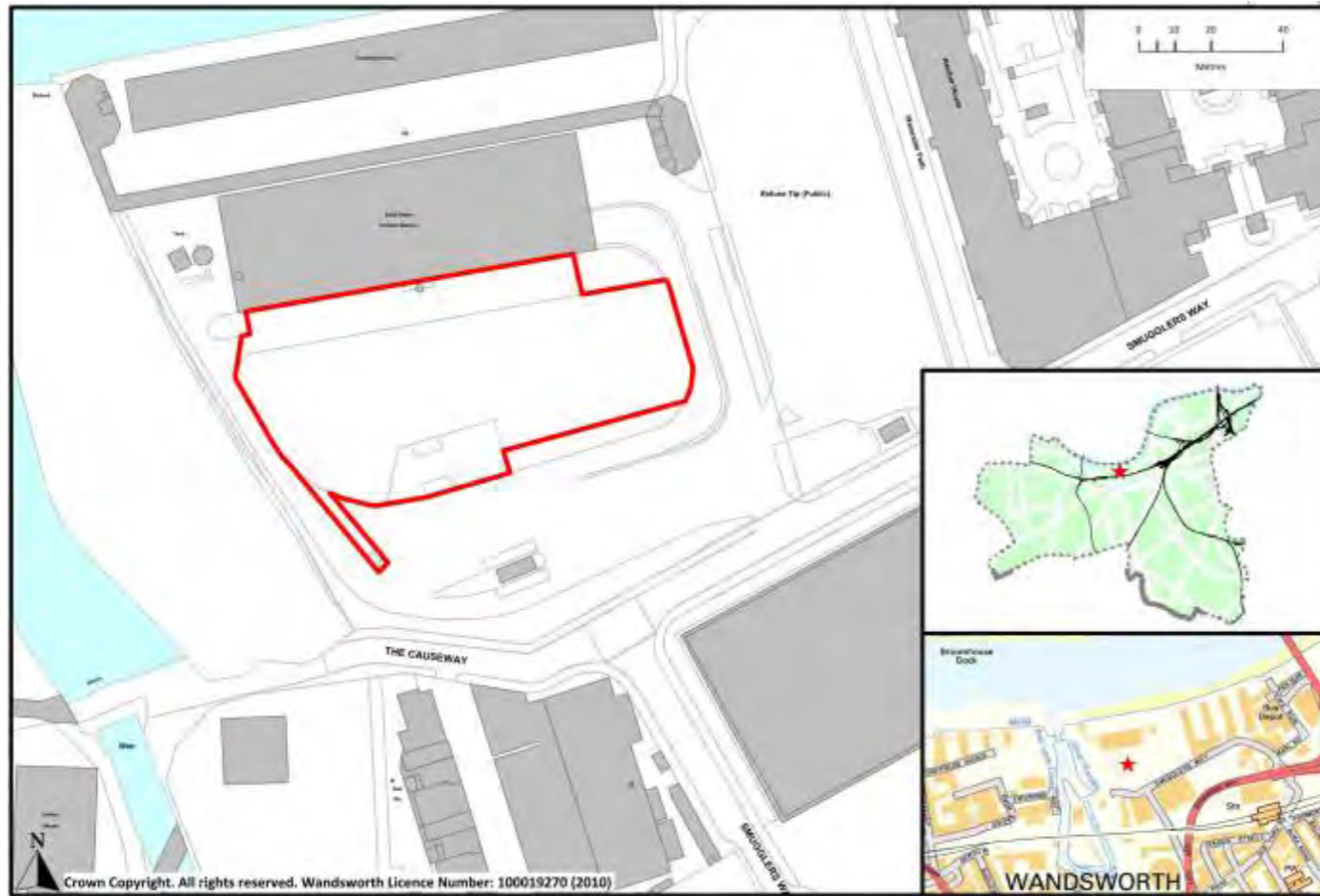
Open Space: The site is located within an Open Space Deficiency Area.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

Wandle Valley Regional Park: The site is located adjacent to the Wandle Valley Regional Park.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

3.4 Cory Environmental Materials Recycling Facility, Smugglers Way, SW18



Policies Map reference number: 50.

Site Area: 0.6 ha.

Ward: Fairfield.

Description: The site is located on the north side of Smugglers Way. To the east is the Civic Amenities site. To the south on the opposite side of smugglers way is the one way arm of smugglers way, and warehouse/industrial premises.

Current use: B2 use Materials Recycling Facility.

Policy context: The site is protected as a safeguarded waste site by policies in the London Plan and in line with Policy PL7 of the Core Strategy.

Site Allocation: Waste management use within safeguarded wharf. (See Site 3.5 for the map of the safeguarded wharf boundary).

Justification: This site has an established waste use and contributes to the existing waste management capacity. Loss of this site would decrease the existing level of waste management capacity within the borough resulting in the need for more sites.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment is required. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site lies within an archaeological priority area (refer DMPD Policy DMS2). Hurlingham House and Hurlingham Park lie to the north on the opposite bank of the Thames.

Design principles: High quality design is required for any new development to minimise environmental/amenity impacts on the locality.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 9 storeys.

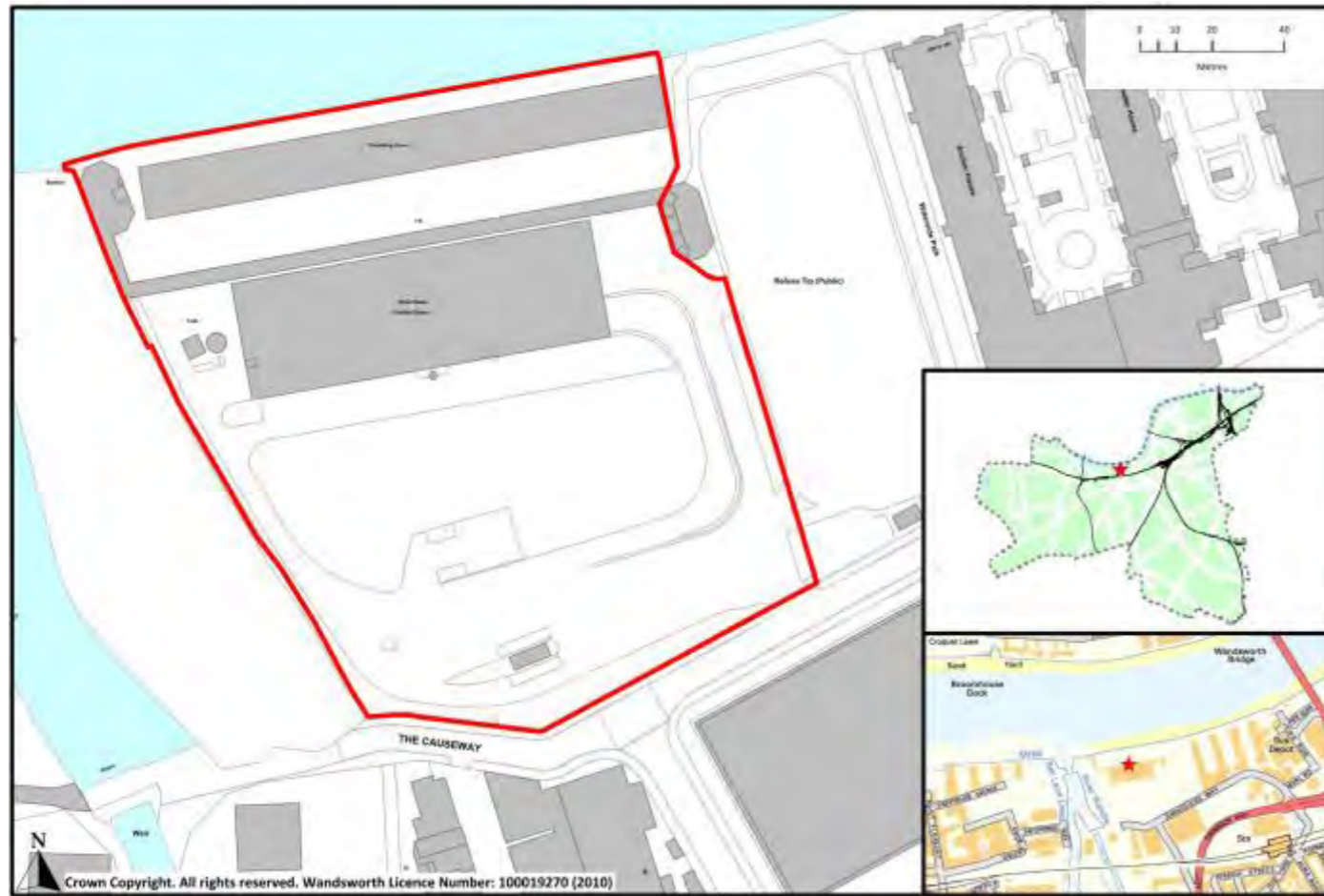
Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. A left turn facility from the Western arm of Smugglers Way into Swandon Way for left turning vehicles may be required.

Open Space: The site is partially located within an Open Space Deficiency Area.

Nature Conservation: The site is located within an area of deficiency in access to nature.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

3.5 Western Riverside Waste Transfer Station, SW18



Policies Map reference number: 51.

Site Area: 2.49 ha.

Ward: Fairfield.

Description: The site is located on the north side of Smugglers Way and the Causeway. To the south is the one way arm of Smugglers Way, and warehouse/industrial premises.

Current use: Waste Transfer Station.

Policy context: The site is located within the Thames Policy Area and is an existing allocated safeguarded wharf (Core Strategy Policy PL9).

Site Allocation: Safeguarded wharf.

Justification: Allocation of safeguarded wharf in accordance with the London Plan, currently Policy 7.26.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment is required. A flood warning and evacuation plan will be required.

Sites with a tidal Thames frontage should address the requirements of the Environment Agency's Thames Estuary 2100 (TE2100) Plan to ensure that these sites are protected for their lifetime and ensure the necessary level of protection is provided to London as a whole.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site lies within an archaeological priority area (refer DMPD Policy DMS2). Hurlingham House and Hurlingham Park lie to the north on the opposite bank of the Thames.

Design principles: High quality design is required for any new development to minimise environmental/amenity impacts on the locality.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 9 storeys.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Should provide left turn facility from the Western arm of Smugglers Way into Swandon Way for left turning vehicles. Use river transport for recycling materials.

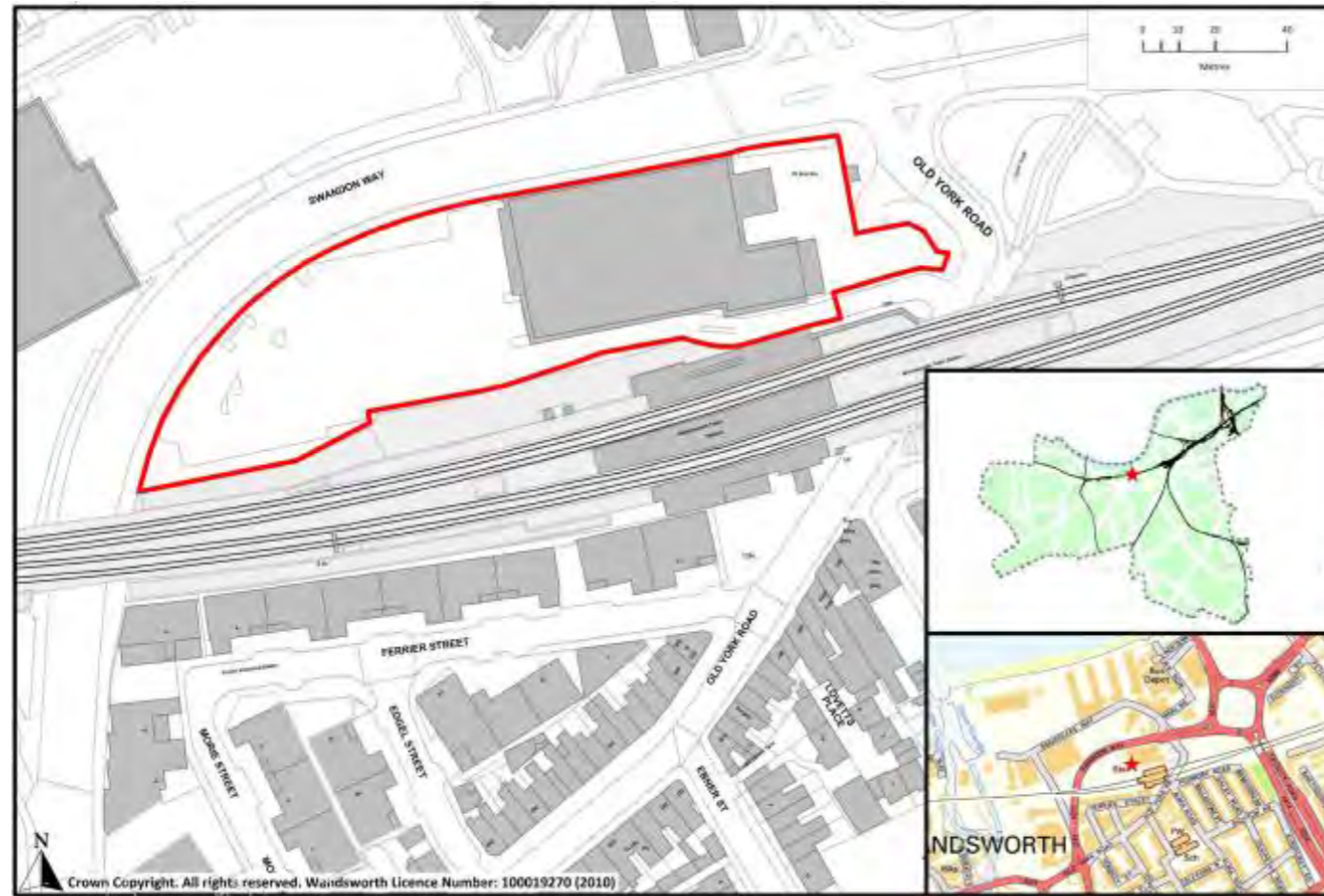
Open Space: The site is partially located within an Open Space Deficiency Area.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

Wandle Valley Regional Park: The site is located adjacent to the Wandle Valley Regional Park.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

3.6 Homebase, Swandon Way, SW18



Policies Map reference number: 52.

Site Area: 0.96 ha.

Ward: Fairfield.

Description: Large, low density DIY warehouse with large surface car park, adjoining Wandsworth Town Station. The site is located within the Wandle Delta Area on the corner of Old York Rd and Swandon Way, with the mainline railway bounding the site to the south.

Current use: A1 retail use.

Policy context: The site lies within the Thames Policy Area (Core Strategy Policies PL6 and PL9) where replacement of B1- B8 and related Sui Generis (SG) use is required. Outside focal points of activity, the loss of other employment uses and change of use to residential, is appropriate (DMPD Policy DMI3). As the site lies within flood zone 3a, residential only development will be dependent on the outcome of a Flood Risk Assessment. Any proposals involving an amended retail offer will require assessment against DMPD Policy DMTS2.

Site Allocation: Residential development and improved access to the northern part of Wandsworth Town Station. The Council will seek to secure access to northern part of station as part of any development.

Justification: As the current use of the site is A1 and the site lies in the Thames Policy Area outside a focal point of activity, it is suitable for residential development depending on the outcome of a Flood Risk Assessment.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. The SFRA indicates that the ground levels on the site are above peak flood levels. A site specific FRA is likely to require flow path assessment to confirm residual risks. Proposed mitigation likely to include provision of safe access and egress route onto Swandon Way. A Flood warning and refuge/evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix classification: Urban.

Historic Environment: Wandsworth Garage Bus Depot (Grade II listed) located less than 100m north east of the site. The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: This site is suitable for residential development. The design objectives are:

- Development on the frontages to Swandon Way and Old York Road to be active at ground level and include windows and entrance doors. Residential accommodation at ground floor level on the Swandon Way frontage would be acceptable subject to a satisfactory level of amenity;
- Layout and arrangement of buildings to support access improvements to Wandsworth Town Station from the north and as part of this work, a significant up-grade in the public realm of the Old York Road frontage would be expected;
- Tree planting on Swandon Way frontage;
- Achievement of high level of amenity for all residential accommodation including measures to mitigate the impact of traffic and railway noise.

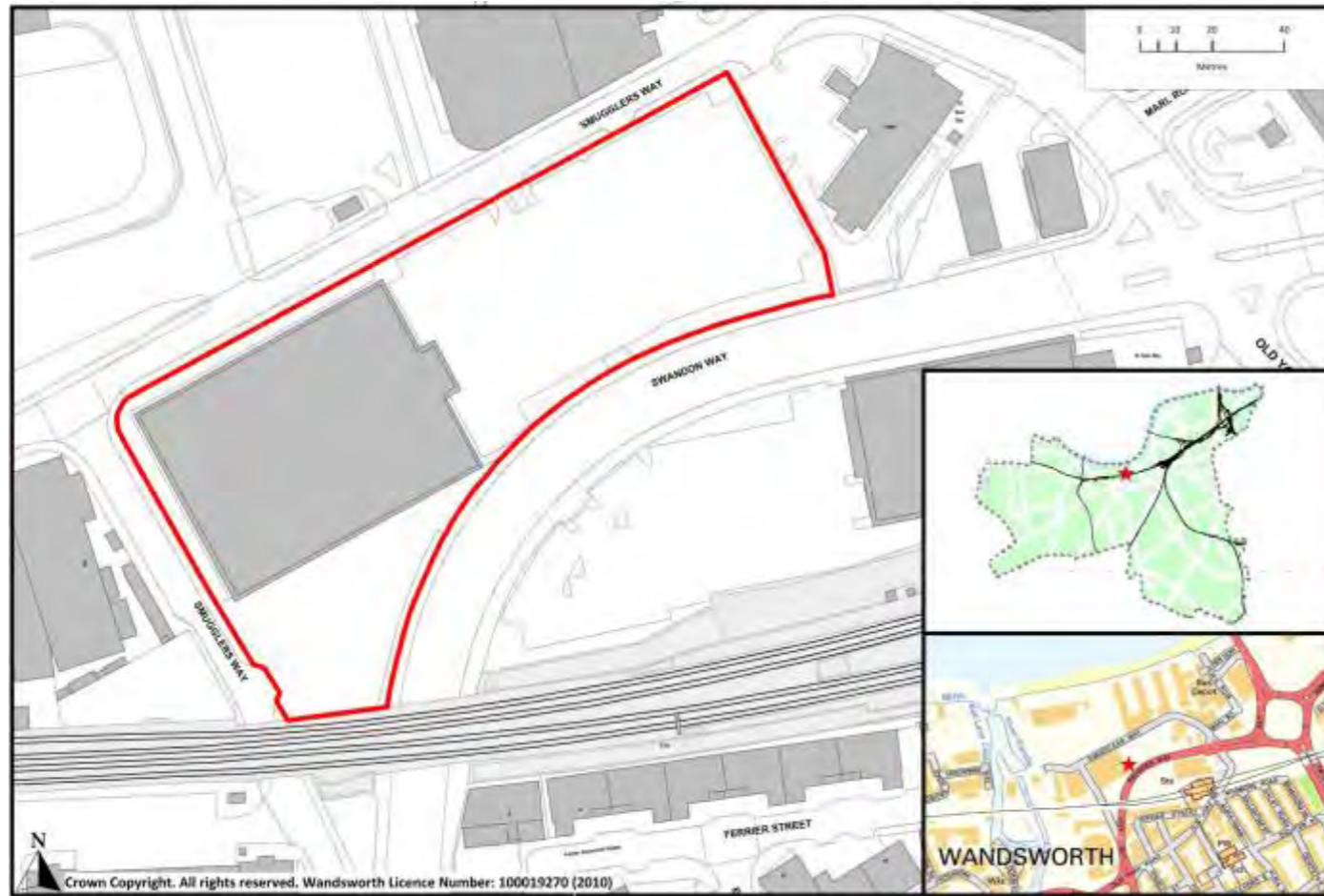
Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 9 storeys.

Hazard Zones: The site is located in the middle zone of the HSE's Consultation Distance.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Improved access to Wandsworth Town Station from the north side of the railway will be required along with contributions towards improved public transport and provision for a car club. The feasibility of providing an elevated footway linking the station to this development and to future developments on the north side of Swandon Way should be considered.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

3.7 B&Q, Smugglers Way, SW18



Policies Map reference number: 53.

Site Area: 1.42 ha.

Ward: Fairfield.

Description: The site contains a large low density DIY retail warehouse/depot with large surface car park within Wandsworth Thames Policy Area. Site is bounded by Swandon Way to the south, Smugglers Way to the west and north, and seven-storey hotel and petrol filling station to the east.

Current use: A1 retail use.

Policy context: The site lies within the Thames Policy Area (Core Strategy Policies PL6 and PL9) where replacement of B1- B8 and related Sui Generis (SG) use is required. Outside focal points of activity, the loss of other employment uses and change of use to residential, is appropriate (DMPD Policy DMI3). Any proposals involving an amended retail offer will require assessment against DMPD Policy DMTS2.

Site Allocation: Residential.

Justification: As the current use of the site is A1 and the site lies in the Thames Policy Area outside a focal point of activity, it is suitable for residential development.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. The SFRA indicates that the ground levels on the site are above peak flood levels. Site specific FRA likely to require flow path assessment to confirm residual risks. Proposed mitigation likely to include the provision of safe access and egress route onto Swandon Way. A flood warning and refuge/evacuation plan required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2). Wandsworth Garage Bus Depot (Grade II listed) located to the north east.

Design principles: This site is suitable for a mixed use development, including residential. The design objectives are:

- Development on the frontages to Swandon Way and both frontages to Smugglers Way to be active at ground level and include windows and entrance doors. Residential accommodation at ground floor level on the Swandon Way frontage would not be acceptable and above ground floor level a convincing case would need to be made that any residential accommodation would enjoy a satisfactory level of amenity;
- Care will be necessary to ensure that any residential accommodation overlooking or in close proximity to the waste transfer station and refuse processing site on Smugglers Way is designed in such a way that residents will enjoy a satisfactory level of amenity;
- Layout and arrangement of buildings to define a safe and attractive new public access through the site from Swandon Way to Smugglers Way, on a north-south alignment, to link to the existing riverside walk via Waterside Path. All buildings should be designed to address this link with frontages containing entrance doors and windows;
- Tree planting on Swandon Way frontage;
- Achievement of high level of amenity for all residential accommodation including measures to mitigate the impact of traffic and railway noise.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 9 storeys.

London Plan Density Matrix classification: Urban.

Hazard Zones: The majority of the site straddles the middle zone and outer zone of the HSE's Consultation Distance.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Relocation of access to car park should be considered to allow possible closure of Smugglers Way as a through route with the majority of commercial traffic using the western section to the west of Waterside Path and the remaining traffic using the eastern section of Smugglers Way. A pedestrian route through the site between Smugglers Way and Swandon Way should be provided. Improvements to public transport are required and a car club should be considered. Improvements to pavement width and quality on The Causeway/Smuggler's Way are also needed. Proposals to reroute traffic may affect the operation of the Transport for London Road Network and proposals to improve Wandsworth gyratory would require modelling to demonstrate acceptability. The detailed mechanisms for requiring contributions will be set out in a forthcoming Planning Obligations SPD/CIL charging schedule.

Open Space: The site is partially located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

3.8 McDonalds, Swandon Way, SW18



Policies Map reference number: 54.

Site Area: 0.34 ha.

Ward: Fairfield.

Description: The site includes a McDonald's restaurant and car park. It is bounded by Swandon Way to the south and east, Marl Road to the north and Smugglers Way to the west. The surrounding uses are generally industrial or retail warehouses.

Current use: McDonald's Hot Food Takeaway.

Relevant planning history: Planning application 2013/4719 (Approved) for refurbishment of restaurant including erection of side (north) and rear (east) extensions; alterations to roof; alterations to drive thru to provide 2 lanes and alterations to landscaping/ parking (including new and replacement signage).

Policy context: The site lies within the Thames Policy Area suitable for a mix of uses (Core Strategy Policies PL6 and PL9).

Site Allocation: Scope for intensification, including development above the car park for a mix of uses including residential.

Justification: The site is located within the Thames Policy Area and identified as an opportunity for new development by the Core Strategy. Mixed use development located within Central Wandsworth will contribute to the targets set out in the London Plan for employment, housing and sustainability.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is required and should include a flow path assessment to confirm residual risks. Proposed mitigation measures likely to include the provision of a safe access and egress route onto Old York Road. A flood warning and refuge/evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix Classification: Urban.

Historic Environment: The site is adjacent to the Wandsworth Garage Bus Depot (London Transport Executive), which is a listed building (Grade II) - a former 1906-8 tramway depot. The site is partially located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: This site is suitable for a mixed use development, including residential. The design objectives are:

- Development on the frontages to Swandon Way, the Wandsworth Bridge Roundabout, Marl Road and Normans Passage all to be active at ground level and include windows and entrance doors. Residential accommodation at ground floor level would not be acceptable and above ground floor level a convincing case would need to be made to demonstrate that any residential accommodation would enjoy a satisfactory level of amenity;
- Development should not harm the setting of the adjacent listed Bus Garage;
- Tree planting required on the Swandon Way frontage;
- Achievement of high level of amenity for all residential accommodation including measures to mitigate the impact of traffic noise.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 9 storeys.

Hazard Zones: Located within 400m of the Wandsworth Gas Holder Station. Outside of the Consultation Distance zone.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Contributions will be sought for improvements to public realm including tree planting, improvements to public transport and provision for a Car Club.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

3.9 Mercedes Benz and Bemco, Bridgend Road, SW18



Policies Map reference number: 55.

Site Area: 0.58 ha.

Ward: Fairfield.

Description: The site includes a building which houses a Mercedes Benz garage, Bemco Electrical wholesale. It is bounded by Bridgend Road to the east, Jew's Row to the north and west, and Normans passage to the south.

Current use: Sui Generis, B8 Storage or Distribution, A1 retail.

Policy context: The site lies within the Thames Policy Area (Core Strategy Policies PL6 and PL9) where replacement of B1- B8 and related Sui Generis (SG) use is required subject to the criteria of DMPD Policy DMI3, and residential use is appropriate as part of mixed use development (DMPD Policy DMI3).

Site Allocation: Mixed use development including residential, incorporating replacement B1, B8 or related SG use.

Justification: The site lies within the Thames Policy Area and requires replacement of B1, B8 or related SG use, while residential use as part of a mixed use development is appropriate (refer DMPD Policy DMI3).

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. Site specific Flood Risk Assessment should require detailed breach modelling to confirm residual risks. Proposed mitigation measures likely to include the provision of a safe access and egress route onto Wandsworth Bridge Road. A flood warning and refuge/evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix Classification: Urban.

Historic Environment: The site is adjacent to the Wandsworth Garage Bus Depot (London Transport Executive), which is a listed building (Grade II) - a former 1906-8 tramway depot. The site is partially located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: This site is suitable for a mixed use development, including residential. The design objectives are:

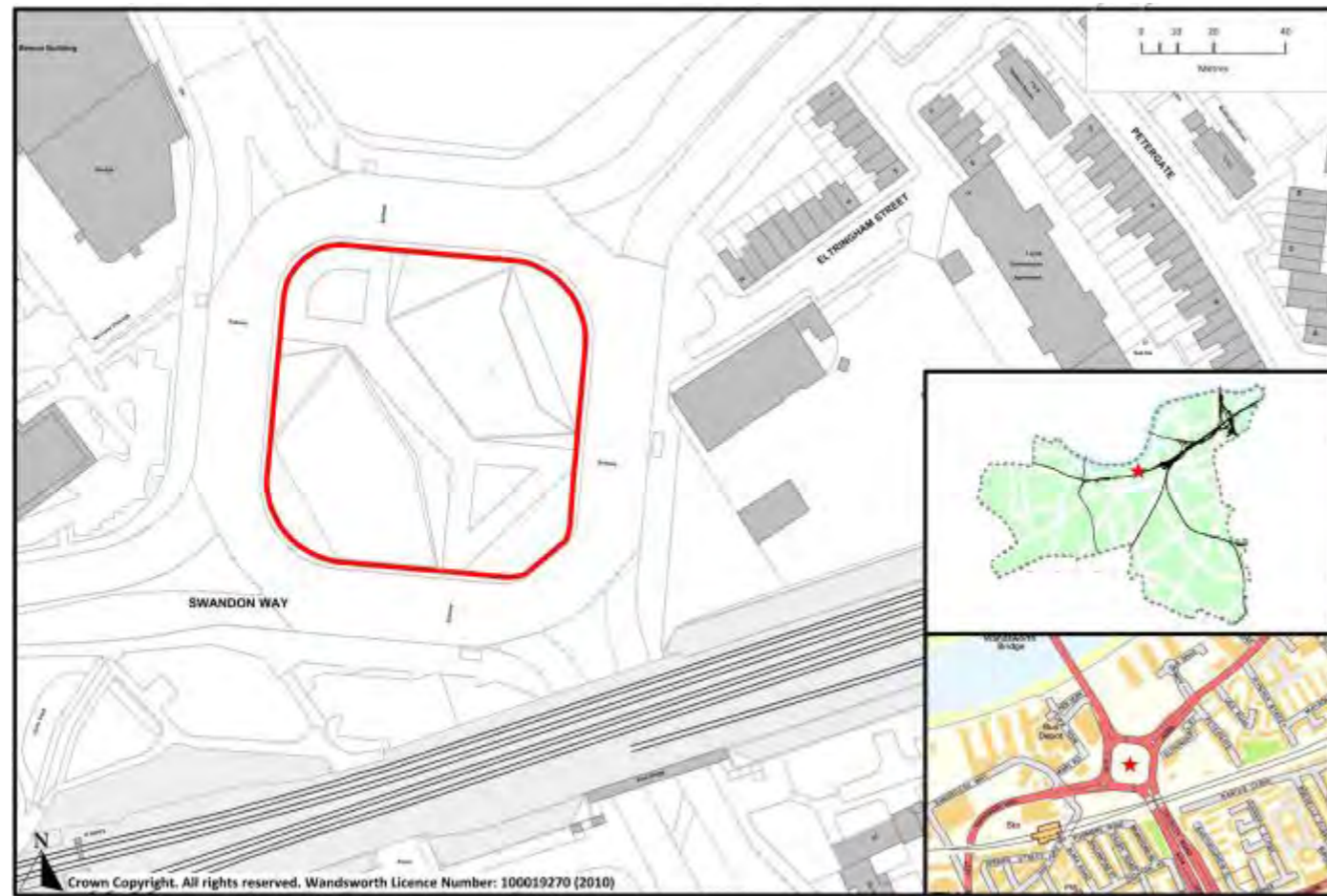
- Development on the frontages to Wandsworth Bridge Roundabout, Bridgend Road, Jew's Row, Marl Road, Pier Terrace and Normans Passage all to be active at ground level and include windows and entrance doors. Residential accommodation at ground floor level would not be acceptable and above ground floor level a convincing case would need to be made to demonstrate that any residential accommodation would enjoy a satisfactory level of amenity;
- Development should not harm the setting of the adjacent listed Bus Garage;
- Tree planting required on the Bridgend Road frontage;
- Achievement of high level of amenity for all residential accommodation including measures to mitigate the impact of traffic noise.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 9 storeys.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. A pedestrian/cycle link through arches beneath Bridgend Road to Battersea Reach site linking into Jew's Row will be required. Improvements to public transport and a car club should be sought.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

3.10 Wandsworth Bridge Roundabout, SW18



Policies Map reference number: 56.

Site Area: 0.7 ha.

Ward: Fairfield and Latchmere.

Description: Roundabout leading to Wandsworth Bridge. Bounded by Swandon Way, York Road, Bridgend Road, Trinity Road. The centre of the roundabout contains an advertising structure, landscaping and retaining walls. The roundabout contains pedestrian subways.

Current use: Pedestrian underpass which forms the roundabout.

Policy Context: The site lies within the Thames Policy Area suitable for a mix of uses (Core Strategy Policies PL6 and PL9). Refer to DMPD Policy DMI3 for specific details.

Site Allocation: Mixed use development including residential.

Justification: The site is located within the Thames Policy Area and identified as an opportunity for new development by the Core Strategy. Mixed use development located within Central Wandsworth will contribute to the targets set out in the London Plan for employment, housing and sustainability.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is required and should include detailed breach modelling to confirm residual risks. Proposed mitigation measures likely to include the provision of safe access and egress route onto Wandsworth Bridge Road. A flood warning and refuge/evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix classification: Urban.

Historic Environment: The site is partially located within an archaeological priority area (refer DMPD Policy DMS2). Wandsworth Bus Garage (Grade II listed) to north west.

Design principles: It is imperative that the layout and design of the development pays special attention to the need to ensure a very high level of public safety and security to those accessing the new building and those moving through the site. Connections to the surrounding streets could be achieved by:

- Using the existing subway tunnels under the surrounding roads.
- A new system of connections at grade, or
- A new system of bridge links over the surrounding roads.

A convincing case will need to be made to show how the design will ensure a high level of public safety and security. A satisfactory level of amenity for all residential accommodation would be expected and the design of the buildings should include measures to mitigate the impact of traffic noise. Given the prominent, pivotal location of this site, a development of very high architectural quality will be required.

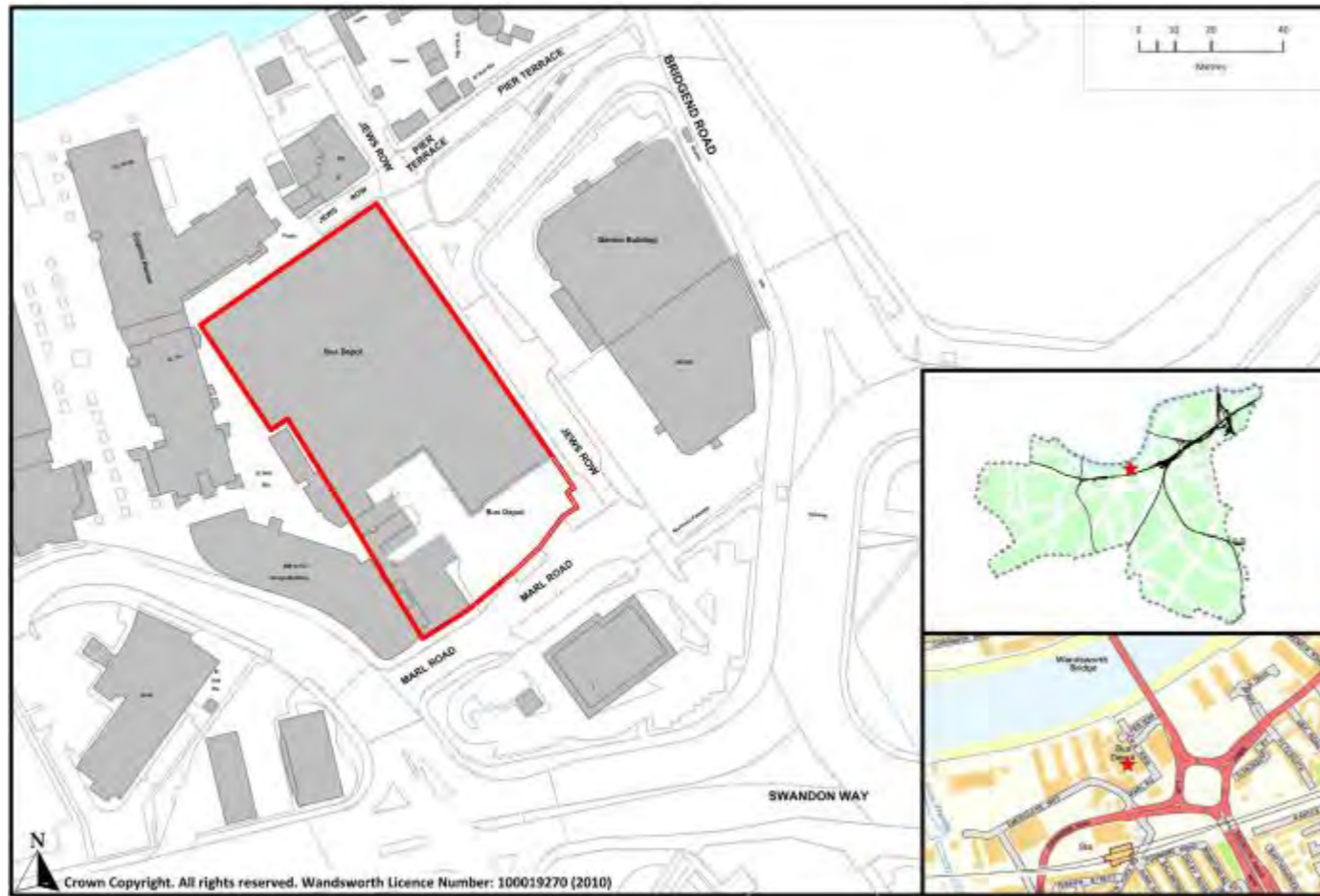
Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 9 storeys.

Views: This is a very prominent site and features in both long distance vistas and more local viewpoints. A full assessment of the impact that any development proposal will have on these views will be required.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Any proposals would need to be considered in the context of emerging proposals for Wandsworth gyratory, which is now being actively pursued by TfL and the Council. Elevated pedestrian/cycle route should be considered linking across the roundabout to neighbouring developments around roundabout across Swandon way to Wandsworth Town Station. Part of the site may need to be safeguarded for transport/highways improvements and improvements to public transport will be required. A careful assessment of any proposal for the removal of the northern arm of the roundabout will be required to ensure that this does not make access to the area difficult. Safe and workable vehicular, pedestrian and cycle access to the site may be difficult to achieve and should be carefully considered.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

3.11 Wandsworth Bus Garage, Jews Row SW18



Policies Map reference number: 57.

Site Area: 0.6 ha.

Ward: Fairfield.

Description: The site lies adjacent to residential flats and a public house to the north. The Mercedes Bemco building lies to the east and McDonalds restaurant lies to the south.

Current use: Bus garage.

Policy Context: The site lies within the Thames Policy Area suitable for a mix of uses (Core Strategy Policies PL6 and PL9). Refer to DMPD Policy DMI3 for specific details.

Site Allocation: Mixed use with residential development may be considered if a suitable alternative site for the bus garage could be provided. Alternatively, if it can be demonstrated that the requirements of the existing transport use remain unaffected, some residential development may be considered appropriate above the transport use (see design principles).

Justification: In accordance with Core Strategy Policy PL3 this site is considered to be appropriate to safeguard for future transport use. The site is located within the Thames Policy Area which provides the opportunity for development, provided the transport use is safeguarded.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment is required and should include detailed breach modelling to confirm residual risks. Proposed mitigation measures likely to include the provision of a safe access and egress route onto Wandsworth Bridge Road. A flood warning and refuge/evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix Classification: Urban.

Historic Environment: The Wandsworth Garage Bus Depot (London Transport Executive), is a Grade II listed building. The 1906-8 tramway depot of yellow stock brick with sparing stone dressings. The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: This site is currently completely occupied by the listed bus garage, apart from a small forecourt on the south side. Although the entire building is of architectural and historic interest, it has been unsympathetically altered on the south elevation. Examination of historic maps shows that the original building front (i.e. the south face) was re-modelled to a line some 8 metres back from the original, presumably in order to create a larger vehicle manoeuvring area off Marl Road (then Marl Street). This was done at some time in the 1970's when it changed from being a Tramway Depot and became a London Transport Bus Depot. It would be beneficial to restore the architectural integrity of the building by reinstating this principal elevation to match the quality of the surviving north and east elevations. In order to finance such a restoration, some limited additional floorspace, limited to perhaps 2 storeys of accommodation, could be added above the western range of the building - which is largely workshop space. This could be a clearly modern, simple rectilinear form, superimposed over the existing structure and broadly mirroring an element of the north-south multiple roof array over the bus garage proper. The entrance to residential units would probably be from Jews Row, and some element of additional height marking the new entrance might be achievable. A car free scheme could be appropriate here. The technical issues attached to such a scheme, i.e introducing a new, self-contained structure oversailing the existing, would be similar to those addressed successfully at the Granada, Clapham Junction.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 9 storeys.

Views: The main visual impact to be considered is views of the listed bus garage itself. Any added element should preserve the visual preeminence of the original listed building.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Improvements to public transport and a car club will be sought. The importance of the safeguarded wharf at Pier Wharf for the sustainable movement of freight, waste and aggregates will require its retention and continued operation for cargo handling uses must not be prejudiced by any development.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

3.12 Pier Wharf, SW18



Policies Map reference number: 58.

Site Area: 0.28 ha.

Ward: Fairfield.

Description: The site is located on the Thames riverside adjacent to Wandsworth Bridge.

Current use: Aggregates wharf.

Policy context: The site is an existing allocated safeguarded wharf (Core Strategy Policy PL9).

Site Allocation: Safeguarded wharf.

Justification: Allocation of safeguarded wharf in accordance with the London Plan, currently Policy 7.26 and the Core Strategy.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment is required. A flood warning and evacuation plan will be required.

Sites with a tidal Thames frontage should address the requirements of the Environment Agency's Thames Estuary 2100 (TE2100) Plan to ensure that these sites are protected for their lifetime and ensure the necessary level of protection is provided to London as a whole.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site is adjacent to the Wandsworth Garage Bus Depot (London Transport Executive), which is a listed building (Grade II) - a former 1906-8 tramway depot. The site lies within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: High quality design is required for any new development to minimise environmental/amenity impacts on the locality.

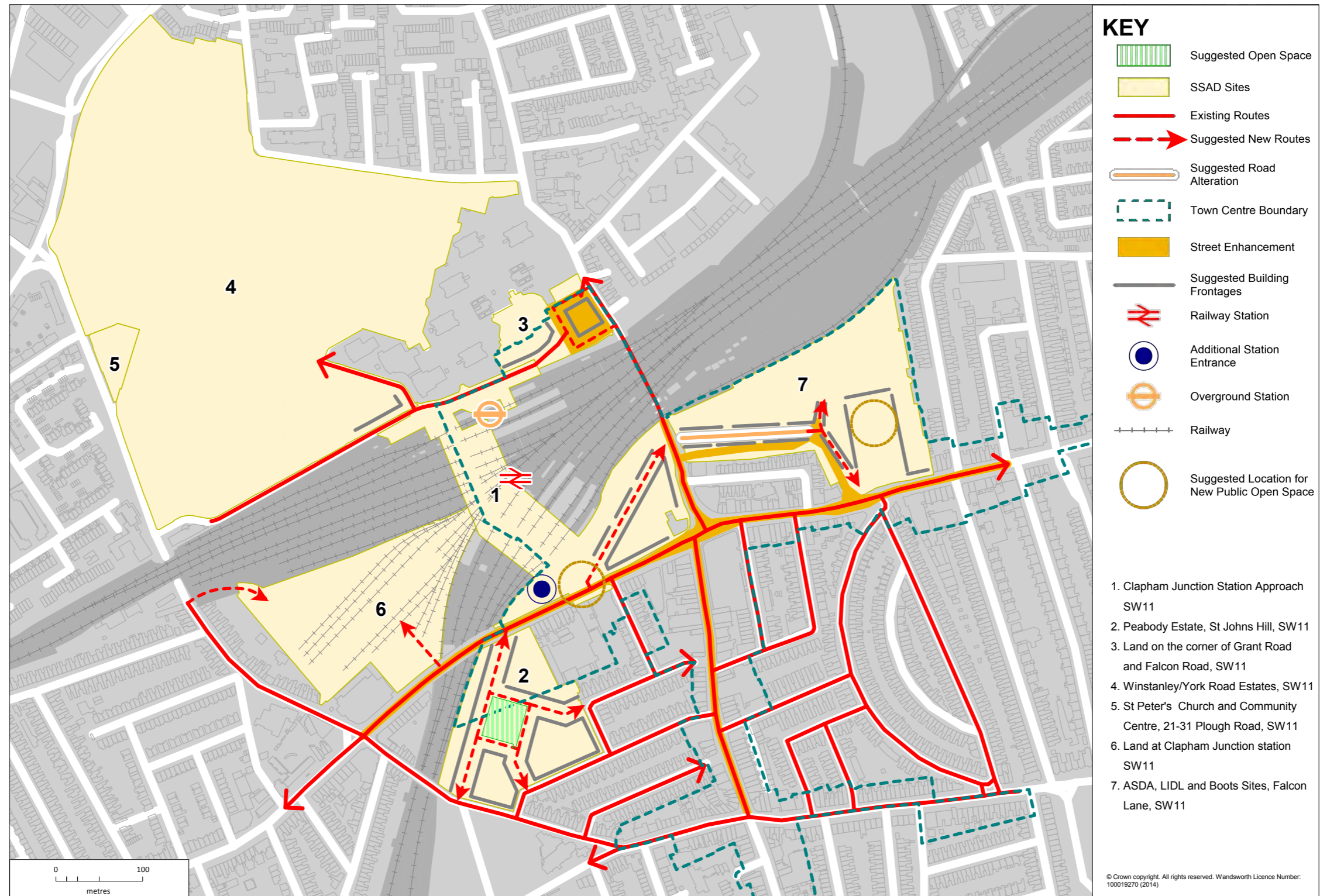
Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 9 storeys.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. A riverside walk incorporating provision for cyclists will be required unless an alternative route of an equivalent width and equal amenity value around or through the site is necessary for safety or operational reasons, in accordance with DMPD Policy DMT3. There is also a need to provide access that would segregate the 7,600 annual lorry movements from residential traffic.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

4 Clapham Junction

4.1 Area Spatial Strategy for Clapham Junction



Area Spatial Strategy - Clapham Junction

Planning Policy Content

Core Strategy Policy PL8 - Town and local centres, sets out the strategic policy for the five town centres and nine local centres in the borough. The policy promotes and encourages:

- The five existing town centres plus the potential new CAZ frontage (town centre) at Battersea Power Station as the focus for shopping and complementary activities, including business, culture, leisure and entertainment;
- Each centre to provide a distinctive range of facilities serving their local area, but not to grow at the expense of other centres;
- New shopping (A1) floorspace to meet projected future needs;
- A diversity and mix of appropriate uses, including shopping, restaurants and bars, leisure, recreation, entertainment, cultural, offices and other business use, educational, institutional, medical and healthcare, community and housing, and other uses contributing to vitality and viability;
- The existing street market in Clapham Junction and local shops and distinct areas of important, unique character, such as Northcote Road.

The supporting text to Policy PL8 acknowledges that each of the town centres has different opportunities for development to strengthen their distinctive roles. In Clapham Junction, opportunities to improve new retail floorspace at the northern end of the centre, in particular around the station, can take pressure off the unique and distinct areas to the south such as Northcote Road, Battersea Rise and Webbs Road. Measures to protect the character of Northcote Road, with its small scale, independent shops and lively bars and restaurants, will be pursued, including enhancement of the street market, in consultation with local residents, shoppers and businesses.

Core Strategy Policy PL13 - Clapham Junction and the adjoining area, provides further detail on the strategy for Clapham Junction town centre. The policy promotes and encourages:

- Clapham Junction as a major transport interchange, creating a new station fit for the twenty-first century through improvements to the station entrances, lifts to platforms and improved bus/rail interchange facilities;
- A comprehensive retail and residential led mixed-use redevelopment of the station approach shopping centre and the adjoining land to enable substantial improvements to the station and access to it. Development at Clapham Junction and other sites in the town centre should aim to meet targets of 926 homes by 2029/30 and 30,000 sq ms of employment floorspace. Other appropriate uses include offices, hotel, cultural, leisure and entertainment. Taller buildings in this location could not only help deliver significant regeneration benefits, but also give a visual focus to the town centre, subject to the qualifications set out in Policy IS3 and the criteria based policy in the DMPD;
- Mixed use developments with quality street frontages to create enhanced linkages to the north of the station and town centre;
- An improved pedestrian environment at Lavender Hill/St Johns Hill/St Johns Road/Falcon Road, with improved facilities for buses, taxis and cycles;
- Restructuring of the area around Falcon Lane to secure an extension to the town centre through mixed use development providing additional housing and low density retail facilities on the north side of the town centre.
- The potential redevelopment of Peabody Estate providing an opportunity to restructure the area and integrate with residential areas on the edge of the town centre;
- St John's Road as the main focus for shopping provision;
- Measures which help maintain the distinctive character of Northcote Road as a specialist retail and restaurant area;
- Funding contributions from developers towards the cost of specific off-site improvements, particularly transport and other infrastructure.

The Mayor has designated the Clapham Junction to Battersea Riverside Area as a Housing Zone. Housing Zone designation provides a framework to develop new, flexible and innovative ways to utilise funding, investment, planning tools and assets to realise the potential of large development areas. This secures a commitment from the GLA to support the Council's long term improvement plans for the Winstanley and York Road regeneration and to work with other public sector bodies (e.g. TfL and Network Rail) to unlock the development potential of the area.

Part of the Winstanley/York Road Estates adjacent to York Road is included in the Lombard Road/York Road Riverside focal point of activity. The Council is developing a Supplementary Planning Document for the area including an Area Spatial Strategy, which will provide further detailed consideration of this area.

Policy DMC3 sets out the Council's support for the provision of health and emergency services facilities. Wandsworth Clinical Commissioning Group expects a need for additional healthcare floorspace in Clapham Junction.

The Sites

There are seven sites within and adjacent to Clapham Junction Town Centre and their redevelopment will make a valuable contribution to the economic vitality of the town centre. The sites include:

- ASDA, LIDL and Boots sites, Falcon Lane;
- Clapham Junction Station Approach;
- Land on the corner of Grant Road and Falcon Road;
- Land at Clapham Junction Station;
- Peabody Estate, St John's Hill;
- St Peter's & 21-31 Plough Road, SW11;
- Winstanley/York Road Estates, SW11

The Area Spatial Strategy for Clapham Junction provides a framework for how new development in the area should be designed in order to meet Core Strategy policy objectives. The strategy shows how new development can contribute to the town centre regeneration and the provision of vibrant public spaces, achieving safe and attractive connections within and around the town centre.

Design Principles

The pattern of streets within and around the town centre forms the basis for any new connections. New streets should reinforce the principles that have been established for the form of the existing streets. This allows a frequency of connection that offers choices in moving around the area.

In order that pedestrian enhancement can be carried out to the junction of Lavender Hill/St. John's Road/Falcon Road/St. John's Hill right turning movements will be catered for by traffic using Falcon Lane. Given the restricted nature of land on the south side of Falcon Lane it is suggested that it could be re-aligned slightly to the north to allow frontage mixed use development with retail provision to the ground floor.

A possible connection between St. John's Hill and Falcon Road could be provided as part of any redevelopment of the Shop Stop shopping centre and adjacent buildings. There is scope to retain the main station entrance along with the former entrance in St. John's Hill, which is to be opened up as a secondary access, which will allow direct access to the recently completed lifts to platforms as part of the 'Access for All' scheme.

The redevelopment of the site at the junction of Grant Road and Falcon Road to the north of the station should allow for improvements to the bus facility. This could be in the form of bus bays to street frontages. This enhanced bus facility would need to cater for additional buses.

To the south-west a small part of the Peabody Estate lies within the town centre. The existing Estate is very inward looking and any redevelopment should seek to extend the surrounding streets into the site, retaining the green space as a new urban square, which would be accessible to the residents, business people and visitors. These design elements would integrate the site within the town centre.

Opportunities to embed high quality public art should be considered. Each site has been considered in the context of the Core Strategy tall buildings policy (IS3c) and the Stage 2 Urban Design Study - Tall Buildings. This sets out each sites' appropriateness for tall buildings and identifies when buildings will be subject to the criteria of the tall buildings policy contained in DMPD Policy DMS4.

Decentralised Energy Networks

All development located within the area of Clapham Junction will be expected to connect to any existing heating or cooling network unless demonstrated unfeasible, as outlined in Core Strategy Policy IS2 and DMPD Policy DMS3. Where networks do not currently exist, developments should make provision to connect to any future network that may be developed, having regard to opportunities identified through the London Heat Map unless it can be demonstrated that it would not be technically feasible or economically viable to do so. Such provision should follow guidelines set out in the Mayor's District Heating Manual for London and in any relevant Energy Masterplan.

4.1.1 ASDA, LIDL and Boots sites, Falcon Lane, SW11



Policies Map reference number: 59.

Site Area: 3.67 ha.

Ward: Shaftesbury.

Description: The majority of the site is occupied by three large freestanding retail units with ancillary car parks. The rest of the site is occupied by the Victoria signalling centre, a day nursery and Battersea post office. The site is bounded by railway line to the north, residential properties (Dorothy Road) to the east, and Lavender Hill/residential properties (Mossbury Road) to the south.

Current Uses: Retail park, Nursery, Signalling box and post office.

Policy context: The site is located within the town centre suitable for a mix of uses (Core Strategy Policy PL8) including residential (Core Strategy Policies PL5 and IS5). The Core Strategy identifies scope for retail facilities at the northern end of the town centre (Policy PL13). Ground floor to remain the focus for shopping activity in line with DMPD Policy DMTS3.

Site Allocation: Scope for intensification, including additional retail floorspace, other town centre uses including potential hotel development and residential. Retention of post office and delivery office use.

Justification: The site contains a series of adjoining, low density, large retail units with surface/2 storey car parking in a town centre location. There is scope for intensification of each of these sites, including the provision of significant additional housing in this highly accessible location. New retail floorspace can take pressure off the unique and distinct areas to the south such as Northcote Road, Battersea Rise and Webbs Road and help meet identified retail growth required.

Flood Risk: The site is located within flood zone 1. A Flood Risk Assessment is required if an application site is greater than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix classification: Central.

Historic Environment: The site lies outside the Clapham Junction Conservation Area. Battersea District Reference Library (Grade II listed) lies to the south.

Design Principles: The existing development of this site originates from the 1980's when the former railway lands were developed for a large supermarket, currently ASDA. Since that development took place two other sites have been re-developed for retail use, namely Boots and Lidl. These developments around the northern edge of the town centre lie outside the conservation area, and have resulted in a fragmentation of the urban fabric in contrast to the tight-knit urban grain of the main town centre. The site is occupied by low rise buildings, which contrast markedly with the rest of the town centre. There is a real opportunity as part of the vision for the town centre to secure a development that contributes to its vitality and diversity, whilst ensuring that its contextual grain is respected. Any proposals should seek to enhance the character and appearance of the setting of the conservation area. Any development along the south side of a potential street realignment of Falcon Lane should take account of the impact on properties on Mossbury Road.

Streets: The existing street alignment of Falcon Lane provides a restricted development site on the south side. Its realignment would enable active retail street frontages to be created.

Street blocks: Redevelopment should reflect the urban grain of Clapham Junction. Development of this site should ensure that it integrates with the character of surrounding redevelopment and enhances the setting of the conservation area. Street frontages should respect the prevailing four storey height of the town centre and the enclosure ratio between the width of a new street and buildings should be similar to St John's Road/Lavender Hill. An improved pedestrian environment to Falcon Road and Lavender Hill with enhanced priorities for pedestrian crossings should be sought with an active frontage to Falcon Road.

Public space: At present there are few public spaces in the town centre that can provide a pleasant sitting out space enclosed by buildings and providing opportunities for a range of other activities and public art. However, there is an opportunity to provide a small urban square adjoining the Lavender Hill frontage to provide a pocket-sized but vibrant public space with al fresco restaurants and cafes, as this area has most access to the sun, facing south. The space should be landscaped to a high quality design.

Tall Buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 5 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

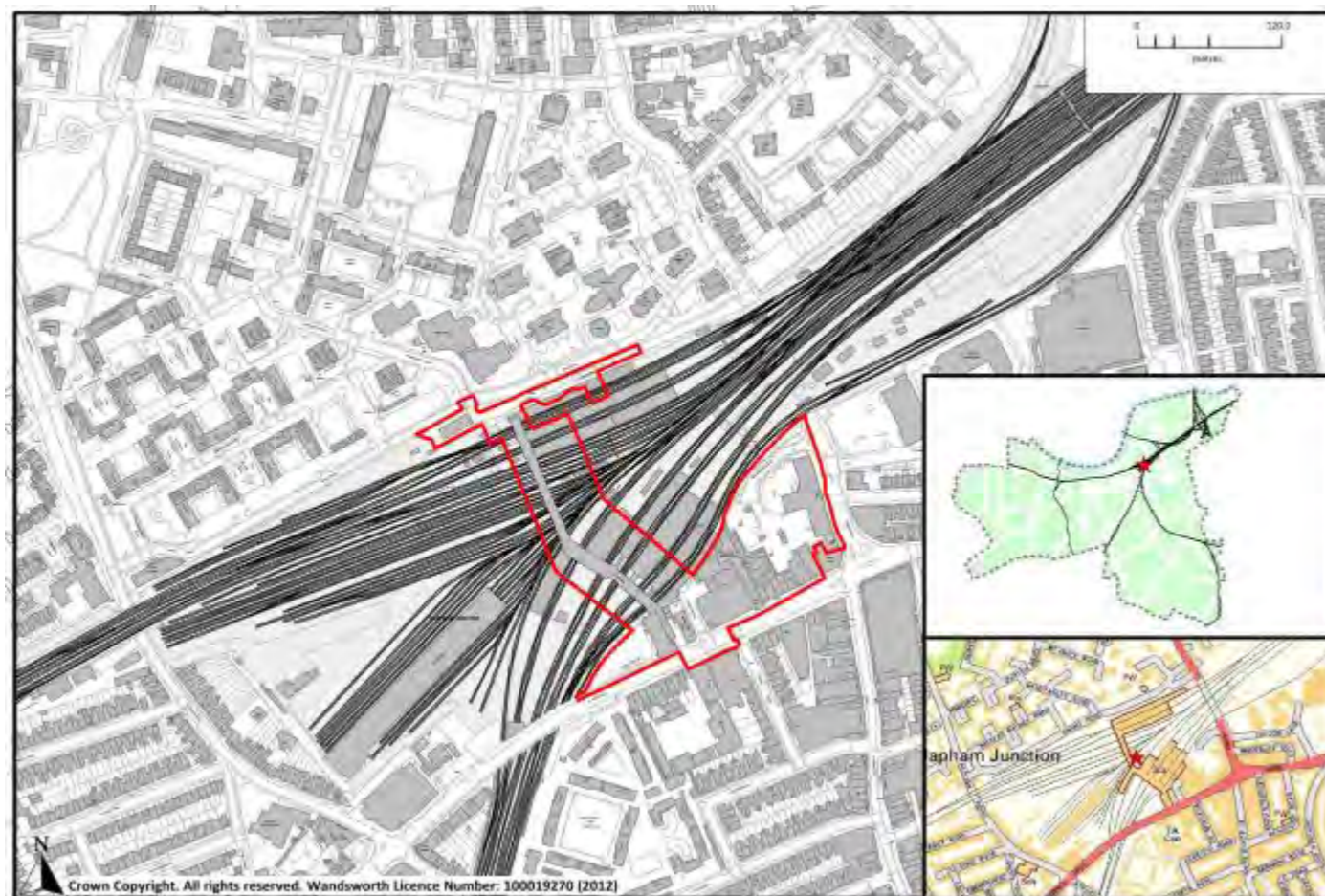
Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. A transport assessment and travel plan will be required. A contribution to public transport infrastructure and services should be considered, including bus service

enhancements/access improvements to Clapham Junction, bus terminating/standing facilities and local cycle route enhancements. Car club provision for residential/commercial use and surrounding area would be appropriate. Potential realignment of Falcon Lane should be considered. Provision of infrastructure will need to take account of concerns raised by Thames Water to address water supply and waste water capacity.

Open Space: The site is partially located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

4.1.2 Clapham Junction Station Approach, SW1



Policies Map reference number: 61.

Site Area: 3.39 ha.

Ward: Northcote.

Description: Clapham Junction Station lies in Clapham Junction town centre bounded by St Johns Hill retail high street, Falcon Road and Grant Road.

Current use: Clapham Junction Railway Station.

Relevant planning history: Prior Approval applications 2012/0361 (Approved) for extension to platform, extension of footbridge facing Grant Road to accommodate new staircase to platforms 1 and 2; 2011/5462 (Approved) for alterations and extension of the station entrance on Grant Road and installation of a lift to serve platforms 1 and 2; 2011/4918 (Approved) for extension of platform 15; and 2010/5624 (Approved) for alterations to elevations to Brighton Yards Building to facilitate new station entrance, relates to part of site.

Policy context: The site lies in the town centre suitable for a mix of uses (Core Strategy Policies PL8 and PL13) including residential (Core Strategy Policies PL5 and IS5). Ground floor to remain the focus for shopping activity in line with DMPD Policy DMTS4.

Site Allocation: Safeguarding of the station and railway sidings for transport use. Improvements to Clapham Junction Station, including improved access arrangements. Proposals to straighten platforms 15-17 to allow increased passenger capacity and provide safer access to trains. Development to provide enhanced retail to strengthen its shopping function and high density residential above. Other appropriate uses including business, hotel, culture, leisure and entertainment.

Justification: Key town centre site offering opportunities to improve the station and access arrangements while providing modern retail floorspace, housing and other appropriate town centre uses in this highly accessible location. Due to the shortage of larger footprint retail floorspace in Clapham Junction town centre this site offers a real opportunity to provide this type of retail unit suited to the larger chain stores. This would help to alleviate pressure on existing areas such as Northcote Road, which is suitable for small independent retailers. There is also an opportunity to provide small units to the St. John's Hill frontage to reflect the character and grain of the conservation area.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is required if an application site is greater than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix classification: Central.

Historic Environment: The site lies within Clapham Junction Conservation Area. Platforms 1-10, the overbridge and the former Parcels office are included in the Local List of buildings of architectural or historic interest retaining much of their original details, since their construction in the mid-nineteenth century. The site is partially located within an archaeological priority area (refer DMPD Policy DMS2). The Falcon Public House on the corner of Falcon Road and St. John's Hill is Grade II listed adjoins the site but is excluded. Opposite the site is the former Arding and Hobbs Department store (Grade II listed), the Clapham Grand (Grade II listed) and the locally listed buildings nos. 27-45 St. John's Hill.

Design principles: Clapham Junction Station is one of Britain's busiest stations with the highest number of interchanges between platforms being made. The station's design and layout derives from the three main operators that established railway lines in the 19th century. The station has shown significant increases in passenger usage in recent years and is in need of significant investment to equip it for the 21st century. Any redevelopment will be expected to protect and enhance the conservation area and locally listed platforms and their settings.

There is a Network Rail requirement to realign platforms 15-17 and to lengthen platforms to accommodate longer trains to cope with increases in passengers. Network Rail has created a new access on St John's Hill using the former Parcels office as an entrance, which has access to the high level overbridge. Enhanced pick-up and drop-off facilities and cycle parking have been provided in Brighton Yard. As part of an Access for All scheme funded by the Department of Transport, lifts to all platforms to facilitate access for people with disabilities have been installed. Any future development of the wider station should maintain or enhance these access improvements.

Development proposals should make the most of this highly accessible site, whilst still respecting the wider Conservation Area, particularly along St John's Hill, and the proposed station improvements.

Street blocks: Clapham Junction exhibits a fine-grained pattern of streets and buildings and any new streets should seek to reinforce the cherished qualities of the existing tight-knit urban fabric of the town centre. There is scope to include a new street within the site to improve access to the area. The most likely route would be linking Falcon Road with St. John's Hill, though it is suggested this would be restricted to pedestrians and emergency vehicles. Additional routes linking any new route to existing streets could also be considered.

Public Spaces: The site offers a real opportunity to create a major new public space, primarily for pedestrians. Any new public spaces should provide a setting of a civic scale to the station. Any new public space created within the site should be enclosed by building frontages with retail floorspace provided at ground floor.

Tall Buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 5 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

Car parking: Given that the site is one of the most accessible in London the requirement for any car parking shall be kept to a minimum, and be confined to servicing retail premises, for people with disabilities and car club vehicles.

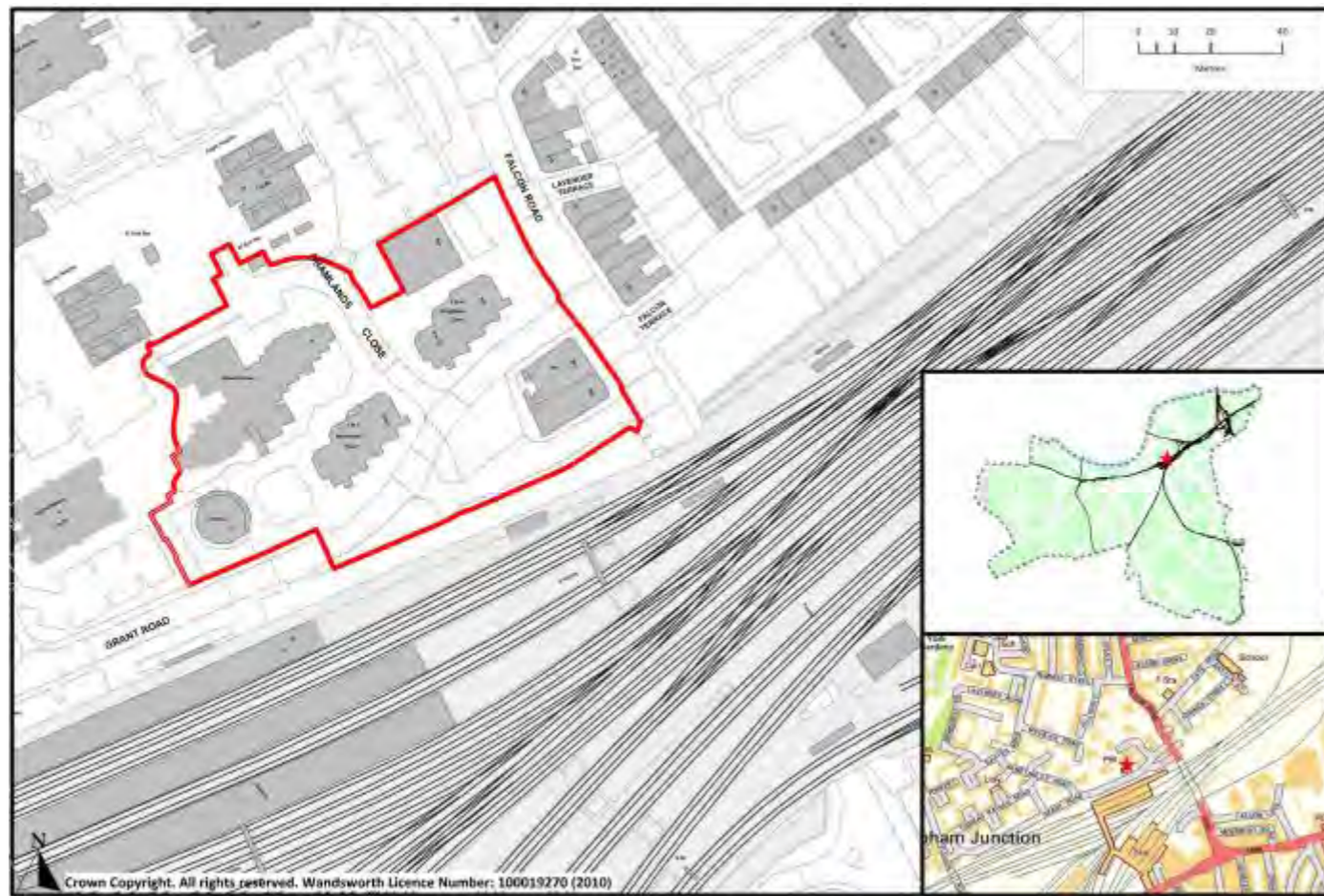
Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Substantial improvements to Clapham Junction Station will be sought, as will improvements to the footways and carriageways in St John's Hill and Falcon Road. Significant pedestrian areas should be provided around the new station entrance with adequate drop-off and pick-up facilities for all entrances. Adequate servicing arrangements will be required for all elements of the development. Working with Network Rail and TfL, the Council wishes to secure suitable stopping facilities for buses and taxis, bus standing facilities and adequate cycle parking close to the Station entrances.

Open Space: The site is partially located within an Open Space Deficiency Area.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

4.1.3 Land on the corner of Grant Road and Falcon Road, SW11



Policies Map reference number: 62.

Site Area: 0.9 ha.

Ward: Latchmere.

Description: The site is bounded by Clapham Junction station to the south and residential flats to the north. The southern part of the site lies within Clapham Junction town centre. This site is included in the Winstanley/York Road Estates Masterplan as described more fully in the text regarding Site 4.1.8.

Current use: Mixed-use development with commercial use to ground floor, residential use and ecclesiastical use.

Relevant planning history: Planning application 2013/5731 (Approved) for south west part of the site (Church of the Nazarene, 2 Grant Road) for construction of part single / part two storey and double height extensions to the north, south and west elevations to provide ancillary church facilities including new multi-purpose meeting hall and ancillary residential accommodation (D1).

Policy context: The site lies partly within the town centre suitable for mixed use development (Core Strategy Policies PL8 and PL13) including residential (Core Strategy Policies PL5 and IS5).

Site Allocation: Mixed use development including residential. Town centre uses should be located on the southern half of the site, as the northern half is outside the town centre boundary and will be more suitable to residential use.

Justification: The area suffers from a poor layout, under use, and poor quality building design. Redevelopment of the area will strengthen the links to the town centre and provide updated bus terminal facilities.

Flood Risk: The site lies within flood zone 3a. A site specific Flood Risk Assessment is required and should utilise SFRA breach model results. Proposed mitigation measures likely to include the provision of a safe access and egress route onto both Grant Road and Winstanley Road. Focus of site specific FRA likely to be surface water management. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix classification: Central.

Historic Environment: The site lies north of Clapham Junction Conservation Area.

Design principles: The quality of the existing 1960's buildings is very poor, and the area suffers from a poorly designed layout with rear service yards facing onto street frontages. The site presents an opportunity to create a more intense mixed-use development with commercial use on the ground floor and residential use above. As the northern section of the site is outside the town centre, it should be developed for residential only. The existing bus bays are inadequate for the number of buses that use this interchange and the opportunity exists to incorporate new bus facilities as part of the redevelopment. Many of the arches beneath the railway are used for retail use and improvements to the appearance of the units and the public realm is desirable to make the area a more attractive location for shopping. A significant part of the site is currently safeguarded for the Crossrail 2 project. Discussions are taking place to reduce the safeguarded area to allow earlier development as part of the Winstanley/York Road Estates regeneration Masterplan.

This site forms part of the Masterplan area for the Winstanley/York Road Estates regeneration. See also the Design principles section of Site 4.1.7.

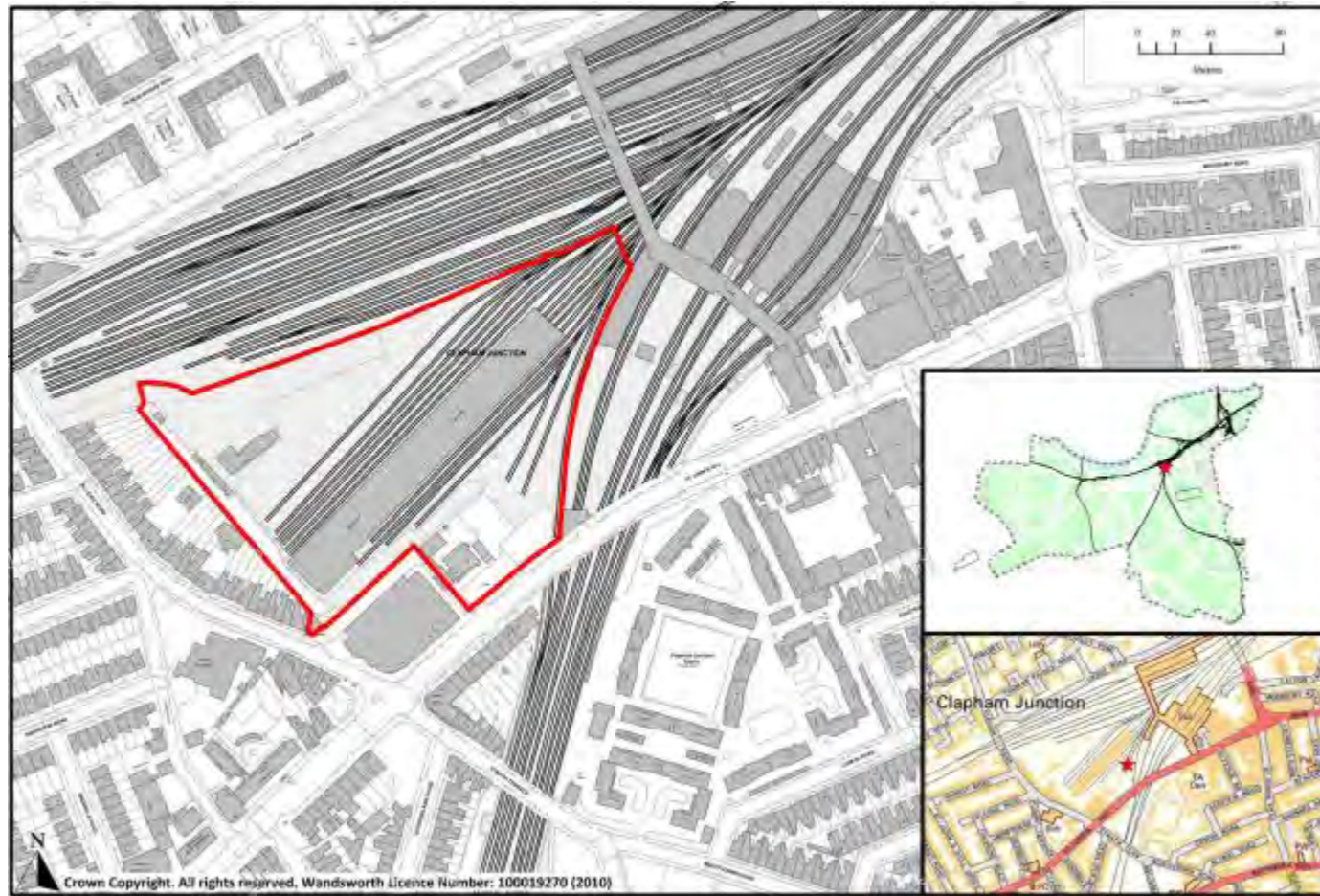
Tall buildings: In accordance with Council's Stage 2 Urban Design Study - Tall Buildings, applications for buildings of 5 or more storeys will be subject to the criteria of the tall buildings policy contained in DMPD Policy DMS4. The part of the site within the town centre is identified as being sensitive to tall buildings, whilst on the northern part of the site outside the town centre they are likely to be inappropriate, in accordance with Core Strategy Policy IS3d.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Improvements to the footway and carriageway of Grant Road will be sought including a contribution towards the cost of the works and dedication of land at the corner of Grant Road with Winstanley Road. Contributions towards improvements to public transport including improvements to Grant Road bus stand will be sought.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

Open Space: The site is located within an Open Space Deficiency Area.

4.1.4 Land at Clapham Junction station, SW11



Policies Map reference number: 63.

Site Area: 3.07 ha.

Ward: Northcote.

Description: The site forms part of the Clapham Junction Railway site. The site is currently occupied by railway marshalling yards maintained by Network Rail in connection with commuter rail services. A substantial cleaning shed served by five railway tracks occupies a large part of the site. St Johns Hill lies to the south.

Current use: Railway sidings. The former Station Master's house is used for offices in connection with the railway.

Policy context: The site lies on the edge of the town centre suitable for residential development (Core Strategy Policies PL5 and IS5) and contains a transport use that should be safeguarded (Core Strategy Policy PL3).

Site Allocation: Residential and safeguarding for transport use.

Justification: Key site, adjoining the main station offering opportunities to improve the station while providing high density mixed use development in this highly accessible location. Retention of the transport use is a London Plan and Core Strategy requirement.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is required if an application site is greater than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix classification: Central.

Historic Environment: The site contains the pair of early nineteenth century three storey buildings, formerly the Station Master's House, which are Grade II listed buildings. Adjoining these, but just outside the site is the Grade II* listed former Granada Cinema, which is being converted to a Church with flats above. Both buildings are located within the Clapham Junction Conservation Area, which covers the frontage on to St. John's Hill.

Design principles: The site adjoins Clapham Junction Station, but is outside the town centre. The railway marshalling yards represent an important railway resource for storing trains on this busy commuter network. However, they are also an under utilisation of land immediately adjoining one of London's major railway stations, one which is highly accessible.

Previously the Development Plan allocated the site for redevelopment. As the site adjoins the town centre and the station it represents a location where sustainable mixed use development including residential uses will be encouraged. Additional railway facilities may be required in connection with Clapham Junction station. The site represents an opportunity to relocate the existing bus stand in front of the former Station Master's House by re-providing improved bus interchange facilities.

Access to the site should be mainly from St. John's Hill, though it may be possible to provide additional access from Plough Road. An opportunity to provide 24 hour pedestrian/cycle access from the town centre to Grant Road should be investigated, as part of the technical feasibility of developing the site.

The form and design of street blocks will need to respect the grain and street enclosure ratios prevalent within the areas in and around the town centre, which are characterised by a tight knit urban grain and buildings fronting directly on to the street. Proposals for buildings in this area should seek to enhance the character and appearance of the conservation area and setting of the listed buildings.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Substantial improvements to Clapham Junction Station will be sought. Provision of infrastructure will need to take account of concerns raised by Thames Water to address water supply and waste water capacity.

Open Space: The site is partially located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

4.1.5 Peabody Estate, St Johns Hill, SW11



Policies Map reference number: 64.

Site Area: 2.28 ha

Ward: Northcote

Description: The site is bounded by railway track to the east and residential use surrounds the rest of the site.

Current use: Residential flats

Relevant planning history: Planning Application 2012/1258 (Approved) Demolition of all existing buildings. Erection of five buildings of 4-12, 4-8, 7, 5-7 and 4-6 storeys to provide 527 residential units (135 x 1 bed, 261 x 2 bed, 105 x 3 bed and 26 x 4 bed), with approx 7800 sq ms of private, communal and public space and public routes. Car parking (121 spaces within basement and 15 spaces at grade), 687 cycle parking spaces plus approximately 530 sq ms of community space in the centre of the site and approximately 569 sq ms of commercial space (classes A1-A5 retail, financial and professional services, cafe/restaurant, take away, pub/bar and/or B1 office use) at the northern end of the site. Vehicular accesses from Comyn Road and Eckstein Road and emergency access from St John's Hill and Strath Terrace.

Policy context: The northern part of the site along St John's Hill is located within the town centre and suitable for a range of uses (Core Strategy Policies PL8 and PL13). The southern part of the site is located outside of the town centre and suitable for residential (Core Strategy Policies PL5 and IS5).

Site Allocation: Residential use with a small amount of town centre use along the St John's Hill frontage.

Justification: Redevelopment of the site to provide modern residential development to meet the housing need identified in the Core Strategy and mixed use development along St John's Hill to integrate the site within the town centre.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is required if an application site is greater than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix classification: Central.

Historic Environment: The site adjoins the Clapham Junction and Wandsworth Common Conservation Areas. The buildings immediately to the east on the St. John's Hill frontage, nos. 27-45, are included in the Local List of buildings of architectural interest. The Church of St. Mark facing the southern part of the site across the common is listed Grade II*.

Public space: The existing green space with mature planting could form a new urban public square. This could provide a new urban sitting out space for people living and working in Clapham Junction. Public art should be considered to enhance the appearance of the space as part of a landscape management plan.

Streets: Existing streets Eckstein Road and Comyn Road should be extended into the site and a new route linking Bolingbroke Grove with St. John's Hill should be provided, though the latter shall not provide a through route for vehicular traffic. Streets shall be designed to be of high quality to an adoptable standard as set out in the Council's Streetscape Manual. New streets should be planted with larger growing trees and provide a green link between the town centre the suggested urban square and Wandsworth Common.

Street Blocks: The street blocks will be formed within the pattern of new and extended streets above. In Comyn and Eckstein Roads the building frontage should knit together the street pattern of this part of Clapham Junction. Buildings should face directly on to the streets with lower buildings to respect the character and scale of the existing residential buildings. At the northern part of the site within the Clapham Junction Town Centre there may be scope for a more intense development with taller buildings towards St. John's Hill subject to complying with the criteria in the tall buildings policy (DMS4 of the DMPD). The street block fronting on to St John's Hill should include a mixed-use development with individual retail units to ground floor. The streets in the conservation areas have a tight knit urban form with a fine grain of plot frontages. The new street blocks should reflect the grain of the surrounding area, and integrate this site with the residential areas of the edge of the town centre.

Buildings: Buildings should generally be arranged close to street frontages to reflect the tight knit urban form of the surrounding buildings. There is a real opportunity to re-think urban terrace housing to design a sustainable twenty-first century form particularly to the Eckstein and Comyn Road frontages. A mix of residential units would be acceptable as part of any higher density development to the north of the site within the town centre. Contemporary architecture of the highest standard is encouraged.

Tall buildings: In accordance with Council's Stage 2 Urban Design Study - Tall Buildings, applications for buildings of 5 or more storeys will be subject to the criteria of the tall buildings policy contained in DMPD Policy DMS4. The part of the site within the town centre is identified as being sensitive to tall buildings, whilst on the southern part of the site adjacent to Wandsworth Common they are likely to be inappropriate, in accordance with Core Strategy Policy IS3d.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. The site is close to Clapham Junction railway station within PTAL category 6b, the highest. This enables a low dependency on the car to be achieved. A parking management plan would be required for the area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

4.1.6 St Peter's Church & 21-31 Plough Road, SW11



Policies Map reference number: 64A

Site Area: 0.25ha.

Ward: Latchmere

Description: Triangular shaped site on the east side of Plough Road. The northern part of the site is currently occupied by St. Peter's Church Hall, comprised of the original Grade II listed two-storey part and a single-storey extension. Site also contains three-storey former vicarage and predominantly vacant commercial/residential properties to the south fronting Plough Road.

Current Use: Church hall used for worship and community uses. Mixed use properties to south of the site.

Relevant planning history: Planning application 2009/0699 and Listed building consent 2009/0716 approved for demolition of all existing buildings, including Grade II Listed church hall. Erection of new church and community building and 69 residential units (including a new vicarage) in buildings up to eight storeys high; basement car park for 56 vehicles accessed off Plough Road.

Policy Context: The protection of community uses is identified in DMPD Policy DMC1. Development involving the loss of or affecting the setting of a Listed building is considered in accordance with DMPD Policy DMS2 and the National Planning Policy Framework.

Site Allocation: Community uses, residential, small scale commercial.

Justification: Redevelopment may provide improved community facilities to meet the full range of needs.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is required which should contain flow path assessment to confirm residual risks. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: St. Peter's Church Hall is a Grade II listed building.

Design Principles: The site contains the Grade II listed St. Peter's Church Hall. Given that listed building consent has been approved for its demolition there is scope both to demolish the building or retain it as part of a residential-led mixed use development. The loss of the church hall as a community facility is subject to Policy DMC 1 and its re-use or a suitable replacement building would be required as part of any redevelopment. Any proposed development of 5 storeys or above would trigger the tall buildings Policy DMS 4.

A frontage on to Plough Road with entrances from the street to both ground floor and upper floor uses is required. Any non-residential uses should be located at ground floor level. The north western side of the site adjoins York Gardens, a public open space. Any redevelopment of the site should carefully consider a frontage to the public space.

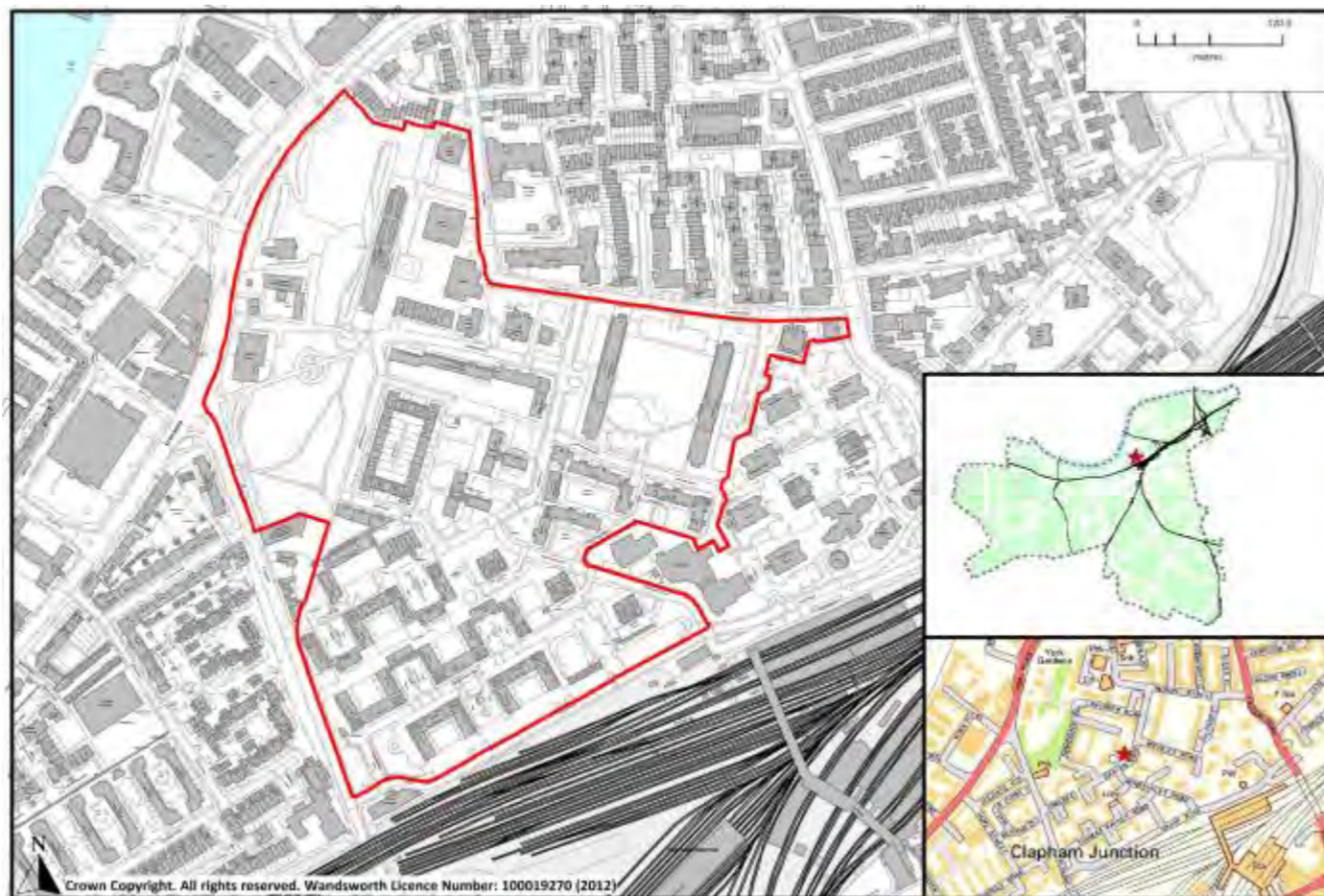
The trees on the site are protected by Tree Preservation Order TPO 337/2007.

Tall Buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

Nature Conservation: The site is located within an area of deficiency in access to nature.

4.1.7 Winstanley / York Road Estates, SW11



Policies Map reference number: 64B

Site Area: Approx. 17ha.

Ward: Latchmere

Description: Residential housing consisting of York Road Estate to the north-east, Winstanley Estate to the south-west, and York Road Community Centre with surrounding open space and playground to the north-west.

To the south is the Clapham Junction National Rail and London Overground station. To the north the site is bound by Ingrave Street with lower level housing beyond, and to the north-west, York Road bounds the site with a mixture of industrial, commercial and residential uses fronting the riverside beyond. Outside this SSAD site area, to the south-east, is the privately owned Falcons Estate. This covers a site area of approximately 2.6ha. There are two residential blocks of approx. 19 storeys each and lower level blocks surround. Beyond is Bramlands Close on the corner of Grant Road and Falcon Road, a mixed-use area forming the northern most part of Clapham Junction Town Centre. The principles for redevelopment of this particular site are outlined in site allocation 4.1.3 of the SSAD.

The built form of the estates consists predominantly of residential blocks. The Winstanley Estate (approx. 805 properties) is characterised by five-storey blocks to the south, with taller eleven-storey towers on Winstanley Road, and a single twenty-storey tower, Sporle Court, to the north. Beyond this Winstanley includes some lower level housing with two-storey houses on Ganley Court, and three-storey accommodation to the east, south of Meyrick Road. Density approximately 103 ha.

York Road Estate (approx. 614 properties) is characterised to the east by Holcroft and Scholey House, which are nine-storey blocks fronting one another, forming the boundaries to an open space, approx. 0.64ha. To the west, the estate includes some lower level development including Battersea Chapel and the Thames Christian College School, as well as 2 no. residential towers of sixteen storeys each, and further to the west, adjacent to York Gardens, the estate is bound by another nine-storey block, Pennethorne House. Density approx. 166 dwellings per ha.

York Gardens, approximately 3.3ha, provides public open space, an adventure playground, and community centre & library.

Current Use: Residential and community use.

Policy Context: Core Strategy Policy PL13 identifies opportunities for renewal of the York Road and Winstanley Estate area. Core Strategy Policies PL5 (Provision of New Homes) and IS5 (Achieving a mix of housing including affordable housing) address the provision of new housing, and the protection of community uses is in accordance with Core Strategy Policy IS6 and DMPD Policy DMC1.

The Mayor has designated the Clapham Junction to Battersea Riverside Area, focused on this site, as a Housing Zone. Housing Zone designation provides a framework to develop new, flexible and innovative ways to utilise funding, investment, planning tools and assets to realise the potential of large development areas. This secures a commitment from the GLA to support the Council's long term improvement plans for the Winstanley and York Road regeneration and to work with other public sector bodies (e.g. TfL and Network Rail) to unlock the development potential of the area.

The part of the site adjacent to York Road is included in the Lombard Road/York Road Riverside focal point of activity. The Council is developing a Supplementary Planning Document for the area including an Area Spatial Strategy, which will provide further detailed consideration of this area.

Site Allocation: Residential and community use, with convenience shopping.

Justification: This area suffers from poor through routes and linkages, particularly with the town centre to the south and riverside to the north. The post-war form of development provides predominantly residential blocks isolated from street frontages with limited natural surveillance, and poor quality building design and layout. There are opportunities for improvements to the quality of housing, public spaces and access to convenience shopping. To consider these issues more closely and identify the options available an Area Masterplan is due to be commissioned which will set a long term vision for the area in terms of housing, social and community infrastructure and the environment.

Flood Risk: The site lies within flood zone 3a. Site Specific Flood Risk Assessments will be required for all developments and should utilise SFRA breach model results. Proposed mitigation measures should include the provision of safe access and egress routes, focus of the FRA is likely to be surface water management. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: Clapham Junction Station adjoining to the south is Locally Listed and within the Clapham Junction Conservation Area .

Design Principles: The Masterplan will set out an urban design strategy that will provide a framework to enable the following broad objectives to be achieved:

- provision of a network of safe and attractive routes through the area for pedestrians and cyclists;

- creation of safe and attractive public realm that minimises opportunities for crime and promotes a strong sense of place;
- improvement and re-provision of existing social housing;
- identification of opportunities for new housing to meet local needs including provision of market housing to support the regeneration of the area;
- improvements to public transport accessibility; and
- improvements to the local environment and public realm and provision of a coherent landscape design strategy.

In the achievement of the above broad objectives the following specific design requirements should be addressed:

- Measures that will encourage better integration with the surrounding area and greater permeability. In particular, define improvements to existing routes and identify any potential new routes that will facilitate walking and cycling to and from the Thames Riverside, Clapham Junction Station and the town centre.
- Consideration of development capacity/density in identified locations across the area, including taking account of context in terms of the relationship to existing development and good public transport.
- The safety and security of all public realm, including open spaces and parking areas and where necessary propose specific measures to design out opportunities for crime and anti-social behaviour.
- Social infrastructure provision including: leisure provision; the replacement of existing local services (including places of worship); opportunities to collocate/relocate other services such as health; and consideration of impact on and future provision of education/school places as the area is regenerated and developed.
- Measures to improve the attractiveness and efficiency of the north side of Clapham Junction Station and its approaches. Including a particular focus on addressing the poor urban environment at the Falcon Road end of Grant Road/Bramlands Avenue and the challenges arising from the bus stands and turning area there.
- Improvements to York Gardens, including reconfiguration and development of the open space that will make it safer and a more attractive amenity for residents to use and enjoy, and better and more diverse use of public spaces throughout the area.
- Consideration of the housing types and options which: deliver quality homes that address residents' expectations and needs; aim to meet a diverse range of needs with consideration given to providing a range of tenures including low cost rent and home ownership housing, market housing for sale, and structured private rent housing tailored to meet local residents' needs.

In practice achieving these objectives will require a comprehensive plan for estate renewal and it is anticipated the density of development will increase in order to deliver such a scheme. This will be in the context of the high Public Transport Accessibility level this area enjoys with reference to the London Plan's Density Matrix. The Masterplanning exercise is expected to lead to a Masterplan report that will include a delivery option and a development blueprint for the area (supported by appropriate reports) which will be used as informal planning guidance.

Tall Buildings: In accordance with Core Strategy Policy IS3d, tall buildings in the majority of this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in the area outside the Lombard Road/York Road Riverside Focal Point will be considered to be tall is 5 storeys. In part of the site adjacent to York Road, the height at which a development will be considered tall is 9 storeys. Tall buildings would need to be justified in relation to the specific site context against criteria set out in DMPD Policy DMS4.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

Depending on the type and scale of development proposed through the Master Planning process, Thames Water have identified that there may be capacity issues in relation to water supply and waste water. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to an overloading of the water supply or existing waste water infrastructure.

Open Space: The site is partially located within an Open Space Deficiency Area.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

5 Tooting

5.1 180-218 Upper Tooting Road (Dadu's parade), Tooting, SW17



Policies Map reference number: 65.

Site Area: 0.65 ha.

Ward: Tooting.

Description: This site comprises the former Royal Arsenal Co-operative Society (RACS) building, which is of local architectural or historic interest and is locally listed. Elsewhere on this site are three storey buildings, with retail use to ground floors. The site is surrounded by retail and residential use.

Current use: Retail and office use. There is small car park to the rear of 190-196 Dadu's Parade with approximately 40 spaces which is privately owned and made available for public use.

Relevant planning history: Planning Application 2012/4983 (Approved subject to legal agreement): Demolition of the existing buildings, with the restoration of the RACS building facade and redevelopment of the remainder of the site to provide a part single/part four/part five-storey building to provide up to 5 new shops for use within classes A1-A5 (retail, financial and professional services, restaurant, pub and bar, takeaway) (approx 2000 sq ms); a hotel (83 bedrooms); a non residential Institution/community use (Class D1) (214 sq ms) : student accommodation 75 rooms; 60 car parking spaces and 62 cycle parking space, servicing and landscaping.

Policy context: The site lies in the town centre suitable for a mix of uses including retail use (Core Strategy Policies PL5, PL8 and IS5).

Site Allocation: Mixed use, with active town centre uses at ground floor and residential accommodation elsewhere on the site.

Justification: Redevelopment of the site will aid the regeneration of the area as sought in the Core Strategy.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is not required as the site is less than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix classification: Urban

Historic Environment: In close proximity to Totterdown Fields Conservation Area. The site is located within an archaeological priority area (refer DMPD Policy DMS2). The former RACS building is locally listed.

Design principles: Redevelopment of the former RACS building on the corner should include a statement of heritage impact and significance in accordance with the NPPF. The remainder of the site could be redeveloped with active town centre uses to ground floor and residential units and/or commercial units above. The grain of the redevelopment should reflect the character of Upper Tooting Road/Tooting high street with its narrow shopfronts. Reprovision of town centre parking for shoppers and visitors would be desirable.

Tall Buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 5 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Suitable access for servicing to be provided and contribution towards improvements to public transport will be sought.

Open Space: The site is located within an Open Space Deficiency Area.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

5.2 Markets Area, Tooting, SW17



Policies Map reference number: 66.

Site Area: 2.09 ha.

Ward: Graveney.

Description: The existing site contains mixed use buildings with primary retail floorspace on the ground floor to the perimeter of the site fronting the streets. The centre of the site contains the Broadway and Tooting Markets and the Sorting Office.

Current use: Retail market.

Relevant planning history: Tooting Market 21-23 Tooting High Street, SW17: Planning Application 2012/3067 (Approved) Demolition of existing storage structures and toilet block and construction of a two storey restaurant/bar (A3 and A4 use class) with extract flues and front balcony, fronting Totterdown Street. Planning applications 2013/5390 (Refused); 2013/5727 (Approved); 2013/6396 (Approved); 2014/1046 (Prior Approval Granted) and 2014/1125 (Approved) mainly relate to individual units within the overall site and are predominantly for change of use.

Policy Context: The site lies in the town centre suitable for a mix of uses including retail use (Core Strategy Policies PL5, PL8 and IS5).

Site Allocation: Mixed use development including retention/re-provision of the Royal Mail Delivery Office with retail and market stalls with new public spaces and some residential accommodation to upper floors.

Justification: Renewal of existing buildings.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is required if an application site is greater than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix classification: Central

Historic Environment: In close proximity to three listed assets: Tooting Underground Station, listed statue and gaslamp. The former Defoe Methodist Chapel built circa C18 represents a good example of a non-designated heritage asset which is desirable to retain and will be considered for addition to the local list in due course. The site lies within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: The development potential of the site is primarily in the centre of the site focusing on the two markets. There is an opportunity here to create a high quality mixed use/retail development with new public spaces, retaining market stalls and providing some residential flats to upper floors. As redevelopment will include evening and night-time uses, such as restaurants and the Royal Mail Delivery Office, the juxtaposition of the different uses on site will need to be carefully considered. It is desirable to secure public access to the site from Tooting High Street, Mitcham Road, Totterdown Street and Longmead Road. The character of the place should be very distinctive with a tight knit development comprising small scale independent retail units. There is scope to create two small public spaces, which could offer restaurants, cafes and bars with al fresco dining. These spaces could offer shoppers tranquil retreats from the noisy High Street frontage. There is also an opportunity to include public art within any public spaces. Adequate servicing arrangements for the existing and future retail units would need to be provided.

Tall Buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings. The height at which a development in this location will be considered to be tall is 6 storeys in the centre of the site, and 5 storeys along road frontages. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4. Tall buildings away from street frontages in the centre of the site could add visual prominence to this central town centre site, creating a sense of place if well designed.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. A transport assessment and travel plan will be required. Contribution to public transport infrastructure and services will be sought, including bus service enhancements, bus standing/terminating facilities to meet town centre need and station/access improvements to Tooting Broadway. Local cycle route enhancements are also desirable. Car club provision for residential/commercial use would be appropriate. The provision for additional short term parking for shoppers in the town centre should be considered, as well as improved vehicle access to the site.

Open Space: The site is located within an Open Space Deficiency Area.

Play Space: The site is located within a free play deficiency area for 0-4 year olds and partially located within a free play deficiency area for 5-11 year olds.

5.3 181-207 Tooting High Street, SW17



Policies Map reference number: 67.

Site Area: 0.56 ha.

Ward: Tooting.

Description: Contained within two sites on the south-east side of Tooting High Street at the junction of and on opposite sides of Trevelyan Road. The larger of the two sites is predominantly surrounded by residential properties. The smaller of the two sites is located on the opposite corner of Trevelyan Road.

Current use: The larger of the two sites was previously used as a car showroom building with an outdoor forecourt. The smaller is occupied by a single building 'Carpet right' a retail store built underneath a former petrol station canopy.

Relevant Planning History: Planning application: 2010/1702 (approved). Demolition of existing buildings. Redevelopment to provide part three/part four/part five-storey buildings in a mixed commercial/residential development including retail (class A1); financial and professional (class A2); restaurant/cafes (class A3); non residential institution/clinic (class D1); a total of 112 residential units with associated car parking and storage for bicycles. (The proposal effectively seeks the existing planning permission (ref: 2007/1147) to be replaced to allow longer period (3 years) for implementation)

Policy context: The site is suitable for a mix of uses including small scale retail use which do not to detract from the vitality and viability of Tooting town centre (Core Strategy Policies PL5, PL8 and IS5).

Site Allocation: Mixed use development to provide small scale retail, other commercial uses, health and residential.

Justification: As the site is a large former commercial site with a long High Street frontage close to Tooting town centre, a residential only scheme would not provide modern commercial space and would lack a commercial presence on this busy main road. Mixed use development including residential would be in accordance with sustainability objectives providing modern business space, small scale retail development and contribute towards the provision of housing.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is not required as the site is less than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site is partially located within an archaeological priority area (refer DMPD Policy DMS2). Opposite Mellison Road Conservation Area.

Design principles: An active street frontage to Tooting High Street with a variety of commercial uses will be required. Entrances to commercial premises and upper floor residential accommodation should be from the Tooting High Street frontage. The grain of the development shall respect the fine grain of the surrounding development which has plot frontage widths of around six metres. Any redevelopment should provide high quality architecture.

A Tree Preservation Order (251/1999) is located on the site.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

London Plan Density Matrix classification: Central.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Adequate servicing arrangements will be sought as well as contribution towards improvements to public transport.

Open Space: The site is located within an Open Space Deficiency Area.

5.4 79-101 Tooting High Street and Wood House/Palladino House, Laurel Close, Tooting, SW17



Policies Map reference number: 70.

Site Area: 0.91 ha.

Ward: Graveney

Description: The site lies immediately to the south of Tooting town centre and is bounded by Tooting High Street to the north, Sainsburys store and South Thames College to the east and Sainsburys car park to the south. The Tooting Constitutional Club and bowling green lie to the west.

Current Use: 79-89 Tooting High Street are retail shops. Nos. 23-51 Laurel Close (formerly no.93 Tooting High Street); nos.18-22 Laurel Close (formerly no.99 Tooting High Street); nos.13-17 Laurel Close (formerly no.101 Tooting High Street) are all buildings in residential use. Wood House and Palladino House, nos.7 and 9 Laurel Close are residential care homes for the elderly.

Policy context: As the majority of the site is located outside the town centre, development of town centre uses as defined by the NPPF will be permitted taking into account the sequential and impact tests for town centre uses, as set out in the NPPF (Core Strategy Policies PL5, PL8 and IS5). Provision must be made elsewhere for any loss of community facilities and any replacement facility must suit current and future needs (Core Strategy Policy IS6).

Site Allocation: High density residential with lower floor commercial uses.

Justification: The site is located at the edge of the Tooting town centre and as such is appropriate for high density residential development with the potential for a commercial element at lower floors subject to the tests of the NPPF.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is not required as the site is less than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The following are all listed buildings (Grade II): nos. 23-51 Laurel Close (formerly no.93 Tooting High Street); nos. 18-22 Laurel Close (formerly no. 99 Tooting High Street) and nos. 13-17 Laurel Close (formerly no. 101 Tooting High Street). The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: There are three component sites within this area:

1. Wood House and Palladino House;
2. 79-89 Tooting High Street and;
3. The listed buildings fronting Tooting High Street.

Each site has a different potential for change where design principle will vary, but together they have the capability to contribute to the regeneration of Tooting.

In principle, there is potential to develop the Wood House and Palladino House site more intensively. The existing buildings range between 2 and 4 storeys and there is some scope for taller buildings of up to 5 storeys on this site. The listed buildings fronting Tooting High Street cannot be demolished, would not be suitable for any use other than residential and any alterations that are considered to harm their special character will require listed building consent. Trees on the frontage to Tooting High Street are protected by a Tree Preservation Order (60/1984) and should be retained. The single storey shops at nos. 79-89 Tooting High Street are an under use of the site and could be developed either as small shop units or one large unit on the ground floor with 2 additional floors containing residential apartments or offices above. The upper floors should be set back from the frontage to respect the setting of the adjacent listed buildings.

The redevelopment of Wood House and Palladino House provides an opportunity to explore the potential for:

- integrating with the town centre by introducing uses that would bring public activity into the site and;
- enhancing the safety and attractiveness of the adjacent Sainsburys car park.

Any redevelopment of Wood House and Palladino House could introduce an element of commercial use (offices or small scale retail) on the ground floor with residential above, that could contribute to the commercial diversity of the town centre. New buildings could be arranged around the south, east and west edges of the site to leave a generous central public space fronted by new active uses. This space could combine with the retained parking and amenity space to the rear of the listed buildings in residential use to form an attractive open area that would enhance the setting of the listed buildings. Any scheme should ensure that the open amenity space and parking area at the rear of the listed buildings is not reduced or compromised in any way. Commercial use of the ground floor could also form an active frontage to the Sainsburys car park and in so doing enhance both the attractiveness and the safety and security of the car park and its approach road from the High Street. New buildings closest to the listed buildings should respect their setting and could be between 2 and 3 storeys whilst 5 storeys may be possible along the southern boundary of the site adjoining the car park.

Tall Buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

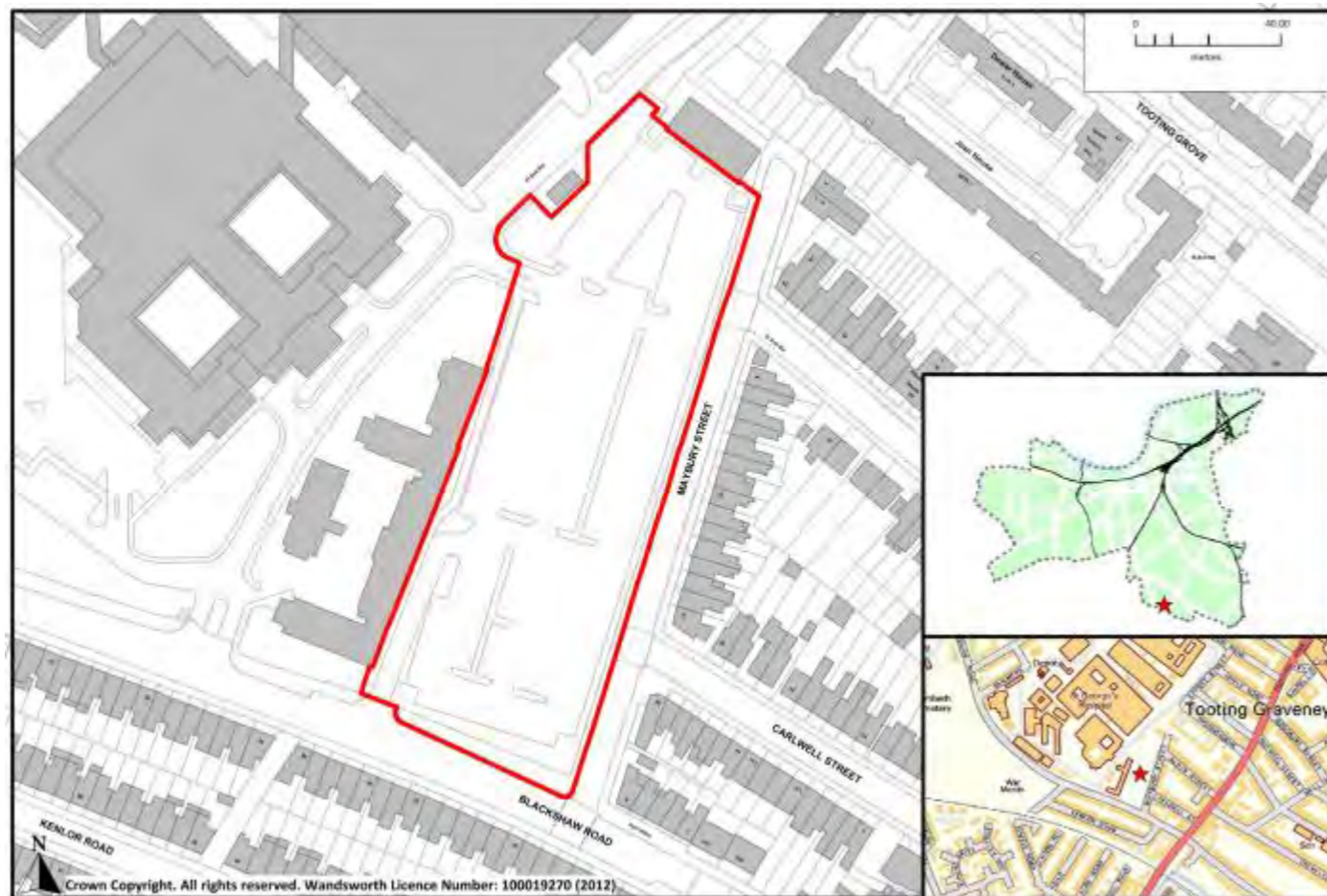
London Plan Density Matrix classification: Urban.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. A transport assessment and travel plan will be required and a contribution to public transport infrastructure and services (e.g. bus service enhancements; station improvements to Tooting Broadway Station) would be appropriate.

Open Space: The site is located within an Open Space Deficiency Area.

Play Space: The site is partially located within a free play deficiency area for 0-4 year olds.

5.5 St George's Hospital Car Park, Maybury Street, SW17



Policies Map reference number: 70A

Site Area: 0.95ha

Ward: Tooting.

Description: Visitor car park at the south-east corner of the Hospital site, at the junction of Maybury Street and Blackshaw Road. Existing Hospital buildings adjoin to the north-east and north-west, residential adjoins to the south-east and south-west.

Current use: Visitor car park.

Policy Context: The site provides parking for the Hospital site supporting the provision of health facilities in this location. The site is suitable for residential development contributing to Housing targets within the Core Strategy subject to the re-provision of parking in an alternative location, to meet the needs of the Hospital and prevent a negative impact on transport in the surrounding area. (Core Strategy Policies PL3 & IS6, DMPD Policies DMT1, DMT2 & DMC1).

Site Allocation: Residential.

Justification: Site suitable for residential use which would contribute to the housing target set out in the Core Strategy.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is not required as the site is less than 1ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Design Principles: The existing site is used as a car park for the hospital. It is surrounded to the east and south by two-storey residential houses and to the west by a three storey building used in conjunction with St. Georges Hospital. The surrounding residential development exhibits a fine grain with plots to individual terrace houses at around 5 metres in width.

The redevelopment of the site for primarily residential accommodation would be acceptable and the configuration of the site lends itself to a perimeter block development with frontages on to Maybury Street, Blackshaw Road and a new street based on the alignment of the access road to the existing car park. To improve the permeability of the site a new street is suggested across the northern half of the site from near Aldis Street to link with the existing access road to the car park. To the north of this new street there is the opportunity to create a residential development with frontages on to this new street, Maybury Street and the street that circumnavigates the hospital. There is an existing electricity sub station on this part of the site and there may be an opportunity to relocate this underground as part of any development.

The site would be suitable for individual houses or a flatted development of three/four storeys. A high quality sustainable piece of urban design is required with exemplary contemporary architecture.

Car parking re-provision needs to be in an accessible location. Car parking could be underground although there may be scope for limited on street car parking.

Tall Buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

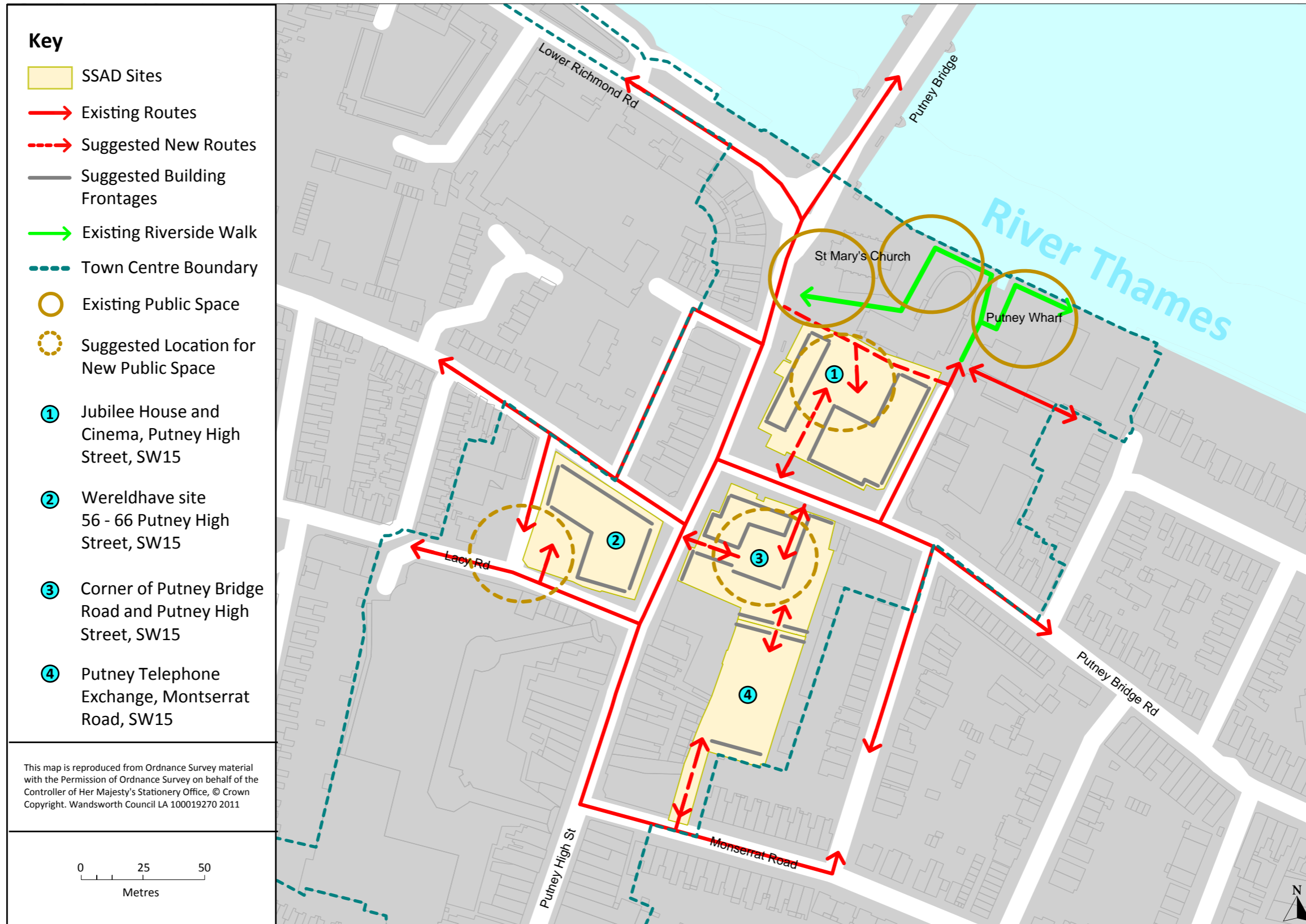
London Plan Density Matrix: Urban

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Re-provision of car parking to serve the Hospital site will be required. Any application will need to be supported by a Transport Assessment and Travel Plan.

Open Space: The site is located within an Open Space Deficiency Area.

6 Putney

6.1 Area Spatial Strategy for Putney Town Centre North



Area Spatial Strategy - Putney Town Centre North

Planning Policy Context

Core Strategy Policy PL8 - Town and local centres, sets out the strategic policy for the five town centres and nine local centres in the borough. The policy promotes and encourages:

- The five existing town centres plus the potential new CAZ Frontage (town centre) at Battersea Power Station as the focus for shopping and complementary activities, including business, cultural, leisure and entertainment;
- Each centre to provide a distinctive range of facilities serving their local area, but not to grow at the expense of other centres;
- New shopping (A1) floorspace to meet projected future needs;
- A diversity and mix of appropriate uses, including shopping, restaurants and bars, leisure, recreation, entertainment, cultural, offices and other business use, educational, institutional, medical and healthcare, community and housing, and other uses contributing to vitality and viability;
- That Putney remain the focus for office activity.

The supporting text to Policy PL8 acknowledges that each of the town centres has different opportunities for development to strengthen their distinctive roles. In Putney, a shortage of available modern retail units providing medium to large floorplates in the core frontages can be remedied through redevelopment of significant sites on either side of the high street. A small amount of new retail and bar/restaurant floorspace could be provided as part of renovation of office blocks outside the shopping core along Upper Richmond Road, to enhance overall provision in the centre.

Core Strategy Policy PL14 - East Putney and Upper Richmond Road, provides further detail on the strategy for Putney town centre. The policy promotes the redevelopment and refurbishment of existing office blocks clustered around East Putney Station and on the south side of Upper Richmond Road to deliver modern office floorspace, new housing including affordable housing, new retail/restaurant space and an improved public realm. It also identifies that the High Street will remain the focus for shopping activity.

Core Strategy Policy PL9 - River Thames and the riverside, sets out strategic policy in relation to focal points of activity. The policy promotes mixed use redevelopment along the riverside, in order to create safe attractive environments, provide new homes, jobs, leisure and social infrastructure facilities with public spaces at focal points, a riverside walk and cycle way and increase public access to the river. The focal point at Putney Wharf has already been created by new development.

Core Strategy Policy IS3 - Good quality design and townscape, states that tall buildings may be appropriate at focal points, providing they can justify themselves in terms of the benefits they bring for regeneration, townscape and public realm and their effect on the existing historic environment.

Policy DMC3 sets out the Council's support for the provision of health and emergency services facilities. Wandsworth Clinical Commissioning Group expect a need for additional healthcare floorspace in Putney.

The Sites

Development of the following 4 areas can contribute to the achievement of the above policy objectives for the area:

1. Jubilee House and Cinema, Putney High Street;
2. Corner of Putney Bridge Road and Putney High Street;
3. Wereldhave site, 56-66 Putney High Street;
4. Putney Telephone Exchange, Montserrat Road.

Development of the above sites all offer opportunities to improve the vitality and viability of Putney town centre and also to secure significant improvements to the public realm on the sites concerned and in the surrounding areas. The spatial strategy diagram shows how this can be achieved.

Access

Each of the four sites identified has the potential to provide new public spaces and either new connections or improvements to existing routes and thereby improve the attractiveness and permeability of the town centre for pedestrians and cyclists.

Design Principles

Each of the four areas identified has considerable development potential that would greatly enhance the town centre. The same urban design principles can be applied in each case as follows:

- Provide a substantial new pedestrian priority public space at the heart of the development;
- Link the space to the surrounding street network with safe and attractive new routes;
- Provide a variety of new shops, cafés, bars and restaurants;
- Introduce residential uses above;
- Provide high quality lighting, landscaping and public art;
- Have special regard for the setting of listed buildings and Putney Bridge Shrubbery (Waterman's Gardens), a thin strip of open space next to Putney Bridge which is of local historic interest.

In each case the existing buildings are products of 60s and 70s insensitive design that in one way or another makes little positive contribution to the town centre. This should be seen as an opportunity to provide exciting new development that delivers new, people friendly places with strong character and identity to enhance the town centre. The spatial strategy diagram shows how this can be done.

Each site has been considered in the context of the Core Strategy tall buildings policy (IS3c) and the Stage 2 Urban Design Study - Tall Buildings. This sets out each site's appropriateness for tall buildings and identifies when buildings will be subject to the criteria of the tall buildings policy contained in DMPD Policy DMS4.

Decentralised Energy Networks: All development located within the area of Putney Town Centre North will be expected to connect to any existing heating or cooling network unless demonstrated unfeasible, as outlined in Core Strategy Policy IS2 and DMPD Policy DMS3. Where networks do not currently exist, developments should make provision to connect to any future network that may be developed, having regard to opportunities identified through the London Heat Map unless it can be demonstrated that it would not be technically feasible or economically viable to do so. Such provision should follow guidelines set out in the Mayor's District Heating Manual for London and in any relevant Energy Masterplan.

6.1.1 Wereldhave site, 56-66 Putney High Street, SW15



Policies Map reference number: 71.

Site Area: 0.31 ha.

Ward: Thamesfield.

Description: The site is located on Putney High Street.

Current use: Retail use and office use.

Policy context: The Core Strategy identifies the site as a development opportunity to provide an improved retail offer and public realm improvements (Core Strategy Policy PL8). Ground floor to remain the focus for shopping activity in line with DMPD Policy DMTS4 (60-66 Putney High Street within secondary shopping frontage). Replacement B1a floorspace is required subject to the criteria of DMPD Policy DMTS14 and residential use is appropriate as part of mixed use development.

Site Allocation: High density mixed use development to include retail at lower floor(s) on Putney High Street frontage; other town centre uses such as leisure, entertainment, cultural, business, residential and replacement B1a office floorspace.

Justification: The site offers the potential for the provision of modern retail floorspace and other town centre uses in the heart of the town centre as part of a mixed use scheme to include additional residential and improved townscape.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is not required as the site is less than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix classification: Central.

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2). Adjacent to Putney Embankment Conservation Area, in close proximity to Charlwood Road/Lifford Street and Oxford Road Conservation Areas.

Design principles: The site currently accommodates a part 2 storey, part 5 storey building containing 4 commercial/retail units on the ground floor with offices above. It has a main frontage to Putney High Street but also three other frontages: Walker's Place to the west; Felsham Road to the north and Lacy Road to the south. Only the Putney High Street frontage is addressed and the remaining street frontages are blank. There is a large unattractive, open service yard at the rear, adjoining Walkers Place and Lacy Road. The main entrance to the Putney Exchange Shopping Centre is on the corner of Lacy Road with Putney High Street immediately to the south. The site is located within a protected secondary shopping frontage and retail will be the focus on the ground floor.

Any redevelopment proposal should:

- Provide a substantial new, public square where pedestrians have priority over vehicles, in the location of the existing service yard;
- Provide new active building frontages to Putney High Street, Walkers Place, Lacy Road and Felsham Road;
- Provide new retail, restaurant, café/bar floorspace together with residential accommodation above;
- Provide new building/buildings that are sensitively designed in order to make a positive contribution to the townscape of the area.

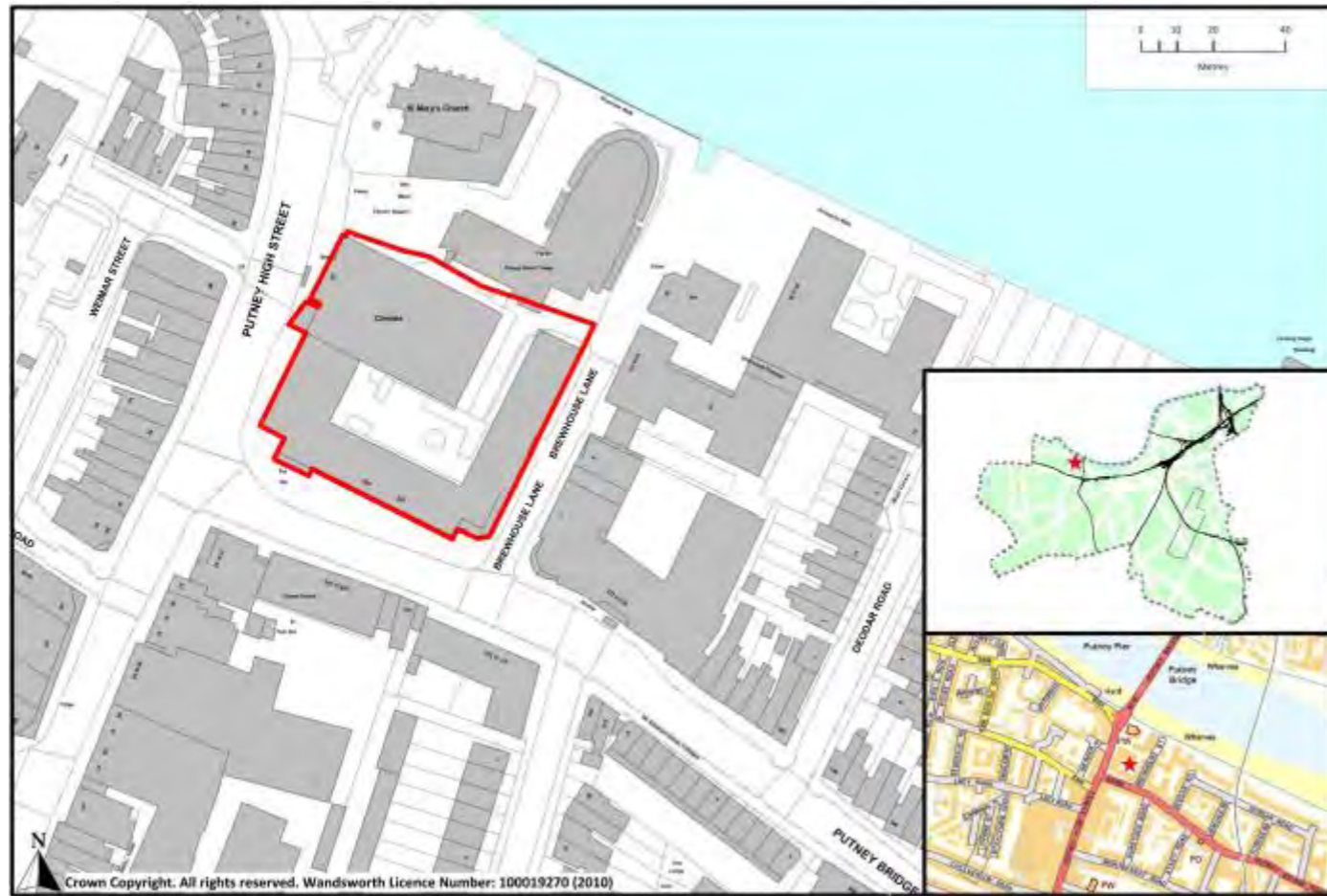
Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 6 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. The site will require a transport assessment; travel plan; contribution to public transport infrastructure and services (e.g. bus service enhancements; station/access improvements to Putney Station). Consideration should be given to incorporating bus terminating/standing facilities to meet need for the town centre. Local cycle route enhancements are also desirable. Car club provision for residential/commercial use and surrounding area would be appropriate. Consideration should be given to bring the carriageway adjacent to Walkers Place up to an adoptable standard and dedicate it as a public highway. Consider provision of public car parking on the site with 2 hour limit and improve access to the site.

Open Space: The site is located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

6.1.2 Jubilee House and Cinema, Putney High Street, SW15



Policies Map reference number: 72.

Site Area: 0.48 ha.

Ward: Thamesfield.

Description: The site is located on Putney High Street, Putney Bridge Road, Brewhouse Lane and church square.

Current use: Offices and entertainment use.

Policy context: The site is located within the Thames Policy Area, the Putney Wharf Focal Point and within a town centre. Core Strategy Policy PL8 identifies town centres to be the focus for retail and complementary activities. Core Strategy Policies PL6 and PL9 encourages a wider mix of uses at focal points of activity located along the riverside. This includes restaurants, cafes, bars and small-scale retail uses and the provision of attractive public spaces with good access to them, to form new riverside destinations. Replacement B1a floorspace is required subject to the criteria of DMPD policies DMI3, and DMST14, and residential use is appropriate as part of mixed use development (DMPD Policy DMI3).

Site Allocation: High density mixed use development to include retail at lower floor(s) on Putney High Street frontage; other town centre uses such as leisure, entertainment, cultural, business and residential. Replacement of B1a floorspace in accordance with DMPD policies DMI3, and DMST14 and retention/replacement of community facility unless relocated elsewhere in accordance with DMPD Policy DMC1.

Justification: The site offers the potential for the provision of modern retail floorspace and other town centre uses in the heart of the town centre as part of a mixed use scheme to include additional residential and improved townscape.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is not required as the site is less than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2). Adjacent to St Mary's Church and opposite 14 Putney High Street (Grade II* listed). In close proximity to three Conservation Areas: Oxford Road, Putney Embankment and Landford Road.

Design principles: The site currently accommodates offices and a cinema within a building ranging in height between 3 and 9 storeys. It has frontages to Putney High Street, Putney Bridge Road, Brewhouse Lane and Church Square. The building is monolithic and intrusive and makes no positive contribution to either the quality of the townscape or public realm. It is located immediately south of the recently completed Putney Wharf development, now an established focal point of activity within the town centre. The north flank of the cinema forms the southern boundary of Church Square and the public right of way that runs to the south of the Putney Wharf tower and connects Brewhouse Lane to Putney High Street. This right of way is not an attractive nor particularly safe route. New development should be designed to extend the successful public spaces provided by the Putney Wharf development to the north into the site and enclose the new space with sensitively designed buildings. The indicative layout shown on the spatial strategy diagram shows how this can be done. Any redevelopment proposal should:

- Provide a substantial new, public square where pedestrians have priority over vehicles, immediately south of the public right of way between Brewhouse Lane and Putney High Street and linked to Church Square;
- Provide a new link to the south, from the public square, to Putney Bridge Road close to its junction with Putney High Street;
- Provide active frontages to the new square, Putney High Street, Putney Bridge Road, Brewhouse Lane, the new link to the south and the public right of way on the northern boundary of the site;
- Retain the cinema use and provide new retail, restaurant, café/bar floorspace together with residential accommodation above;
- Provide new building/buildings that are sensitively designed in order to make a positive contribution to the townscape of the area. In particular the opportunity could be taken to locate a higher element 'back-to-back' with the existing Putney Wharf tower. This could improve views of the south end of the tower and a higher building here would benefit from river views to the east and west. See below for further advice on the design of higher buildings.
- The layout and massing of buildings should be carefully arranged to ensure that new views of St.Mary's Church are opened up from the public square and that existing views of the Church from Putney High Street are enhanced.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the cinema site is inappropriate for tall buildings, and the height at which a development in this location will be considered to be tall is 3 storeys. Jubilee House is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 6 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

London Plan Density Matrix classification: Central.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

Open Space: The site is partially located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

6.1.3 Corner of Putney Bridge Road and Putney High Street, SW15



Policies Map reference number: 73.

Site Area: 0.38 ha.

Ward: Thamesfield.

Description: The site is located on Putney High Street.

Current use: Retail and office use.

Relevant Planning History: Planning Application 2012/1833 (Withdrawn) Application for full planning permission to redevelop 45-53 Putney High Street and 329 - 339 Putney Bridge Road for a building of part 15 storeys and part 7 storeys (plus 2 storey basement) to provide 3528 sq ms retail (Class A1/A2) 389 sqm offices (Class B1) and 96 units of residential 10,808 sq ms (Class C3), with associated landscaping and access works.

Policy context: The Core Strategy identifies the site as a development opportunity to provide an improved retail offer and public realm improvements (Core Strategy Policy PL8). Replacement B1a floorspace is required subject to the criteria of DMPD Policy DMTS14.

Site Allocation: High density mixed use development to include retail at ground floor on Putney High Street frontage; other town centre uses such as leisure, entertainment, cultural, business, residential and replacement B1a office floorspace.

Justification: The site offers the potential for the provision of modern retail floorspace and other town centre uses in the heart of the town centre as part of a mixed use scheme to include additional residential and improved townscape.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is not required as the site is less than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site is adjacent to No. 63 Putney High Street, a locally listed building. Adjacent to Oxford Road Conservation Area and Putney Embankment Conservation Area.

Design principles: The site currently accommodates a collection of individual buildings, varying in height between 3 and 4 storeys and comprising shops on the ground floor with storage and offices above and frontages to Putney High Street and Putney Bridge Road. There is an existing vehicle access from Putney Bridge Road to a rear service yard and parking. Residential properties in Burstock Road - within the Oxford Road Conservation Area - adjoin to the south east. The existing buildings all date from the 60s and 70s and none are of any particular architectural value. The site has the potential to provide new development that would enhance the attractiveness and viability of the town centre with the provision of a new public square enclosed by new shops, cafés and restaurants with residential apartments above. The indicative layout shown on the spatial strategy diagram shows how this can be done.

Any new development should:

- Provide a new, public square within the site where pedestrians have priority over vehicles;
- Provide a new link from the square to Putney Bridge Road and a link to the west to Putney High Street;
- Provide active frontages to the new square, Putney High Street and Putney Bridge Road;
- Provide new retail, restaurant, café/bar floorspace, together with residential accommodation above;
- Provide new building/buildings that are sensitively designed in order to make a positive contribution to the townscape of the area;

The layout, massing and design of buildings should be carefully arranged to ensure that the amenities of neighbouring residents are protected from unreasonable harm.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 6 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

London Plan Density Matrix classification: Central.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

Open Space: The site is located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

6.1.4 Putney Telephone Exchange, Montserrat Road, SW15



Policies Map reference number: 74.

Site Area: 0.29 ha.

Ward: Thamesfield.

Description: The site lies immediately to the east of nos. 85-93 Putney High Street, with access off Montserrat Road. It is bounded to the east and south by residential property in Montserrat Road and Burstock Road.

Current use: Telephone exchange.

Policy context: The Core Strategy identifies the site as a development opportunity to provide an improved retail offer and public realm improvements (Core Strategy Policy PL8).

Site Allocation: High density mixed use development to include retail at ground floor; other town centre uses such as leisure, entertainment, cultural, business and residential.

Justification: The site offers the potential for the provision of modern retail floorspace and other town centre uses in the heart of the town centre as part of a mixed use scheme to include additional residential above the commercial ground floor.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is not required as the site is less than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic environment: The site is adjacent to No. 63 Putney High Street, a locally listed building. Adjacent to Oxford Road Conservation Area and Putney Embankment Conservation Area.

Design principles: Redevelopment of this site offers potential for the improvement of the retail offer in the town centre and for improvements to the public realm. The following opportunities would be appropriate:

- Potential to extend adjoining retail unit with frontage to Putney High Street on ground and first floor with potential for residential use on second and third floors above. Access and servicing from Montserrat Road;
- Potential to link with the development of site to the north (see 6.1.3) to create new retail floorspace on ground floor with three floors of residential above. Access and servicing from Montserrat Road in accordance with DMPD Policy DMT1;

The layout, massing and design of buildings should be carefully arranged to ensure that the amenities of neighbouring residents are protected from unreasonable harm.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 6 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

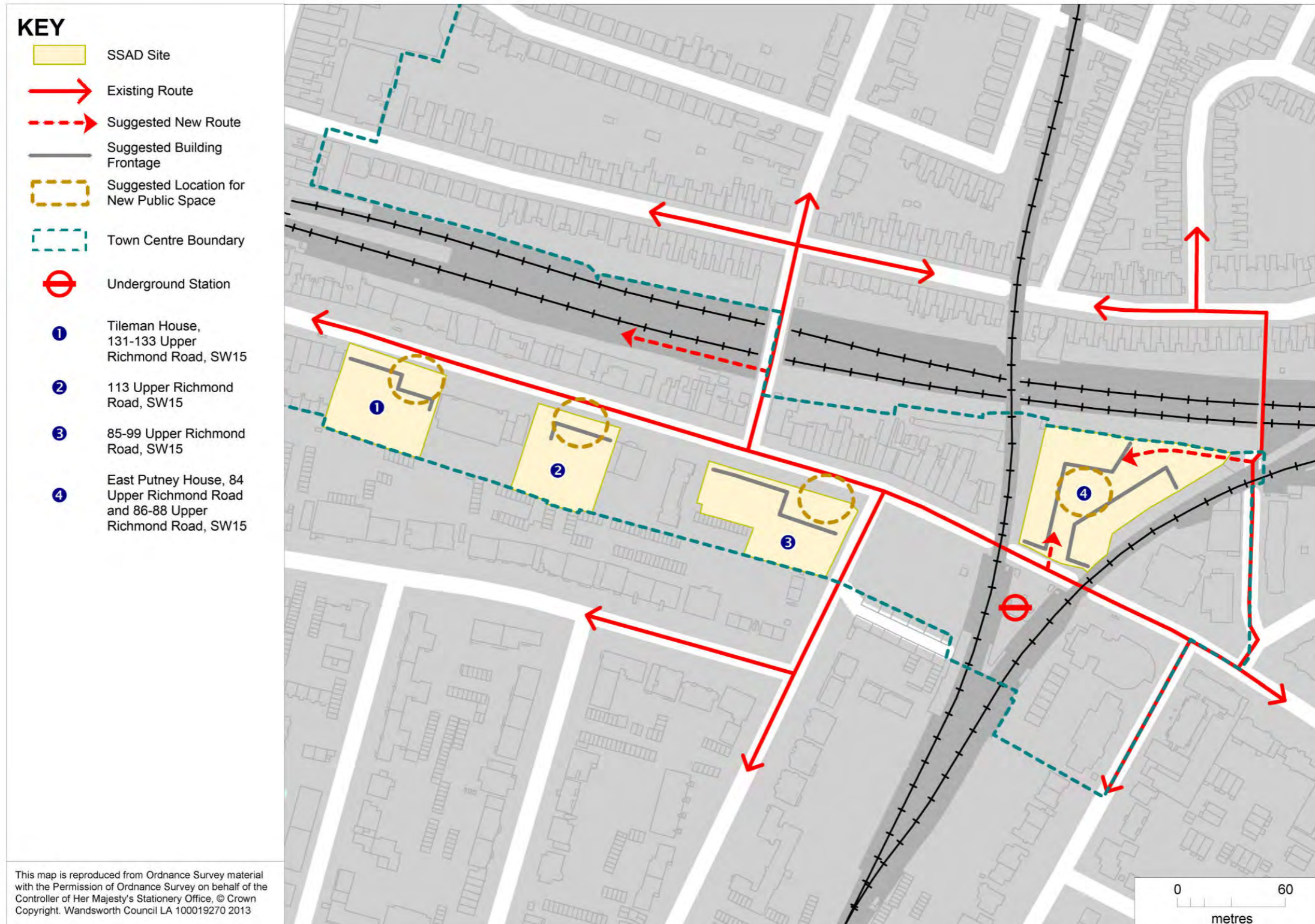
London Plan Density Matrix classification: Central.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. A transport assessment and travel plan will be required and a contribution to public transport infrastructure and services (e.g. bus service enhancements; station improvements to Putney Station) would be appropriate. If developed for new mixed uses in conjunction with the site to the north (see site 6.1.3) any development will be expected to make a contribution to the extension of the public realm and public rights of way.

Open Space: The site is located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

6.2 Area Spatial Strategy for Putney Town Centre South (Upper Richmond Road)



Area Spatial Strategy - Putney Town Centre South (Upper Richmond Road)

Planning Policy Context:

Core Strategy Policy PL8 - Town and local centres, sets out the strategic policy for the five town centres and nine local centres in the borough. The policy promotes and encourages:

- The five existing town centres plus the potential new CAZ Frontage (town centre) at Battersea Power Station as the focus for shopping and complementary activities, including business, cultural, leisure and entertainment;
- Each centre to provide a distinctive range of facilities serving their local area, but not to grow at the expense of other centres;
- New shopping (A1) floorspace to meet projected future needs;
- A diversity and mix of appropriate uses, including shopping, restaurants and bars, leisure, recreation, entertainment, cultural, offices and other business use, educational, institutional, medical and healthcare, community and housing, and other uses contributing to vitality and viability;
- That Putney remains the focus for office activity.

The supporting text to Policy PL8 acknowledges that each of the town centres has different opportunities for development to strengthen their distinctive roles. In Putney, a shortage of available modern retail units providing medium to large floorplates in the core frontages can be remedied through redevelopment of significant sites on either side of the High Street. (See PL14 below)

Core Strategy Policy PL9 - River Thames and the riverside, sets out strategic policy in relation to focal points of activity. The policy promotes mixed use redevelopment along the riverside, in order to create safe attractive environments, provide new homes, jobs, leisure and social infrastructure facilities with public spaces at focal points, a riverside walk and cycle way and increase public access to the river. The focal point at Putney Wharf has already been created by new development.

Core Strategy Policy PL14 - East Putney and Upper Richmond Road- sets out the key objectives for redevelopment in this location. The policy promotes the redevelopment and refurbishment of existing office blocks clustered around East Putney Station and on the south side of Upper Richmond Road to deliver reprovision of modern office floorspace, new housing including affordable housing, active frontages comprising complementary retail or restaurant uses and an improved public realm.

Core Strategy Policy IS3 - Good quality design and townscape, states that tall buildings may be appropriate at focal points, providing they can justify themselves in terms of the benefits they bring for regeneration, townscape and public realm and their effect on the existing historic environment.

Policy DMC3 sets out the Council's support for the provision of health and emergency services facilities. Wandsworth Clinical Commissioning Group expect a need for additional healthcare floorspace in Putney.

The Sites

Development of the following 4 sites can contribute to the achievement of the above policy objectives for the area:

1. Tileman House 131-133 Upper Richmond Road;
2. 113 Upper Richmond Road;
3. 85-99 Upper Richmond Road;
4. East Putney House, 84 Upper Richmond Road and 86-88 Upper Richmond Road.

This Area Spatial Strategy provides guidance for these four sites and shows how any new development should be designed in order to meet the Core Strategy policy objectives. The Strategy shows how new development should be designed in order to improve the appearance, enhance the public realm and increase the vitality of this part of the town centre.

Access:**Existing Routes**

Upper Richmond Road is a main east - west route that carries high levels of traffic and its commercial frontages form an important part of Putney town centre. There is already good access to the town centre for pedestrians and cyclists via a fine grained network of streets that link frequently with the main roads.

Proposed New Routes

Most of the sites identified above with frontages to Upper Richmond Road offer limited opportunities for access improvements and are limited to providing improvements to the provision of the public realm on the road frontage. 84 East Putney House and 88-88 Upper Richmond Road - offers the opportunity for a new route through to link Woodlands Way with Upper Richmond Road. Although not directly linked to any of the SSAD sites, it is desirable to explore options to develop a new pedestrian access to Putney Station from Oxford Road. All new routes or connections will be expected to be defined by buildings with active frontages to ensure high levels of passive surveillance to ensure public safety and security.

Design Principles

At present the south side of Upper Richmond Road from Putney High Street east to East Putney Station is unattractive due to the tall office buildings, built mostly in the 1960s and 70s, that line the road. They rise between 7 and 9 storeys high, well above the traditional 3 storey buildings on the north side and with few gaps in between they present a gloomy, canyon-like frontage to the street. New development can address these problems in the following ways:

- Reduce the overall height of those parts of the building fronting the street;
- Introduce variety to the skyline to include higher and lower elements, with at least one low (2-3) storey element on the street frontage;
- Careful massing of buildings on the frontage and the retention of gaps between buildings to allow sunlight to reach the street;
- Wherever possible vary the building line to create new areas of public realm to draw people into the site. Opportunities to embed high quality public art should be considered;
- Introduce new uses at ground floor level like shops, restaurants and bars to enliven the street frontage and engage with the passer by;
- Introduce residential use to upper levels, whilst ensuring no loss of office space;
- Ensure that buildings are of the highest architectural quality.

Each site has been considered in the context of the Core Strategy tall buildings policy (IS3c) and the Stage 2 Urban Design Study - Tall Buildings. This sets out each sites' appropriateness for tall buildings and identifies when buildings will be subject to the criteria of the tall buildings policy contained in DMPD Policy DMS4.

Decentralised Energy Networks All development located within the area of Upper Richmond Road will be expected to connect to any existing heating or cooling network unless demonstrated unfeasible, as outlined in Core Strategy Policy IS2 and DMPD Policy DMS3. Where networks do not currently exist, developments should make provision to connect to any future network that may be developed, having regard to opportunities identified through the London Heat Map unless it can be demonstrated that it would not be technically feasible or economically viable to do so. Such provision should follow guidelines set out in the Mayor's District Heating Manual for London and in any relevant Energy Masterplan.

6.2.1 Tileman House, 131-133 Upper Richmond Road, SW15



Policies Map reference number: 75.

Site Area: 0.28 ha.

Ward: East Putney.

Description: The site is on the south of Upper Richmond Road, near the junction with Putney Hill. The site contains a 7 storey office building, linked to a 9 storey residential building. An 8 storey office/residential building adjoins to the east, 4 storey office/residential building opposite to the north, 5/6 storey residential apartments to the south, 3 storey terraces with a combination of commercial and residential to the west. A number of trees exist to the rear and along the frontage of the site.

Current use: Cleared site.

Relevant planning history: Planning application 2010/4520 (Approved) Demolition of existing building. Erection of a building between six and eleven-storeys providing 68 flats and 2381sq ms commercial and office floor space (use classes A1, A2, A3, A4 and D1) at ground and first floor levels, 54 car parking spaces at basement and 2 car club spaces at ground floor.

Policy context: The Core Strategy identifies the opportunity to refurbish/redevelop office buildings on Upper Richmond Road to provide new modern office space, residential units and complementary town centre uses with active frontages and improvements to the public realm (Core Strategy Policies PL5, PL8, PL14 and IS5). DMPD Policy DMTS14 sets out detailed policies on protection of town centre offices.

Site Allocation: High density mixed use development including offices (B1a), residential and complementary town centre uses with active frontages at ground level.

Justification: Core Strategy Policy PL14 sets out the justification for replacement office floorspace in this location, acknowledging that redevelopment of the unattractive blocks with flexible office space that meets modern business requirements may require some cross-subsidisation with an element of residential provision. It also identifies a poor environment and encourages active ground floor uses and streetscape improvements to address this. Further justification for re-provision of office space is provided in the DTZ Employment Land and Premises Study (2010).

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is not required as the site is less than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix classification: Urban.

Historic Environment: The site is in close proximity to two listed buildings, Rosslyn Tower, a Grade II listed building is to the rear, and The Pines 9 and 11 Putney Hill, Grade II* listed buildings are to the west. The site is not within a conservation area but it is close to both the Oxford Road Conservation Area and the West Putney Conservation Area. The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: The existing building ranges in height between 7 and 9 storeys and presents a high, gloomy facade that contributes to the canyon-like character of this part of the Upper Richmond Road. At its western end the building rises noticeably above the neighbouring terrace of 4 storey buildings that turn the corner into Putney Hill, whilst at the eastern boundary there is gap between this and the adjoining building. The spatial strategy sets out the broad objectives that development should follow. The specific design objectives are as follows:

- Reduce the overall height and mass of the building fronting the street by reducing the height of new building at the western end in order to relate more sensitively to the adjoining terrace and introduce variety to the skyline with a higher central element, together with a very substantially lower element on the eastern boundary;
- Retain the existing gap on the eastern boundary or set new buildings well back from the building line at this point in order to allow sunlight to reach the street;
- Set buildings back from the established building line at the eastern end to create a new area of public realm to draw people deeper into the site;
- Ensure that buildings are of the highest architectural quality;
- The layout, massing and design of buildings should be carefully arranged to ensure that the amenities of neighbouring residents are protected from unreasonable harm.

Tree Preservation Orders (18/1973) and (100/1988) are located adjacent to the site.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 6 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. A transport assessment and a travel plan will be required to be drafted in tandem so that one informs the other. Although the site is close to London Underground

(East Putney) and national rail (Putney) stations, resulting in a relatively high Public Transport Accessibility Level, capacity on train and tube services is at a premium especially during peak hours, and bus service enhancements should be considered, especially to routes/stops adjacent to the site. Cycle route improvements may be required, linking the site to the surrounding cycle network. A car club should be provided for residential/commercial use and surrounding area and possible dedication of an additional footway along the frontage of development to public highway could be provided. Low car/car free development will be considered.

Open Space: The site is located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

6.2.2 113 Upper Richmond Road, SW15



Policies Map reference number: 76.

Site Area: 0.24 ha.

Ward: East Putney.

Description: The site is on the south of Upper Richmond Road, near the junction with Oxford Road. The site contains an 8 storey office building. An 8 storey office building adjoins to the east, 9 storey office building to the west, and 5 storey residential to the south.

Current use: B1(a) Offices.

Relevant planning history: Planning application 2012/4046 (Approved) for demolition of existing building. Erection of a building up to 12-storeys comprising of 76 residential units (Class C3), 1463sq ms of office floorspace at ground and first floor (Class B1) and 360 sq ms of retail floorspace (Class A1/A2/A3) together with a new public space, vehicular access off of Upper Richmond Road and basement car and cycle parking. Planning Application 2008/0073 (Approved), for the demolition of side and rear extensions, erection of 11-storey side, 3-storey rear extension, roof extension to provide 3 additional storeys to main roof, front extension and excavation of new basement level in connection with use as 68 flats (17 affordable) and office (Class B1), with associated car parking, landscaping and cycle provision.

Policy context: The Core Strategy identifies the opportunity to refurbish/redevelop office buildings on Upper Richmond Road to provide new modern office space, residential units and complementary town centre uses with active frontages and improvements to the public realm (Core Strategy Policies PL5, PL8, PL14 and IS5). DMPD Policy DMTS14 sets out detailed policies on protection of town centre offices.

Site Allocation: High density mixed use development including offices (B1a), residential, and complementary town centre uses with active frontages at ground level.

Justification: Core Strategy Policy PL14 sets out the justification for replacement office floorspace in this location, acknowledging that redevelopment of the unattractive blocks with flexible office space that meets modern business requirements may require some cross-subsidisation with an element of residential provision. It also identifies a poor environment and encourages active ground floor uses and streetscape improvements to address this. Further justification for re-provision of office space is provided in the DTZ Employment Land and Premises Study (2010).

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is not required as the site is less than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix classification: Central.

Historic Environment: The site is in close proximity to Rossalyn Tower (18 St Johns Avenue), a Grade II listed building to the south west of the site. The site is not within a conservation area but it is close to both the Oxford Road Conservation Area and the West Putney Conservation Area.

Design principles: The existing building is 8 storeys high and presents a high, gloomy facade that contributes to the canyon-like character of this part of the Upper Richmond Road. At the western end of the site there is a gap between this and the adjoining building and this allows some sunlight to the street and glimpsed views of sky to the south. The spatial strategy sets out the broad objectives that development in this part of the town centre should follow. The specific design objectives are as follows:

- Vary the overall height and mass of the building fronting the street by reducing the height of part of any new building in order to introduce variety to the skyline. At least one significant part of any frontage building should be no higher than 6 storeys;
- Retain a gap on the western boundary or set new buildings well back from the building line at this point in order to allow sunlight to reach the street;
- Vary the distance of buildings from the established building line to create a new area of public realm to draw people deeper into the site;
- Introduce new commercial uses at ground floor level such as shops, restaurants, cafés and bars to enliven the street frontage and engage with the passer-by;
- Introduce residential use to upper levels;
- Ensure that new buildings are of the highest architectural quality;
- The layout, massing and design of buildings should be carefully arranged to ensure that the amenities of neighbouring residents are protected from unreasonable harm.

Tree Preservation Orders 59/1984 and 100/1988 are located adjacent to the site.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 6 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. A transport assessment and a travel plan will be required to be drafted in tandem so that one informs the other. Although the site is close to London Underground (East Putney) and national rail (Putney) stations, resulting in a relatively high Public Transport Accessibility Level, capacity on train and tube services is at a premium especially during peak hours, and bus service enhancements should be considered, especially to routes/stops adjacent to the site. Cycle route improvements may be required, linking the site to the surrounding cycle network. A car club should be provided for residential/commercial use and surrounding area and possible dedication of additional footway along frontage of development to public highway could be provided. Low car/car free development will be considered.

Open Space: The site is located within an Open Space Deficiency Area.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

Play Space: The site is partially located within a free play deficiency area for 0-4 year olds.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

6.2.3 East Putney House, 84 Upper Richmond Road and 86-88 Upper Richmond Road, SW15



Policies Map reference number: 77.

Site Area: 0.51 ha.

Ward: East Putney.

Description: The site is located on the northern side of Upper Richmond Road directly opposite the East Putney tube station. The site is bounded by the East Putney District Line bridge to the west, a second railway bridge to the east and a further railway track running between Putney and Wandsworth Town train stations in a cutting immediately to the north. To the east of the site lies the 3 storey Wandsworth County Court. To the west, and on the other side of the District Line, is a mixed use three-storey terraced block. Further single-storey workshops are located to the rear of this terrace. The site is currently occupied by a 7-9 storey building and a 6-7 storey building.

Current use: Cleared site.

Relevant planning history: Planning Application 2010/5483 (Approved), for demolition of existing office buildings (class B1a) and redevelopment to comprise of the erection of 4 buildings ranging in height from 11-storeys (up to 40.6m), 8-storeys (up to 30.2m), 5-storeys (up to 19.5m) and 7-storeys (up to 25.7m) to provide a mixed-use scheme comprising: 148 residential units; 1215sq ms offices (class B1a); 600sq ms flexible retail/financial and professional services/restaurant/café/offices/non-residential institutions/assembly and leisure

(A1/A2/A3/B1a/D1/D2); 65 basement car parking spaces; 2 car club spaces at ground floor; 178 cycle parking spaces; landscaping including a new pedestrian route from Woodlands Way to Upper Richmond Road; play area; allotments; communal gardens; ancillary plant and associated works.

Policy context: The Core Strategy identifies the opportunity to refurbish/redevelop office buildings on Upper Richmond Road to provide new modern office space, residential units and complementary town centre uses with active frontages and improvements to the public realm (Core Strategy Policies PL5, PL8, PL14 and IS5). DMPD Policy DMST14 sets out detailed policies on protection of town centre offices.

Site Allocation: High density mixed use development including offices (B1a), residential, and complementary town centre uses with active frontages at ground level.

Justification: Core Strategy Policy PL14 sets out the justification for replacement office floorspace in this location, acknowledging that redevelopment of the unattractive blocks with flexible office space that meets modern business requirements may require some cross-subsidisation with an element of residential provision. It also identifies a poor environment and encourages active ground floor uses and streetscape improvements to address this. Further justification for reprovision of office space is provided in the DTZ Employment Land and Premises Study (2010).

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is not required as the site is less than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix classification: Central.

Historic Environment: The site is not within a conservation area but it is close to both the Oxford Road Conservation Area (to the west) and the East Putney Conservation Area (beyond railway lines to the east and south east).

Design principles: Being within Putney Town Centre, well located for public transport and occupied by buildings considered inefficient and poorly suited to today's office market, the site has potential for redevelopment for high intensity mixed use, particularly replacement office floorspace. Being bounded on three sides by railway lines, the site is somewhat cut off from its immediate context. In terms of layout and connections, it is desirable to open up and improve pedestrian access into the site. There is the opportunity to establish a pedestrian route through the site, connecting the underground station to the residential streets to the north via the footbridge in Woodlands Way, (across the railway lines). There are potential development constraints on this site due to its proximity to railway infrastructure. London Underground should be contacted with full details of proposed works and foundation agreements before any work is commenced. The specific design objectives are as follows:

- Create a generous new, high quality public realm that derives attractiveness and vitality from the use and design of the proposed buildings;
- Ensure that buildings are of the highest architectural quality;
- The layout, massing and design of buildings should be carefully arranged to ensure that the amenities of neighbouring residents are protected from unreasonable harm.

A Tree Preservation Order (304/2003) is located on the site.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 6 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. A transport assessment and a travel plan is required and to be drafted in tandem so that one informs the other. Although the site is close to London Underground (East Putney) and national rail (Putney) stations, resulting in a relatively high Public Transport Accessibility Level, capacity on train and tube services is at a premium especially during peak hours, and bus service enhancements should be considered. Cycle route improvements may be required, linking the site to the surrounding cycle network. A car club should be provided for residential/commercial use and surrounding area. A pedestrian link through site to Woodlands Way and improvements to pedestrian facilities on Upper Richmond Road should be considered. Low car/car free development will be considered.

Open Space: The site is partially located within an Open Space Deficiency Area.

Nature Conservation: The site is located within an area of deficiency in access to nature.

Play Space: The site is partially located within a free play deficiency area for 0-4 year olds.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

6.2.4 85-99 Upper Richmond Road, SW15



Policies Map reference number: 80.

Site Area: 0.31ha

Ward: East Putney.

Description: The site is occupied by a 9 storey and 7 storey office building above a single storey plinth. A car park also occupies the south east of the site. The site is located on the southern side of Upper Richmond Road and is bounded by Carlton Drive and offices to the east, 2-5 storey residential properties to the south, 9 storey residential flats to the west and three-storey commercial/residential buildings to the north.

Current use: B1(a) Office use and car parking.

Relevant planning history: Prior Approval 2014/1982 (granted). Planning application 2013/0456 (Refused) Demolition of existing buildings. Erection of part 13-storey (44.7m), part 5- storey (20m) building to provide a mixed use scheme comprising of 56 residential units (including 12 affordable), 835sqm offices (use class B1a), 230sqm flexible commercial floorspace (Class A1/A2/A3); with associated parking, servicing, private and communal amenity space, public open space.

Policy context: The Core Strategy identifies the opportunity to refurbish/redevelop office buildings on Upper Richmond Road to provide new modern office space, residential units and complementary town centre uses with active frontages and improvements to the public realm (Core Strategy Policies PL5, PL8, PL14 and IS5). DMPD Policy DMTS14 sets out detailed policies on protection of town centre offices.

Site Allocation: High density mixed use development including offices (B1a), residential, and complementary town centre uses with active frontages at ground level.

Justification: Core Strategy Policy PL14 sets out the justification for replacement office floorspace in this location, acknowledging that redevelopment of the unattractive blocks with flexible office space that meets modern business requirements may require some cross-subsidisation with an element of residential provision. It also identifies a poor environment and encourages active ground floor uses and streetscape improvements to address this. Further justification for reprovision of office space is provided in the DTZ Employment Land and Premises Study (2010).

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is not required as the site is less than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site is not within a conservation area but buildings on the north side of Upper Richmond Road facing the site are within the Oxford Road Conservation Area. East Putney Conservation Area lies beyond the District Line track to the south-east. 1-12 Ernsshaw Place to the east of the site are designated locally listed buildings of architectural or historic interest.

Design principles: The existing 7 storey building that rises above a single storey plinth fronting Upper Richmond Road exemplifies the principles suggested for the arrangement and massing of new buildings on this site. The 7 storey block presents its narrow end to Upper Richmond Road and the space above the low plinth building allows sunlight to the street and enables sky views looking south. Any new buildings should not present a greater mass of buildings to the street than the existing arrangement. The specific design objectives for the site are as follows:

- Any replacement buildings should be arranged to provide a significant public space at the corner of Carlton Drive with Upper Richmond Road. This space should be achieved by leaving the corner of the site open and setting any building on the north-east corner of the site well back from the established building line on Upper Richmond Road
- There must be active uses to all frontages to the public space where 2 floors of commercial use are preferable.
- The height and massing of new buildings on the frontage to Upper Richmond Road should be varied with a lower element to the east on the corner with Carlton Drive. Any higher elements would be best located to the middle of the site and should be carefully considered in order to minimise any harmful impact on adjoining residential property in Carlton Drive St John's Avenue and the flats at 101-107 Upper Richmond Road.
- Buildings should be of the highest architectural quality and should not harm the setting of the adjacent Conservation Area.

A mature Plane tree close to the southern boundary of the site is protected by Tree Preservation Order (100/1998).

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 6 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

London Plan Density Matrix classification: Central.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's

Planning Obligations Supplementary Planning Document. A transport assessment and a travel plan is required and to be drafted in tandem so that one informs the other. Although the site is close to London Underground (East Putney) and national rail (Putney) stations, resulting in a relatively high Public Transport Accessibility Level, capacity on train and tube services is at a premium especially during peak hours, and bus service enhancements should be considered. Cycle route improvements may be required, linking the site to the surrounding cycle network.

Open Space: The site is located within an Open Space Deficiency Area.

Nature Conservation: The site is located within an area of deficiency in access to nature.

Play Space: The site is located within a free play deficiency area for 0-4 year olds and partially located within a free play deficiency area for 5-11 year olds.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

6.3 Sainsbury's Supermarket, 2-6 Werter Road, Putney, SW15



Policies Map reference number: 81.

Site Area: 0.28 ha.

Ward: Thamesfield.

Description: Supermarket bounded by residential use, a library and retail use on Putney High Street.

Current use: Retail use (Supermarket).

Policy context: The Core Strategy encourages a diversity and a mix of uses to be located in the town centre (Core Strategy Policy PL8). Ground floor to remain the focus for shopping activity in line with DMPD Policy DMTS3.

Site Allocation: High density mixed use development including residential and retail use with active frontages at ground level.

Justification: Redevelopment of the site for a mix of uses including retail use.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is not required as the site is less than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site is on the edge of the Oxford Road Conservation Area. Two Grade II listed buildings are in close proximity; Werter Road Baptist Church and Newnes Public Library. The Spotted Horse Public House opposite on Putney High Street is a locally listed building. The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: The site, although within the town centre, sits in close proximity to established residential properties in Werter Road. The layout, massing and design of buildings should be carefully arranged to ensure that the amenities of neighbouring residents are protected from unreasonable harm. Those more intrusive features such as signage and lighting found commonly on commercial frontages will need to be appropriately muted.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 5 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

London Plan Density Matrix classification: Central.

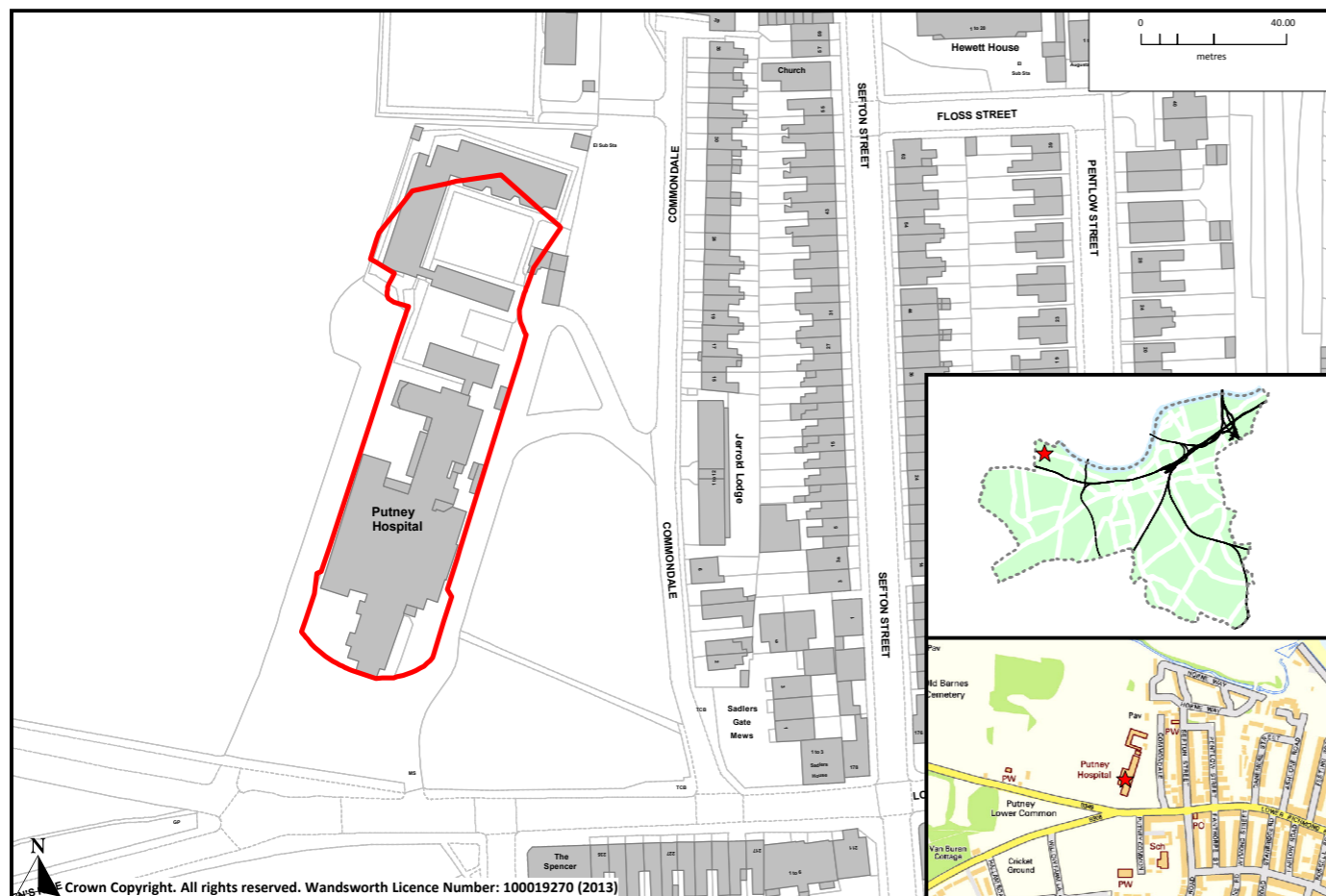
Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

Open Space: The site is located within an Open Space Deficiency Area.

Play Space: The site is partially located within a free play deficiency area for 0-4 year olds.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

6.4 Putney Hospital, Lower Richmond Road, SW15



Policies Map reference number: 82.

Site Area: 1.0 ha.

Ward: Thamesfield.

Description: Located on the north side of Lower Richmond Road close to its junction with Commondale. Surrounded by Putney Lower Common, an area of Metropolitan Open Land, which is part of Putney Common administered by the Wimbledon and Putney Commons Conservators and subject to statutory controls. A bowling club, separated by a public access footpath adjoins to the north. Areas further to the east and south of the site are largely residential.

Current use: Former hospital, vacant since 1999.

Relevant Planning History: Planning Application 2012/0758 (Approved) for demolition of all existing buildings. Erection of a two-storey primary school (with roof top playground) for 420 pupils with associated parking and drop off/pick up area; erection of part three/part four-storey building at northern end of site comprising 24 flats with basement level car and cycle parking. Formation of a new vehicular access off Lower Richmond Road and associated landscaping.

Policy context: The Core Strategy supports the provision of schools (Core Strategy Policy IS6) and identifies the need for new homes in the borough (Core Strategy Policies PL5 and IS5).

Site allocation: Primary school and residential use.

Justification: A school and residential use will contribute to meeting current and future needs of the borough (e.g. education/new homes) in accordance with the Core Strategy.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is required to confirm flood extents by comparing modelled flood levels with topography. The SFRA indicates that the ground levels on the site are above peak flood levels. Built development should be located in areas with lowest risk with higher risk areas used as public open space or parking areas. Dry access and egress available from south of site to elevated Lower Richmond Road. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix classification: Suburban.

Historic Environment: Adjacent to Putney Lower Common Conservation Area. The site is partially located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: This is a particularly challenging site, because it is on land where a large building such as this would not now comply with planning policy. The site is surrounded by Putney Lower Common, which is Metropolitan Open Land and subject to the Wimbledon and Putney Commons Act of 1871, and adjacent to the terraced houses of Commondale, which form part of Putney Lower Common Conservation Area. The existing buildings broadly fit the description of "Cottage Hospital" and have many domestic style features, for example they are built in red brick with sash windows and some pitched, slated roofs. The southern range somewhat resembles an extended residential block, part three, part four storeys. However, overall the former hospital inevitably has a distinct institutional look and the many mature trees that soften the appearance of the building, in particular at the northern end, are a vital element in helping it sit within the landscape of the Common. A school building should have a clear, well located entrance and accessibility should be exemplary. The quality of materials are important to reduce the impact on the grounds of the site, on the general surrounding area (Conservation Area) and Common. It is important that proposals are located within landscaped settings in order to blend in with the Common and the adjoining Conservation Area. Adjacent to the most easterly of the two entrances off Lower Richmond Road there is an historic milestone. This milestone should be preserved and any proposal to move it would need to reinstate it as part of any new development. The layout, massing and design of buildings should be carefully arranged to ensure that the amenities of neighbouring residents are protected from unreasonable harm. With any redevelopment, land surrounding the building would be expected to return to Metropolitan Open Land and Common Land status.

The trees that are protected by the Tree Preservation Order (291/2002), as well as all the existing greenery, are of critical importance to the appearance of this site. A Tree Preservation Order (TPO) covers seven trees on the site and a group TPO exists on the woodland adjoining the western boundary.

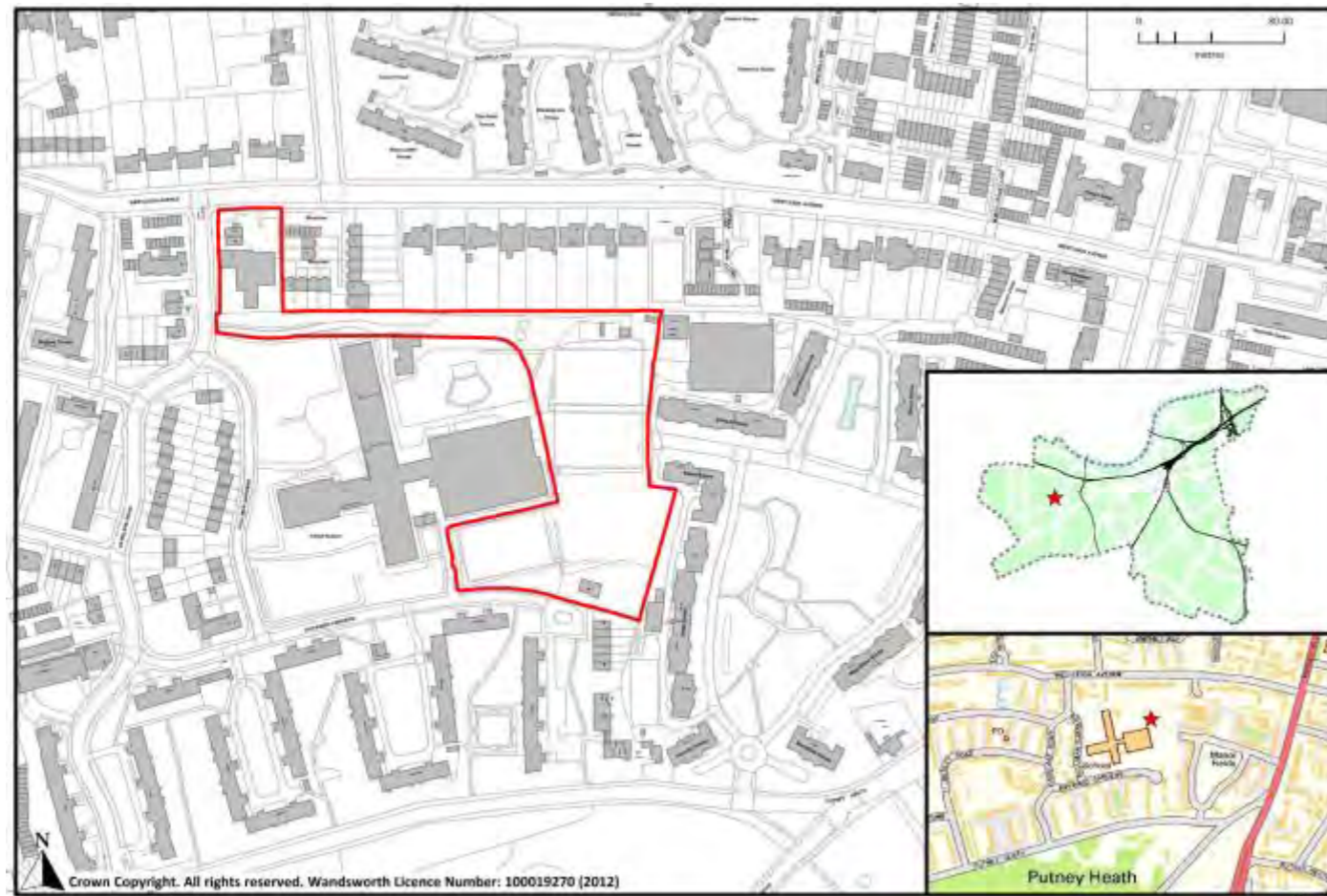
Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

Views: Views across the Common are subject to guidance on Important Local Views, which seeks to protect views of and from the perimeters of all the Borough's Commons and Metropolitan Open Land.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Improved pedestrian crossing facilities should be

provided in Lower Richmond Road and footpaths across the common should be improved. Improvements are sought to bus stopping, turning and interchange facilities. A car club should be provided for residential/commercial use.

6.5 Land Adjacent ARK Putney Academy, SW15



Policies Map reference number: 82A

Site Area: 1.88 ha.

Ward: West Putney

Description: The main development site is an area of 1.88 hectares that formerly formed part of the 3.66 hectare Ark Putney Academy site. The school building is listed Grade II, and surrounded by open space/playing field land and car parking. The school buildings have a distinctive cruciform layout and range in height from two to five-storeys. The site is bounded to the east by the Putney Heath Conservation Area.

The site is adjoined by two-storey detached and semi-detached houses in Westleigh Avenue and two-storey terraced houses in Westrow to the north; six-storey flats to the south within the Ashburton Estate and; blocks of flats ranging between three and four storeys within the Manor Fields Estate to the east.

A separate 0.2 ha development site is located at Westleigh Lodge on the corner of Westleigh Avenue with Carslake Road which immediately adjoins the north-east corner of the school site. The site comprises a single-storey care home with a two-storey semi-detached house. To the west, on the opposite corner of Carslake Road is a seven-storey block of flats. All other adjoining properties are two-storey.

There are many mature trees within and around the periphery of the development site. A tree survey has been carried out and a schedule of trees considered to be worthy of protection has been prepared.

Current Use: Former school playing area and care home, currently under construction for residential development.

Relevant planning history: Planning application 2013/2380 (Approved) Demolition of the existing caretaker's accommodation, care home (45/47 Westleigh Avenue) and other existing structures in connection with the erection of 155 flats and houses within buildings ranging from two to five-storeys with associated access, car parking and landscaping. An Environmental Statement (May 2013) and Environmental Statement Addendum (July 2013) have been submitted with the planning application under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011.

Policy Context: Loss of Open Space/Playing Fields: The fundamental issues arising from DMPD Policy DMO 2 have been addressed by the Council in its decision to dispose of the land, following the approval of a S77 application. The open space and sports and recreation facilities have been retained and enhanced on the neighbouring school site and it is essential this is retained in future.

Listed buildings and the historic environment: The ARK Academy is a listed building (Grade II) and the proposal will need to take its status into account and ensure that any development will not cause harm to its setting in accordance with Policy DMS2 of the Development Management Policies Document (DMPD). The application will require supporting details in the form of a Heritage Statement and a Design and Access statement to fully address all key issues and implications associated with listed status of the Academy. The Manor Fields Estate to the east of the site is within the Putney Heath Conservation Area.

Community services: Core Strategy Policy IS6 supports the provision and improvement of community facilities (including education). The rebuilding and renewal of secondary schools, including the ARK Academy is included in the Local Plan Infrastructure Delivery Schedule.

Provision of new homes: Core Strategy Policy PL5 supports the provision of new homes. The current housing trajectory indicates that the Council is meeting its target for the delivery of housing including the 5-year supply of sites without the need to identify further sites. The provision of affordable housing will be subject to the submission of a viability appraisal, in accordance with IS5 and DMPD Policy DMH8.

Proposed development will be required to provide an acceptable standard of accommodation and size mix in accordance with DMPD Policies DMH3, DMH4, DMH6 & DMH7, and the Supplementary Planning Document on Housing. All new homes must be sustainable and of a high quality sufficient to meet the Council's standards for new housing (Core Strategy Policy IS2 and DMPD Policy DMS3); the Mayor's London Housing Design Guide standards and the criteria for Building for Life and Lifetime Homes. Impact on neighbouring amenity will be assessed in accordance with DMPD policy DMS1.

Tall Buildings: Any new building of 5 or more storeys would be defined as a tall building and require an assessment under Core Strategy Policies IS3 and DMPD Policy DMS4.

Site Allocation: Residential.

Justification: Core Strategy Policy IS6 supports the provision and improvement of community facilities (including education) and development of this site will be expected to support the renewal/rebuilding of the ARK Academy. A site suitable for residential use will contribute to the housing target set out in the Core Strategy.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is required if an application site is greater than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix: urban/suburban

Design principles: There are two broad planning objectives that must be taken into consideration when designing any development on the site. These objectives are to ensure that the layout and massing of any new development will:

1. minimise the impact of new development on the setting of the listed school building and;
2. avoid any unreasonable impact on the amenities of adjoining residential properties.

Impact on the Setting of the Listed School Building:

The listed building comprises a series of connected elements composed in an orthogonal arrangement to form a cruciform plan. It is important that new development should be congruent with the geometry of this strong plan form and new buildings should be arranged as far as is possible on an orthogonal grid.

The listed building needs space around it and new buildings should not be located so close to it that they might diminish its significance. New buildings should not dominate or compete with the listed building when seen from any public viewpoints and new viewpoints anywhere within the site.

Impact on the Amenities of Adjoining Residential Property:

The layout and the detailed design of the new buildings must be sensitively handled in order to avoid any unreasonable impact on the amenities of all residential occupiers immediately adjoining the site.

Any new development must not cause unreasonable loss of daylight and sunlight to any habitable rooms in residential property adjoining the site. It is also important to avoid significantly reducing sunlight to private gardens or any communal amenity space. The impact of any new buildings adjacent to all boundaries but especially the northern and eastern boundaries will be assessed and should meet the standards specified in the BRE Trust document - Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice 2011.

The Council has no specified minimum distance between directly facing habitable rooms. However, the relationship between any new buildings and existing adjoining residential property will be assessed carefully to ensure that there will be not be any unreasonable impact on the privacy currently enjoyed by existing residents.

Open car parking areas should not be located close to existing residential property where it could be the source of noise and disturbance. Parking should be contained within buildings, garages or accommodated underground within a basement. Access to parking areas must not be located close to adjoining residential property where it could be the source of unreasonable noise and disturbance. Children's play space should be designed with sensitivity to the amenities of neighbours and should not be located close to existing residential property.

There are no buildings on the site at present and consequently some adjoining residents currently enjoy an open outlook across it. This will change when the site is developed and it must be accepted that new buildings will be visible from some adjoining properties and in some locations the change will be more noticeable than others. The relationship between new buildings and existing adjoining residential property will be assessed carefully to ensure that there will be not be any unreasonable impact on the outlook currently enjoyed by existing residents.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. To support sustainable development of the site, in accordance with Core Strategy Policies IS1 and PL3, a new vehicular access route would provide connection to the existing transport network. Applications will need to be accompanied by a transport assessment.

Open Space: The site is partially located within an Open Space Deficiency Area.

7 Balham

7.1 Sainsbury's Car Park, Bedford Hill, SW12



Policies Map reference number: 83.

Site Area: 0.63 ha.

Ward: Balham.

Description: The site is used as a car park for Sainsburys retail supermarket. It is bounded by Bedford Hill Road and Balham Station Road.

Current use: Car park. The car park provides short stay parking for the town centre.

Policy context: The site lies within Balham Town centre suitable for a mix of uses (Core Strategy Policy PL8).

Site Allocation: Intensification of the site including development for mixed uses; retail, residential, community and open space with re-provision of the carpark.

Justification: High density mixed use development is encouraged within Core strategy Policy PL8 to locate within town centres. Community uses could include a health centre to meet the need for such a facility in Balham identified by Wandsworth Clinical Commissioning Group.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is not required as the site is less than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site lies within an archaeological priority area (refer DMPD Policy DMS2). Platforms 3 and 4 of the Balham Station to the south are Grade II listed.

Design principles: This triangular site is currently used as a surface car park in connection with the adjoining supermarket operator, Sainsburys. Any proposed development should seek to knit the site together with Balham town centre physically and functionally. Street frontages are required on all three sides of the triangle with active retail and business uses on the ground floor. Whilst some retail/business use could be accommodated at first floor level, upper floors could accommodate residential units and pedestrian links along the western edge from north to south.

The scale of any development to street frontages should be commensurate with the prevailing massing of the surrounding built form. An increase in height away from the street frontage could give visual emphasis to the buildings as the heart of Balham town centre. The existing public space on the north side of the site shall be retained and enhanced as a valuable sitting space. Public art would also help to contribute to enhancing its appearance. Although outside the boundary of this development site, a street frontage to the western side of site is also desirable, with residential accommodation above. Car parking for retail and town centre use could be re-located to the basement level subject to viability, but in any case should be designed in a way that does not dominate the street scene. Adequate servicing arrangements to retail units must be maintained.

A Tree Preservation order (70/1999) located on the site.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 5 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

London Plan Density Matrix classification: Urban.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. A transport assessment and travel plan will be required. A contribution to public transport infrastructure and services (e.g. bus service enhancements and station/access improvements to Balham Station) should be considered. Consideration should be given to incorporating bus terminating/standing facilities to meet need for the town centre. Local cycle route enhancements are also desirable. Car club provision for residential/commercial use and surrounding area would be appropriate. The number of car parking spaces should be maintained and parking should be available to all users of the town centre.

Open Space: The site is located within an Open Space Deficiency Area.

Play Space: The site is partially located within a free play deficiency area for 0-4 year olds.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

7.2 Former Aura House & Petrol Filling Station, Balham Hill, SW12



Policies Map reference number: 84A

Site Area: 0.24ha

Ward: Balham.

Description: The site is located on the corner of Balham Hill and Oldridge Road. Residential properties adjoin to the north, and a community centre adjoins to the west, with Alderbrook Primary School beyond.

Current Use: All buildings have been demolished and site cleared, formerly used as a petrol filling station and B1 offices.

Relevant planning history: Planning application 2013/4965 (Approved subject to legal agreement) for construction of a five-storey building along Balham Hill and Oldridge Road to provide 52 flats (1, 2 and 3 -bedroom) with ground floor commercial floorspace (408sqm of Class A1, Class A2) and community floorspace (69 sqm, Class D1); two disabled parking spaces with storage for 63 bicycles, including highway and landscaping works, a sub-station and involving the removal of three trees.

Policy Context: The site lies outside the town centre and residential development would contribute to housing required in the borough (Core Strategy Policies PL5 and IS5). Small scale non-residential uses, including community uses, may be acceptable at ground floor. Proposed retail uses would be subject to DMPD Policy DMTS2.

Site Allocation: Residential.

Justification: Outside of the town centre, the previous office floorspace is not protected, and the site is suitable for residential use which would contribute to the housing target set out in the Core Strategy.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is not required as the site is less than 1ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site is located within an Archaeological Priority Area (refer DMPD Policy DMS2). The Dinsmore Road Conservation Area lies just beyond the entry into Dinsmore Road opposite the site.

Design Principles: Part of this site was formerly a garage which has been demolished. Opposite are four storey mixed use buildings with commercial uses on the ground floor to provide an active street frontage. Although outside Balham Town Centre this part of Balham has a general mixed use character to the street frontages. A mixed use development would be acceptable in principle with residential uses to the upper floors. However, proposals which include main town centre uses will need to comply with DMPD Policy DMTS2. Ground floor commercial use and the upper floor residential use should both be accessed directly from the street frontage. A development of up to four storeys would be acceptable. The site also includes 53 Oldridge Road and a frontage to this street is suggested. In this respect how any proposed building responds architecturally to the corner of Balham Hill and Oldridge Road will be an important consideration. The traditional character of the commercial frontages to Balham Hill has a fine grain of uses and plots and this character should be reflected in any proposed development.

Access to the site from Oldridge Road is believed to be shared with 51 Oldridge Road. The access points to the previous garage use to Balham Hill should preferably be discontinued for vehicular access and the footways reinstated in order to achieve a continuous built frontage to Balham Hill.

The trees on the Balham Hill and Oldridge Road frontages are protected by Tree Preservation Order TPO 417/2012.

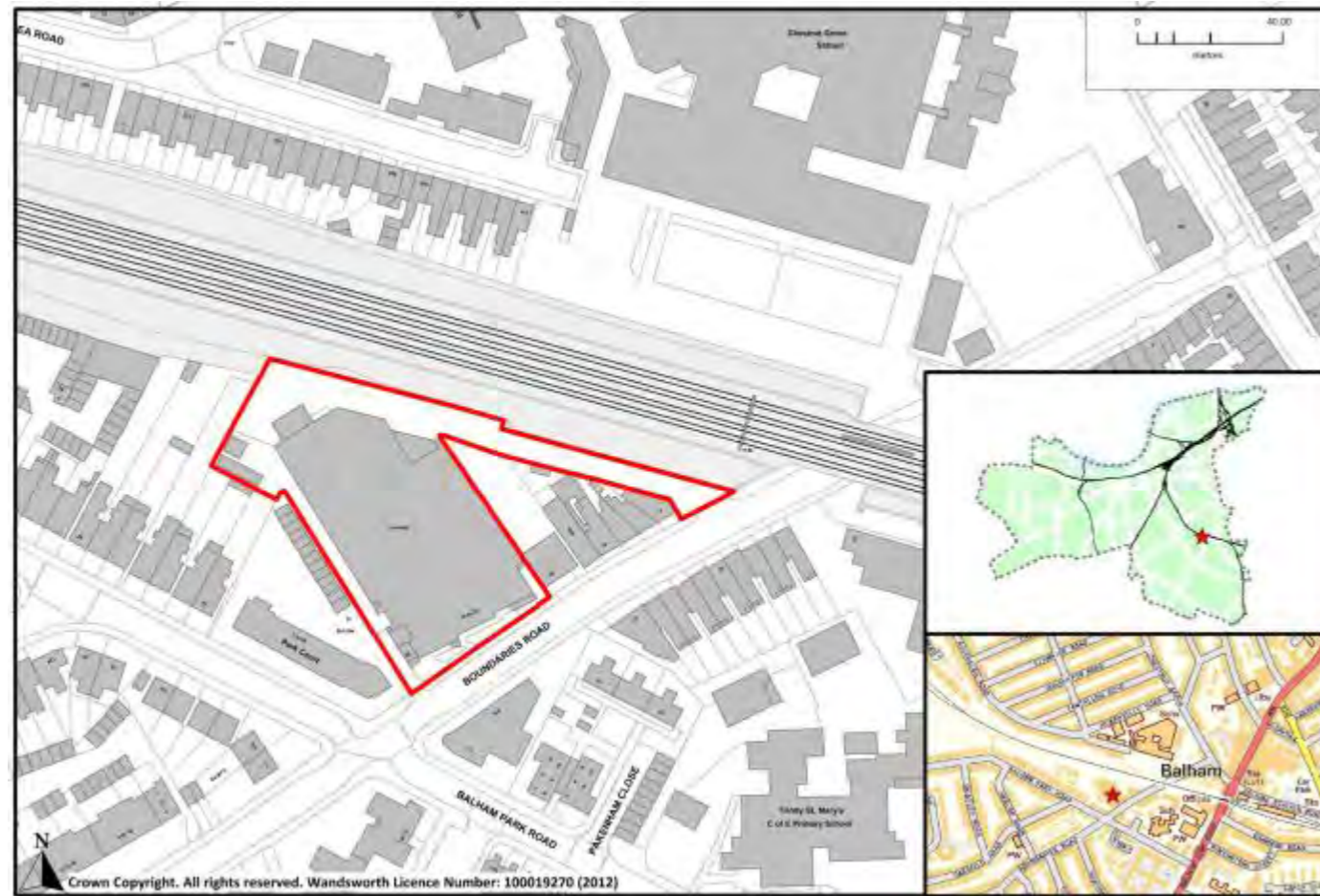
Tall Buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

London Plan Density Matrix Classification: Urban.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

Open Space: The site is located within an Open Space Deficiency Area.

7.3 18-20 Boundaries Road, SW12



Policies Map reference number: 84B

Site Area: 0.42ha.

Ward: Nightingale.

Description: Site fronting Boundaries Road. Various commercial buildings on site with three storey frontage ancillary office buildings. Railway embankment located to rear of site along the northern boundary. Site has independent access from street and shared vehicular access from entrance to the north-east of the site adjacent to the railway bridge.

Current Use: Commercial laundry.

Relevant planning history: Planning application 2013/2871 (Resolved to approve subject to legal agreement) for demolition of existing buildings and erection of part three-storey, part three-storey (with set back fourth-storey), and part four-storey building to provide 91 residential units. Retention and use of eastern access to provide access (alongside the railway lines) to 36 basement parking spaces. Provision of landscaping.

Policy Context: There is no policy protection for the existing commercial use in this location. Located outside the Town Centre the site is suitable for residential development contributing to Housing targets within the Core Strategy. (Core Strategy Policies PL5 & IS5).

Site Allocation: Residential.

Justification: Located outside the town centre the site is suitable for residential development.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is not required as the site is less than 1ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Design Principles: The site has a relatively short frontage to Boundaries Road where development with a contextual relationship to the street is required. Different design principles apply to the development of the substantial area of backland to the north.

New buildings on the frontage to Boundaries Road could rise to 3 storeys with the possibility of a 4th subservient roof storey well set back from the front facade. Any new buildings must address the street with active frontages consisting of windows and entrance doors; ground floor flats would be expected to have direct access to the street from their own main front entrances. Whilst a contemporary architectural style is preferred, the appearance of the buildings should, nevertheless, reflect the context in terms of both large and small scale details and aim to reinforce the local character.

Within the rest of the site with no road frontage, design principles are largely dictated by the constraints typically found with development of backland sites. Here, the layout and massing of buildings must be sensitive to the amenities of adjoining neighbours and not result in unreasonable harm to their privacy, sunlight /daylight, outlook and not cause noise and disturbance. With this in mind, it is unlikely that buildings higher than 2-3 storeys would be acceptable. Noise and vibration from the railway could affect the amenities of future residents and will need to be taken into consideration in the arrangement and design of the new buildings. Access to the areas deepest within the site will need to be carefully designed to ensure the safety and security of future residents and visitors and new access arrangements should not compromise the security of existing residents. Because of the orientation of the site it may be difficult to avoid north facing habitable rooms and to achieve sunny, good quality amenity space. The layout should take this constraint into account and avoid any units with a single north facing aspect. Amenity space should be located on the south side of buildings as far as possible.

Tall Buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

London Plan Density Matrix classification: Urban

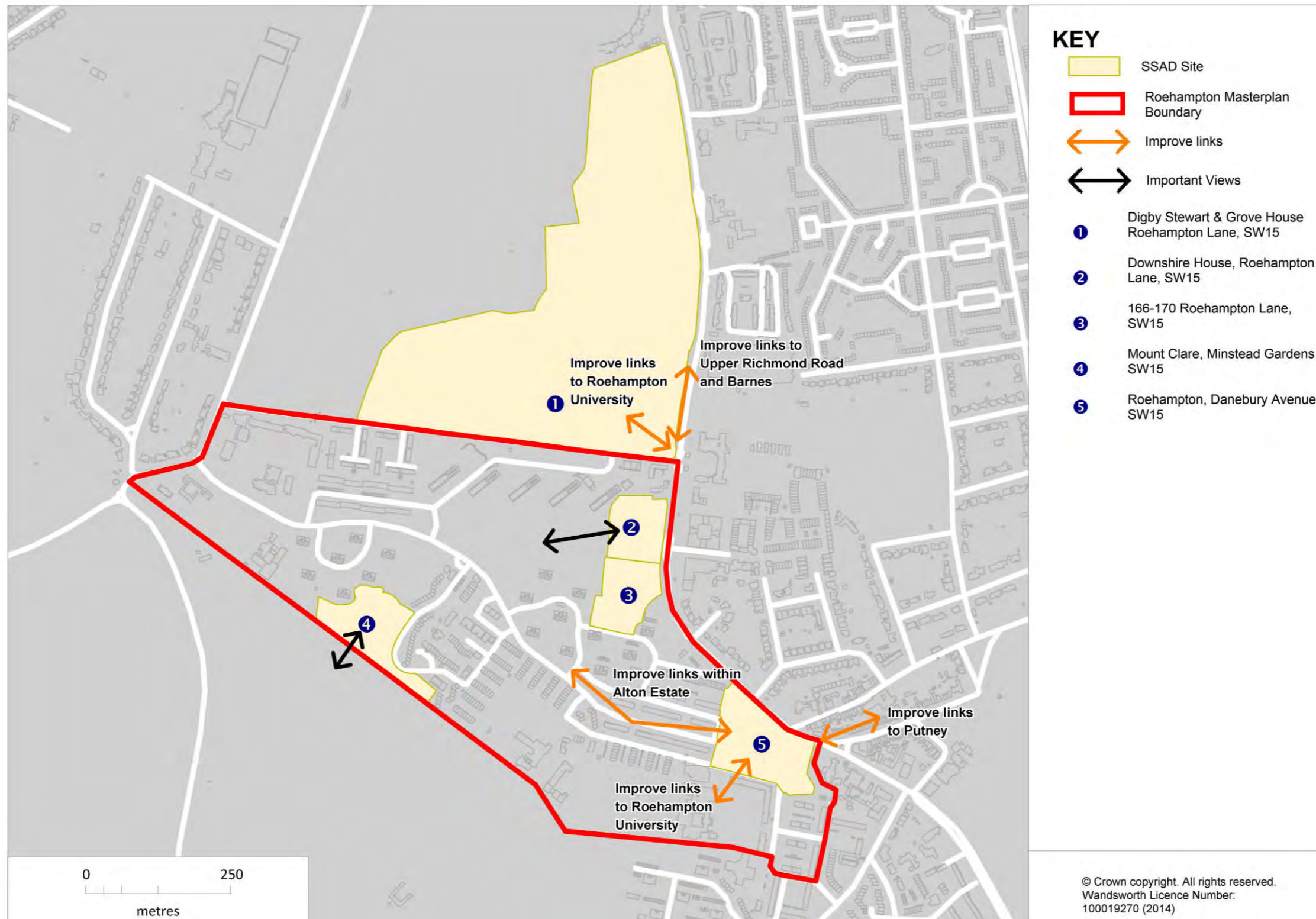
Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

Play Space: The site is partially located within a free play deficiency area for 0-4 year olds.

Open Space: The site is located within an Open Space Deficiency Area.

8 Roehampton

8.1 Area Spatial Strategy for Roehampton



Area Spatial Strategy - Roehampton

Area Context: Roehampton enjoys a unique setting within the borough, surrounded by Richmond Park, Putney Heath and Wimbledon Common. It is an area rich in history with a wealth of heritage buildings and much of Roehampton is within three very distinctive conservation areas. However, it is an area of considerable contrasts. To the east of Roehampton Lane there is the historic village and leafy enclaves of large, high quality housing and recently the development of new, more intensive private housing development around Roehampton House. However, to the west of Roehampton Lane the character of the area is quite different and dominated by the local authority housing of the Alton Estates and here the Alton West Estate is one of the most deprived areas in the borough. The University of Roehampton has an urgent need for student accommodation, which is currently impacting on the local estates.

New investment in and improvements to Roehampton University; the new Queen Mary's Hospital; the National Tennis Centre and; the high quality residential development resulting from the disposal of land associated with Roehampton House has begun to make a contribution to the regeneration of the area. However, despite this and other regeneration funding initiatives, Roehampton has not enjoyed the same levels of economic success as the rest of the borough and levels of deprivation persist.

A Masterplan for the Area: A Masterplan is to be commissioned and when complete this will form a Spatial Strategy for the area and provide a coherent policy framework for change. The Masterplan will cover two areas:

1. The Alton West Estate - including the Roehampton University sites Mount Clare and Downshire House will form the core area and be the main focus of its proposals.
2. It will also consider how the core area relates to the wider Roehampton area including Alton East and Roehampton village.

The aim of the Masterplan is to develop a strong and positive vision for the Alton West estate and the wider Roehampton area which can then set the regeneration priorities; identify opportunities for physical improvements and; guide individual development proposals. It will include recommendations for improvements in the following areas:

- Land use - including shopping provision and other town centre uses
- Open space, landscape and public realm
- Housing Densities
- Tenure, including rehousing requirements
- Housing typology
- Social infrastructure
- Transport / movement / links for pedestrians, bicycles and cars
- Associated uses including the University and commercial space.

It is important that the Masterplan demonstrates a sensitivity to the context by a thorough analysis of the area to identify its special qualities and its historic and architectural importance. This will ensure that design solutions can be properly integrated into their context and a strategy for the public realm and landscape will be an integral part of the Masterplan's proposals.

Sites: There are currently 5 sites identified within this Area Spatial Strategy. The Masterplan may identify further sites within the core Masterplan area in due course. Roehampton University has prepared a strategy for the continued development of its University sites. The University's aspirations will be considered as part of the Masterplan and will be incorporated within the Area Spatial Strategy.

The 5 sites are:

1. Danebury Avenue, SW15 (Council Freehold)
2. Southlands, Digby Stuart & Grove House, Roehampton Lane, SW15 (University of Roehampton)
3. Mount Clare, Minstead Gardens, SW15 (University of Roehampton)

4. Downshire House, Roehampton Lane, SW15 (University of Roehampton)
5. 166-170 Roehampton Lane, SW15 (Council Freehold).

Planning Policy Context: The Core Strategy and the Development Management Policies Document provide the policy basis for the development sites identified in this Area Spatial Strategy.

The Masterplan area is identified for comprehensive regeneration and new development, in accordance with Core Strategy Policy PL15 (Roehampton).

Core Strategy Policy IS3 promotes good quality design and the conservation of heritage assets. In this respect particular attention will be paid to the impact on the character and setting of the Alton, Roehampton Village and Westmead Conservation Areas and the many listed buildings located within the Masterplan area.

The provision of new housing will be supported at appropriate densities compatible with the local context, the principles of good design and public transport capacity, in accordance with Core Strategy Policies PL5 (Provision of new homes) and PL3 (Transport).

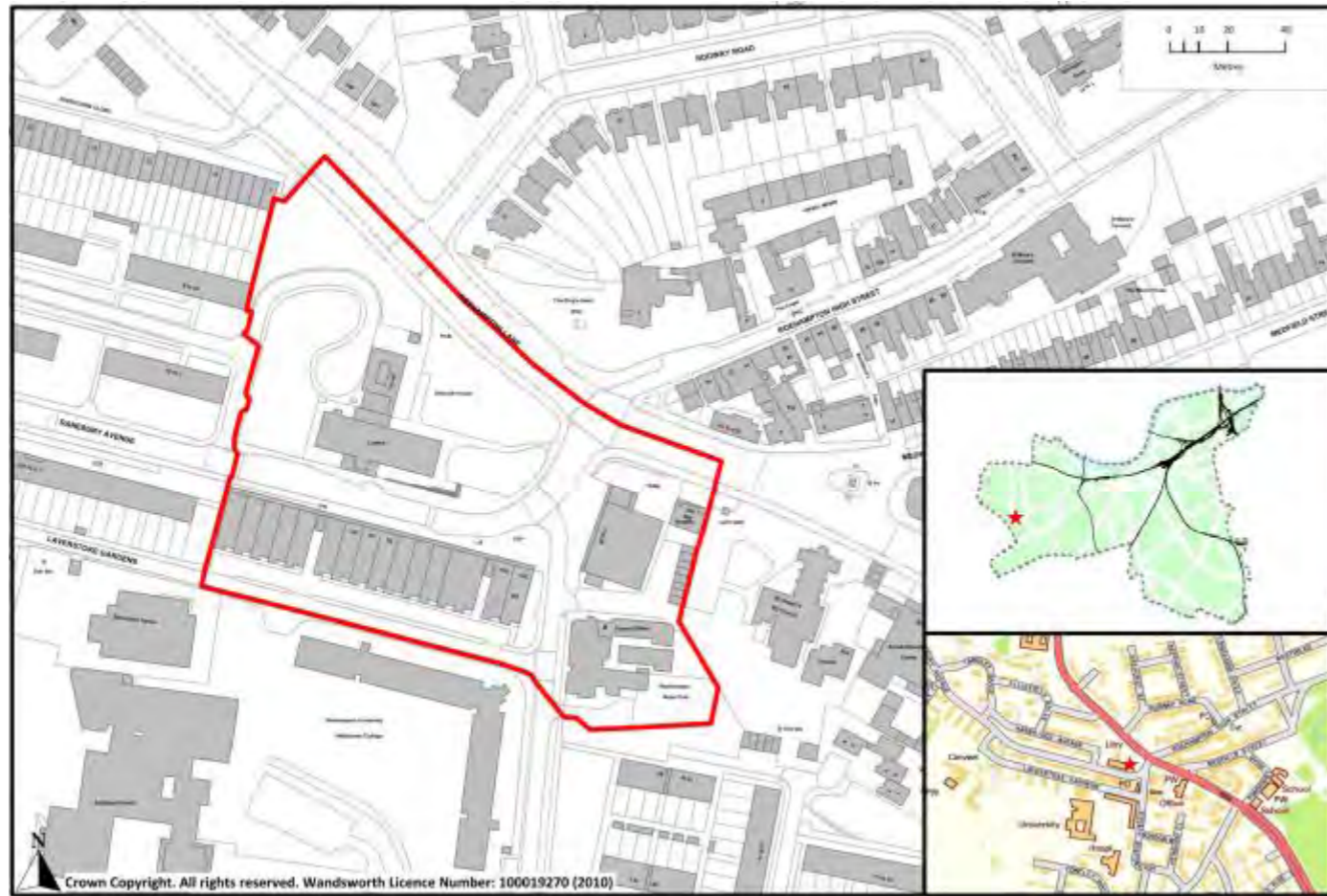
PL15 (Roehampton) also supports improvements at Roehampton University sites. These will be identified within this Area Spatial Strategy, and provide the opportunity for improved and where appropriate, increased provision of student accommodation in accordance with Core Strategy Policy IS5 (Achieving a mix of housing including affordable housing).

Building on the work of the masterplanning exercise, the Council will develop a Supplementary Planning Document or other appropriate planning guidance for Roehampton to provide further detail to that contained in this Area Spatial Strategy, including further detailed proposals for individual sites.

Decentralised Energy Networks: All development located within the area of Roehampton will be expected to connect to any existing heating or cooling network unless demonstrated unfeasible, as outlined in Core Strategy Policy IS2 and DMPD Policy DMS3. Where networks do not currently exist, developments should make provision to connect to any future network that may be developed, having regard to opportunities identified through the London Heat Map unless it can be demonstrated that it would not be technically feasible or economically viable to do so. Such provision should follow guidelines set out in the Mayor's District Heating Manual for London and in any relevant energy masterplan.

Infrastructure: Depending on the type and scale of development proposed through the masterplanning process, and potentially on some individual sites, Thames Water have identified that there may be some capacity issues in relation to water supply and waste water. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to an overloading of the water supply of existing waste water infrastructure.

8.1.1 Roehampton, Danebury Avenue, SW15



Policies Map reference number: 86.

Site Area: 1.98 ha.

Land Ownership: Council Freehold

Ward: Roehampton.

Description: Large site surrounded by residential flats and local shops.

Current use: A1 Shops, A2 Financial and Professional services, B1 Business, C3 Residential, D1 Library, D2 Assembly and Leisure.

Relevant planning history: Planning application: 2008/4552 (withdrawn), the Council has received an outline application that includes the demolition of existing buildings and the erection of buildings up to 6 storeys high plus basements to provide 281 flats; supermarket (2,623sq.m.), commercial units (Class A1, A2, A3, or A4), library, health facility (class D1), leisure (Boys Club) (Class D2), offices (class B1), landscaping, public square and 395 associated car parking spaces at basement and first floor levels.

Policy context: This site is identified in the Core Strategy as a main focus for comprehensive regeneration and new development through masterplan process (Core Strategy Policy PL15). The National Grid has indicated that part of this site may be crossed by underground cables and unrestricted and safe access to any cable must be maintained at all times. The site lies within Roehampton Local Centre (Core Strategy Policy PL8 and DMPD Policies DMTS3, DMTS4 and DMTS5).

Site Allocation: Regeneration of the area through the masterplan process to identify appropriate uses which may include improved shopping facilities, new B1 incubator employment space, library, leisure, health, housing, student accommodation and public space.

Justification: Regeneration of Roehampton in line with the Core Strategy and through a masterplan process.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is required where an application site is greater than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The Alton Conservation Area adjoins the site to the south and Roehampton Village and Westmead Conservation Areas adjoin to the north and east. The area is part of the Alton (west) Estate, built in the 1950s by the London County Council and now famous for its Modernist architectural approach to the layout and design of public housing. Many of the high rise blocks that make up the Estate are now listed buildings. The land on which the Estate was built was former parkland belonging to many large country houses that still remain today. Parksted House (Grade II*) lies immediately to the south; Downshire House (Grade II*), Grove House (Grade II*) and Roehampton House (Grade I) are to the north, with Mount Clare (Grade I) to the west. The Kings Head faces the site on the opposite side of Roehampton Lane. This building is listed (Grade II) and is one of the oldest public houses in the Borough (recently refurbished and restored). The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: Five key sites have been identified centred around Danebury Avenue comprising the library, recreation centre, flats and shops, a community centre, police and housing offices. The regeneration objectives for this initiative are as follows:

- Retain and/or provide a new public space as a focal point for the community;
- Improve the area's appearance and enhance community safety;
- Improve the provision of shopping, in particular food shopping;
- Improve leisure facilities;
- Provide new housing and workspace.

In applying these design principles, there is an opportunity for new and improved residential, retail and commercial development. The existing green space does not function well and opportunities to enhance its function should be explored, including building frontages to generate activity and interest. The mature trees on this space should be retained. The existing dead spaces behind and beneath the Library and Allbrook House are unsafe and should be reconfigured through redevelopment. New development would also be welcomed at the rear of the shops on Danebury Avenue where the existing rear service yards offer an unsatisfactory and unattractive edge to the street, compromising public safety and security in this area. The remaining sites offer opportunities for attractive new buildings with new commercial and community uses and housing. The architectural style of new buildings should complement the modernist context whilst the height and massing should respect the sensitivities of the adjoining conservation areas.

These Design Principles are to be reviewed as part of the forthcoming masterplan, which is expected to identify refined design principles for the Danebury Avenue site plus other development sites which may emerge through the masterplan process.

Views: There are extensive views of this area from its surroundings including longer distance views from Roehampton Lane and more local views from Roehampton High Street. These views should be protected and a full assessment of the impact of development will be required in support of any proposal.

Tall Buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

London Plan Density Matrix: Central.

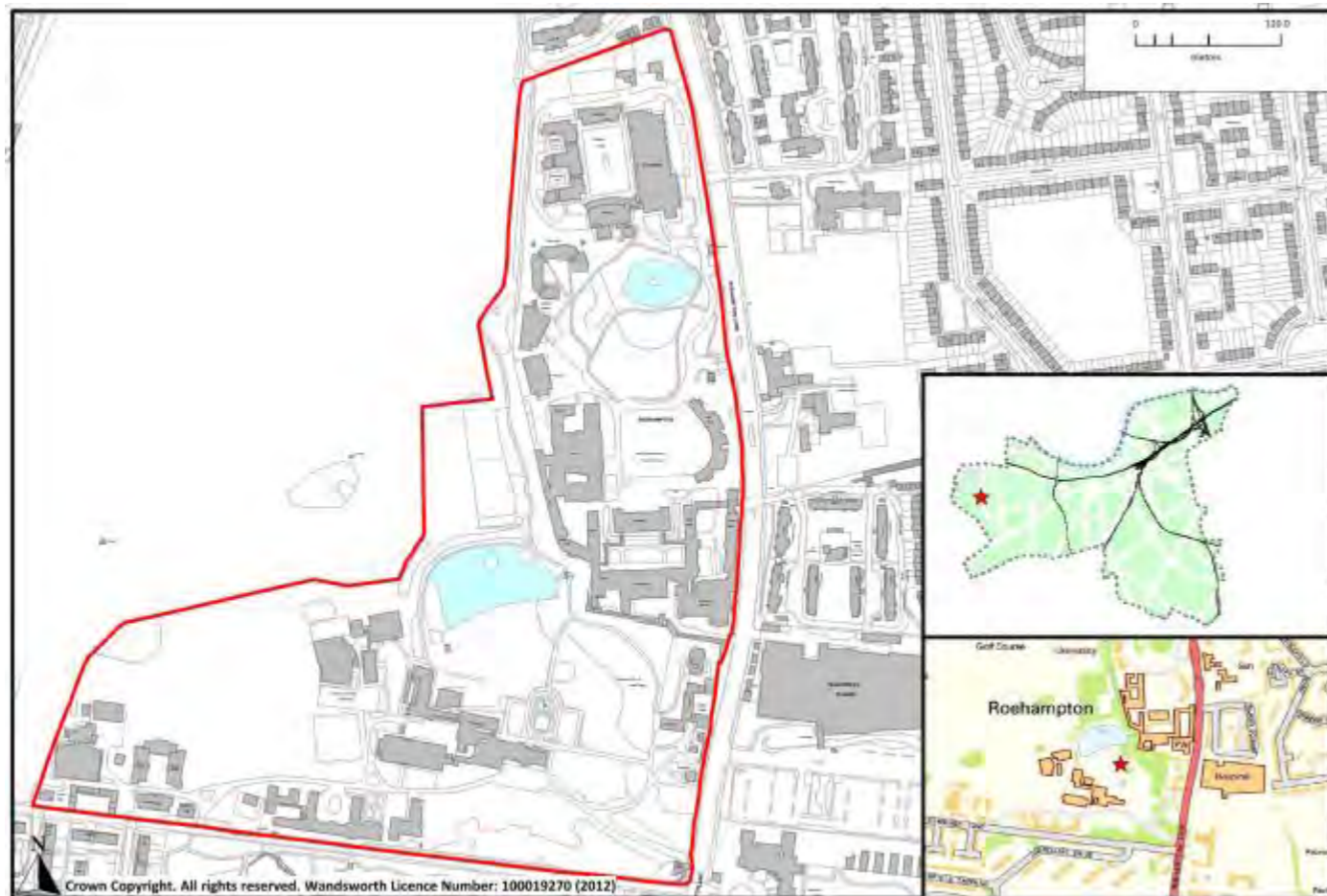
Hazard zones: The site is crossed by National Grid's high voltage underground cables. Guidance in relation to working safely near existing underground cables is contained within the Health and Safety Executive's guidance HS(G)47 "Avoiding Danger from Underground Service".

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. A transport assessment and a travel plan will be required to be drafted in tandem, so that one informs the other. Roehampton in general suffers from relatively low public transport accessibility compared with the rest of the borough, in part due to its distance from the Underground and National Rail networks. Bus service enhancements, especially to link with Barnes station, and access improvements to the station itself, are considered necessary (by TfL) should redevelopment of the site involve any additional users/occupiers of the site. Cycle route improvements would be required, linking the site to the surrounding cycle network. A car club should be provided for residential/commercial use and surrounding area. Any comprehensive redevelopment would present opportunities for substantial improvements to the highway layout in this area. TfL are likely to require a contribution towards the cost of improvements to the junction of Danebury Avenue and Roehampton Lane and the dedication of any additional land to the public highway. Any redevelopment is likely to require improved bus, pedestrian, and cycle links and supporting bus facilities (stops, stands and drivers' facilities) and provision/funding for these may need to be considered.

Open Space: The site is partially located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

8.1.2 Southlands, Digby Stuart & Grove House, Roehampton Lane, SW15



Policies Map reference number: 86A

Site Area: -20.37ha.

Land Ownership: University of Roehampton.

Ward: Roehampton and Putney Heath.

Description: University sites (Southlands, Digby Stuart and Froebel College) extending from the northern end of Roehampton Lane to Clarence Lane at the South. Roehampton Private Members Club adjoins to the west. The site consists of a range of University buildings including student accommodation and is characterised by its historic assets. These include Grove House (Grade II*) and Chapel of the Sacred Heart, Digby Stuart College, Mausoleum and Dummy Bridge, Lodge and gates (Grade II).

Current use: Education, student housing and open space.

Policy context: Core Strategy Policy PL15 (Roehampton) supports improvements at University sites with improved transport linkages to and from the 'Heart of Roehampton'. Development of parts of the site to provide student accommodation should be in accordance with DMPD Policy DMH9 and will pay full regard to the character, appearance and setting of the historic buildings, in accordance with DMPD Policy DMS2 (Managing the Historic Environment). The open space and associated sports use should be retained in accordance with Core Strategy Policy PL4 and DMPD Policies DMO1 and DMO2.

Site Allocation: Education, student housing and open space.

Justification: Development within the curtilage of the site would provide new student housing and academic buildings to support the University.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is required where an application site is greater than 1ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site lies within the part of Roehampton formerly dominated by large houses and set within substantial grounds. Parkstead House (Grade I) lies some distance to the south; Roehampton House (Grade I) opposite, Downshire House (Grade II*) to the south with Mount Clare (Grade I) across Downshire Fields also to the south.

This site includes the historic Grove House (Grade II*), the Mausoleum (Grade II), entrance lodge and gates (Grade II) and the Old Lodge and Chapel of the Sacred Heart, Digby Stuart College (Grade II).

Grove House includes a Registered Historic Park and Garden (Grade II), whilst all the major houses above include landscapes which are included in the Inventory of Historic Spaces compiled by the London Parks and Gardens Trust. Within the Registered Historic Park and Garden are a number of landscape features which contribute to its heritage significance. These include the Dummy Bridge (Grade II), the rock cascades and grotto with ice house, as well as boundary walls and lodge to Clarence Lane.

The grounds of Digby Stuart College to the north include an interesting tunnel underneath Roehampton Lane dating prior to 1916. Elsewhere the boundary walls, notably along the southern boundary of the site with Grove House are significant.

There is a Tree Preservation Order TPO 260/2000 that protects a number of the trees on this site.

Design principles: Any development associated with this area will be mainly confined to the central part of the Digby Stuart site where the existing car park is located.

As regards the site of Grove House, to the south, additions to the University have taken place to the west of the building and there is limited scope for additional development given the significance of its grounds which are part of the Registered Historic Park and Garden. A small part of the site to the north of the Mausoleum and south of the Chapel lies outside the Registered Historic Park and Garden and may have limited scope for development, but is still sensitive given it is part of the setting of Grove House.

There is scope to enhance the character and appearance of the Registered Park and Garden as much of the rock cascades and grotto have fallen into disrepair. The opportunity should also be taken to assess the role of the Mausoleum and secure its long term preservation, repair and enhancement.

Tall Buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

Open Space: The site is located within an Open Space Deficiency Area.

8.1.3 Mount Clare, Minstead Gardens, SW15



Policies Map reference number: 86B

Site Area: 1.57ha.

Land Ownership: University of Roehampton.

Ward: Roehampton and Putney Heath.

Description: Grade I Listed building, Mount Clare House and Temple (Grade II*), with surrounding grounds occupied by later post-war two-storey blocks providing student accommodation. Within Alton Conservation Area.

Current use: Student Housing, Education.

Relevant planning history: Planning Application 2001/4576 (approved, not implemented) for demolition of existing student accommodation blocks, lodge and dining block. Erection of 15 two, three and four-storey student residential blocks comprising 282 student bedrooms. Erection of a two-storey academic administrative/social block adjacent to Mount Clare. Provision of associated landscaping and parking.

Policy context: Core Strategy Policy PL15 (Roehampton) supports regeneration and development within Roehampton through the Master Plan process. Redevelopment to provide improved student accommodation should be in accordance with DMPD Policy DMH9 and will pay full regard to the character, appearance and setting of the historic buildings, in accordance with DMPD Policy DMS2 (Managing the Historic Environment) and the Alton Conservation Area Appraisal and Management Strategy.

Site Allocation: Student Accommodation and other compatible uses to be identified through the masterplan process.

Justification: The site has potential for an improved standard of student housing to support the University. The site may also contribute to achieving the aims and objectives of the forthcoming masterplan process through appropriate uses or other interventions.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is required where an application site is greater than 1ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site lies within that part of Roehampton which was formerly dominated by large houses set within substantial grounds. Parkstead House (Grade I) lies to the south; Roehampton House (Grade I) and Downshire House (Grade II*) to the north east and Grove House (Grade II*) to the north.

This site includes the Grade I listed building known as Mount Clare. Mount Clare was built around 1772 and is generally attributed to designs by Sir Robert Taylor. The original interior is attributed to architect Placido Columbani who carried out alterations for the second owner in 1780. He was also commissioned to add a portico to the front.

The significance of the building is associated with its age, architectural quality, and its association with Sir Robert Taylor as an example of his work. The interior has a vaulted and shallow coffered ceiling; geometrical stone staircase; octagon drawing room with delicately modelled ceiling and niches; marble fireplaces.

A Doric temple (Listed Grade II*) dating from 1762-69 stands in the grounds to Mount Clare having been moved there from Parkstead House around 1913. It is attributed to Sir William Chambers. The significance of the temple is:

- The use of a baseless fluted Doric order (the Greek Doric order was first used in Europe by James 'Athenian' Stuart in 1758), making the temple a pioneer building.
- Painted ceiling to interior which may be attributed to Giovanni Battista Cipriani who worked with Chambers.
- Set into the walls of the temple are various sculptured panels; two pairs of classical reliefs, one rectangular, and one circular built into the inner portico wall to either side of the entrance door.

Due to disrepair the temple is on Historic England's and the Council's Register of Heritage at Risk.

Mount Clare like all the major houses above include landscapes which are included in the Inventory of Historic Spaces compiled by the London Parks and Gardens Trust. The gardens were originally laid out by Capability Brown and historic maps of 1896 and 1930 show the lakes with the perimeter path circumnavigating them.

In the grounds is a large statue erected in memory of Mr and Mrs Hugh Colin Smith, who purchased Mount Clare in 1872. The statue stood at the eastern end of the avenue of Chestnut trees that lead out to Priory Lane, where there was an ornate wrought iron gate. It was later moved and now stands in front of the house. The 1930 map shows the Doric Temple having been moved to its current location, which at the time was at the eastern end of one of the lakes, illustrated in Country Life in 1935.

To the east and north of the site are the Grade II listed single-storey houses built as part of the Alton Estate in 1957-58 by the former London County Council's Architect's Department.

The whole site forms part of the wider Alton Conservation Area.

Design principles: Any redevelopment within the grounds of Mount Clare must assess carefully the significance of all the heritage assets, both buildings and landscape. The later 1960s student accommodation does little to enhance the setting of the building or its wider landscape setting. Planning permission is required to demolish any of these later buildings.

Any replacement of the 1960s buildings should seek to re-assess the landscape significance of the site and seek to inform and re-interpret the principles of the Capability Brown landscape.

Any redevelopment of the site should respect and improve the setting and character of the high quality listed buildings, Mount Clare and the Temple. The view from the rear of Mount Clare to Richmond Park (Grade I Registered Historic Park and Garden) is of paramount importance as part of its setting.

Any proposals must consider the future role of the Doric Temple and provide a scheme for its long term management and maintenance.

The trees within the grounds are protected by Tree Preservation Order TPO 248/1999.

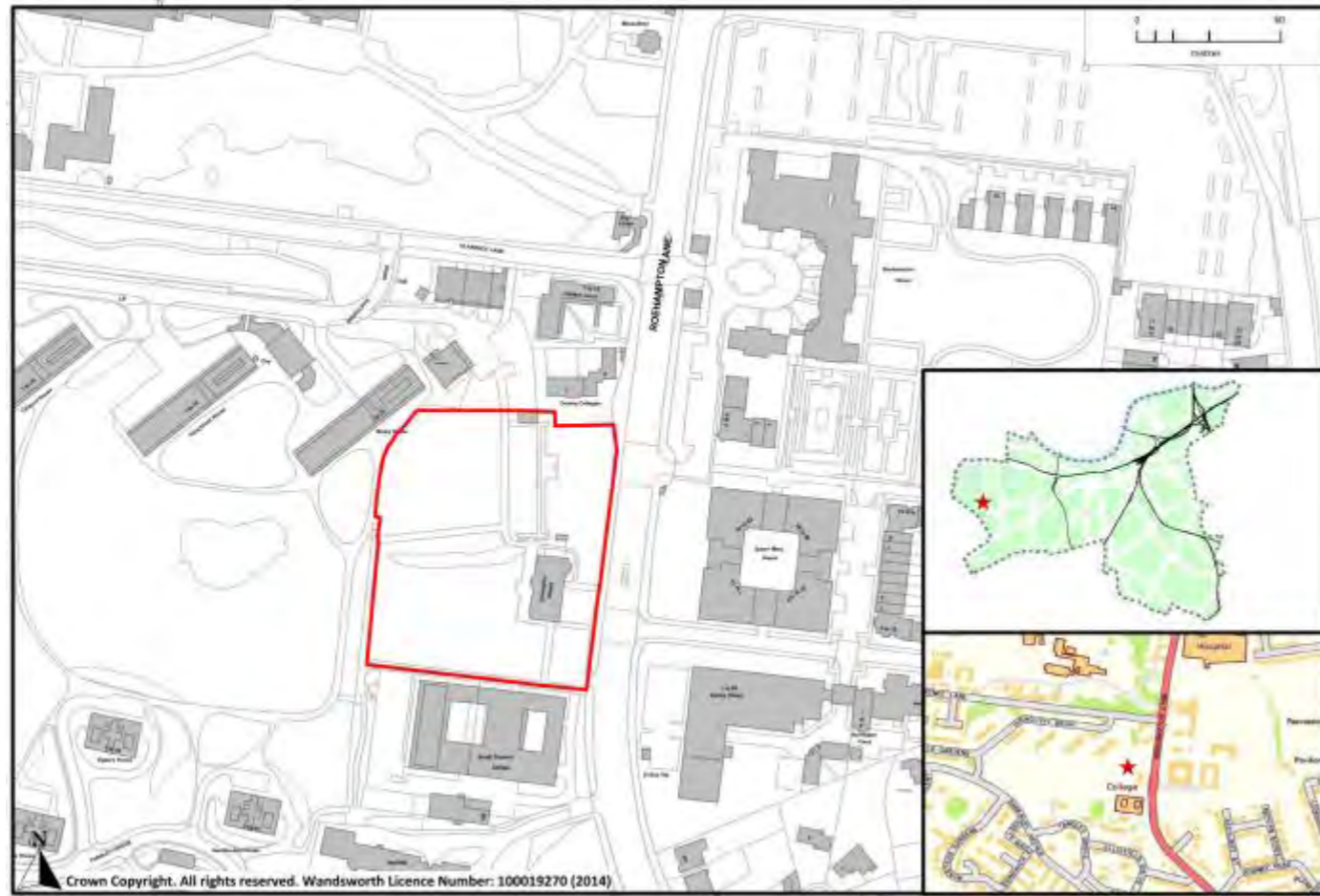
Views: The view from the rear of Mount Clare towards Richmond Park is significant.

Tall Buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

Open Space: The site is located within an Open Space Deficiency Area.

8.1.4 Downshire House, Roehampton Lane, SW15



Policies Map reference number: 86C

Site Area: 1.02ha.

Land Ownership: University of Roehampton.

Ward: Roehampton and Putney Heath.

Description: Grade II* listed building, Downshire House, with surrounding grounds, fronting Roehampton Lane. Grade II* listed Binley House, to the west, an 11 storey block of flats. Within Alton Conservation Area.

Current use: Educational, administrative offices serving Roehampton University.

Relevant planning history: Planning Application 2013/1857 and related Listed Building Consent 2013/1916 (both approved) for erection of three buildings between three and five storeys high, comprising 204 student bedrooms plus warden's flat. Works to include restoration of the lower lawn and landscaping with removal of 26 trees (including tree and hedge groups, 13 of which are covered by a preservation order) and planting of 19 trees.

Policy context: Core Strategy Policy PL15 (Roehampton) supports improvements at University sites with improved transport linkages to and from the wider Roehampton Masterplan Area. Development of parts of the site to provide student accommodation should be in accordance with DMPD Policy DMH9 and will pay full regard to the character, appearance and setting of the historic buildings, in accordance with DMPD Policy DMS2 (Managing the Historic Environment).

Site Allocation: Education, student housing.

Justification: Development within the curtilage of the site would provide new student housing to support the University.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is required where an application site is greater than 1ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site lies within the Alton Conservation Area. The site adjoins part of the Alton (West) Estate, built in the 1950s by the London County Council and now famous for its Modernist architectural approach to the layout and design of public housing. Many of the high rise blocks that make up the Estate are now listed buildings. The land on which the Estate was built was former parkland belonging to many large country houses that still remain today. Parkstead House (Grade I) lies some distance to the south; Grove House (Grade II*) immediately to the north and Roehampton House (Grade I) opposite, with Mount Clare (Grade I) across Downshire Field to the rear. Grove House to the north includes a Registered Historic Park and Garden (Grade II), whilst all the major houses above include landscapes which are included in the Inventory of Historic Spaces compiled by the London Parks and Gardens Trust. The grounds of Downshire House are similarly included in this Inventory.

Downshire House was originally built around 1770 for the Marquess of Downshire, with alterations in 1795 by R W Furze Brettingham for the second Marquess of Downshire. The building is included in the Statutory List of Buildings of Special Architectural or Historic Interest as Grade II* and many original features survive particularly to the ground floor interior.

Between 1912 and 1920 Sir Stephen Herbert Gatty had extensive formal gardens laid out, taking in the site of the neighbouring house (The Cedars). Brick walls, stone balustrades and a summer house built by Oswald P. Milne survive from Gatty's works.

The historic significance of the building lies in its physical fabric, both externally and internally, as well as from its setting.

The historic significance of the landscape derives from a combination of elements. It derives from the view across the 18th century parkland to the rear of the building known as Downshire Fields, overlaid to the north with the early 20th century intervention and the mid 20th century landscape associated with the Alton Estate. It was here that The Watchers (Grade II listed) sculpture was sited in the grounds of the House by the former London County Council looking out over Downshire Fields.

The significance of the early 20th century designed landscape that extended beyond the garden of Downshire House after 1912 is its formality through a rectangular geometric arrangement, with the summer house at its northern end and the retaining wall to its eastern flank. The wall is of brick construction with rusticated quoins, piers with stone pier caps, ball and pineapple finials, and a stone bottle balustrade above the wall to the north and south. Several of the ball and pineapple finials are missing. The summer house roof with plain clay tiles is in disrepair.

It is most probable that the 18th century garden gates were incorporated as part of these landscape works. The gates are listed and the scroll overthrow with the piers is referred to in the list description. With the walled garden being attached to the listed gate piers and gates and the evidence that it is also of the same date and construction as the gate piers, it is considered to be part of the listing.

Design principles: Development must not harm the setting of the Grade II* listed building. Any development within the grounds of Downshire House must assess carefully the significance of all the heritage assets, both buildings and landscape. It is especially important that any new buildings should not obstruct or impinge unacceptably on the view west from Downshire House, out across the historic landscape of Downshire Fields. Any development proposal will need to demonstrate how it will respect the setting of this Grade II* listed building in terms of its scale, layout, appearance and materials.

The part of the site comprising the existing car park to the south of the listed building was once occupied by a later south wing extension to the House. This south wing was demolished and some development on this part of the site may be considered.

To the north of Downshire House there was another building, The Cedars, which was demolished around 1912 and replaced with the formal gardens and associated listed structures. There may be an opportunity to consider some development on the land to the north of the House fronting on to Roehampton Lane, subject to the effect on the setting of the listed building and the formal landscape.

Beyond the site to the north-west lies the Grade II* listed Binley House, an 11 storey block of flats, one of a group of 5, representing the former London County Council's most ambitious post second World War development as part of Alton West. Any development in the grounds of Downshire House must also have regard for the setting of this listed building. All new development must take into consideration the wider landscape significance of the area including the Alton West Conservation Area.

Any development proposals will need to consider opportunities to enhance the character and appearance of the site and the setting of the building and its historic landscape. The listed sculpture The Watchers should be restored to an appropriate location within the grounds and there is scope to enhance the interior of Downshire House; its heritage significance being mainly on the ground floor rooms, the upper floor having been substantially remodelled.

The front boundary was much altered in the 1950s when Roehampton Lane was widened and there is scope to reinstate a boundary treatment more in keeping with the listed building's historic character.

The trees within the grounds of Downshire House are protected by Tree Preservation Order TPO 102/1988. The original TPO in 1988 covered 65 individual trees and 3 groups (16 of the trees in the original TPO are outside the site boundary covered by this allocation). Proposals must include an evaluation of the quality of the trees and their importance and minimise loss.

Views: The view from the rear of Downshire House is of paramount importance and is associated with the building's relationship to Downshire Fields, where originally extensive views to the west across to Richmond Park could be enjoyed. The view back to Downshire House across Downshire Field is also important. The overlaying of the twentieth century landscape associated with Alton West Estate still retains these views.

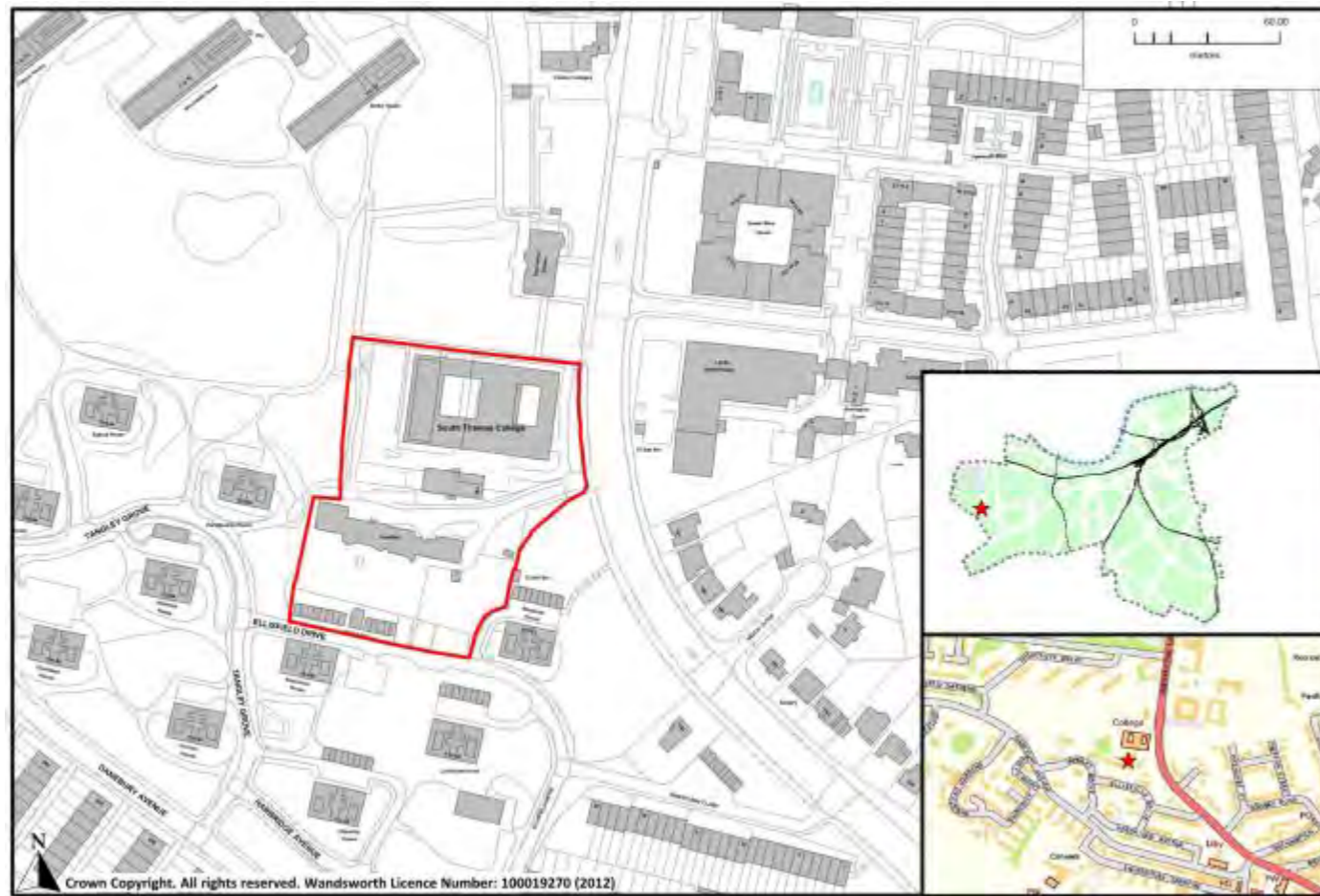
Tall Buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

Open Space: The site is located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

8.1.5 166-170 Roehampton Lane, SW15



Policies Map reference number: 86D

Site Area: 1.1ha.

Land Ownership: The land is currently owned by Wandsworth Borough Council.

Ward: Roehampton and Putney Heath.

Description: Two/three-storey college building, with adjacent nursery building. Hartfield House to the south, used as a residential care home and is Locally Listed. Downshire House (Grade II* listed) to the north. Within the Alton Estate conservation area.

Current use: Educational, nursery and care home.

Relevant planning history : Planning application 2014/2124 (Approved) for demolition of parts of existing building to provide a two form entry primary school, with associated landscaping, hard and soft play areas, habitat areas, bicycle parking and parking and felling of 27 trees.

Policy context: Core Strategy Policy PL15 (Roehampton) supports regeneration and development within Roehampton through the masterplan process. Development of parts of the site to provide student accommodation should be in accordance with DMPD Policy DMH9 and will pay regard to the character, appearance and setting of the locally listed building to the South, Hartfield House, in accordance with DMPD Policy DMS2 (Managing

the Historic Environment). The existing Thames College site and Eastwood Nursery School (168 Roehampton Lane) are community facilities and any loss of these class D1 uses will need to satisfy the criteria in DMPD Policy DMC1.

Site Allocation: Student housing, academic and other compatible uses to be identified through the masterplan process.

Justification: New student housing, education and other compatible uses in accordance with DMPD Policy DMH9 will support the University and contribute to achieving the aims and objectives of the forthcoming masterplan process.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is required where an application site is greater than 1ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site lies within the Alton Conservation Area and the Westmead Conservation Areas adjoins to the east. Downshire House (Grade II* listed) adjoins the site to the north. Hartfield House, 170 Roehampton Lane, was added to the local list of buildings of architectural interest in 2010.

Design principles: Hartfield House is a substantial red brick building dating from 1900, which sits in well landscaped grounds. The building is included in the Council's local list and should be retained and re-used.

No. 166 Roehampton Lane forms a large two storey college building dating from the 1960s. It is used by South Thames College for education purposes. To the south is no. 168 Roehampton Lane which is used as a nursery. Both these buildings are undistinguished architecturally. They are located within the Alton Conservation Area and planning permission would be required for their demolition.

Any replacement of these buildings should seek to enhance the character and appearance of the conservation area and the setting of Downshire House. A perimeter block development would be appropriate with a central private open space and an entrance on to Roehampton Lane. A development with a massing of four storeys may be acceptable. Any building of five storeys and above would trigger the Council's tall buildings DMPD Policy DMS4.

The development site also includes the garages to the rear of Hartfield House, which front on to Ellisfield Drive. Planning permission to demolish the garages would be required, which would be considered in conjunction with proposals for a development fronting on to Ellisfield Drive.

Tree Preservation Order TPO 102/88 protects important trees on the site.

Views: The views towards Downshire House from Danebury Avenue and from Downshire House are important. Any redevelopment of the existing school building should consider the impact of development on this view.

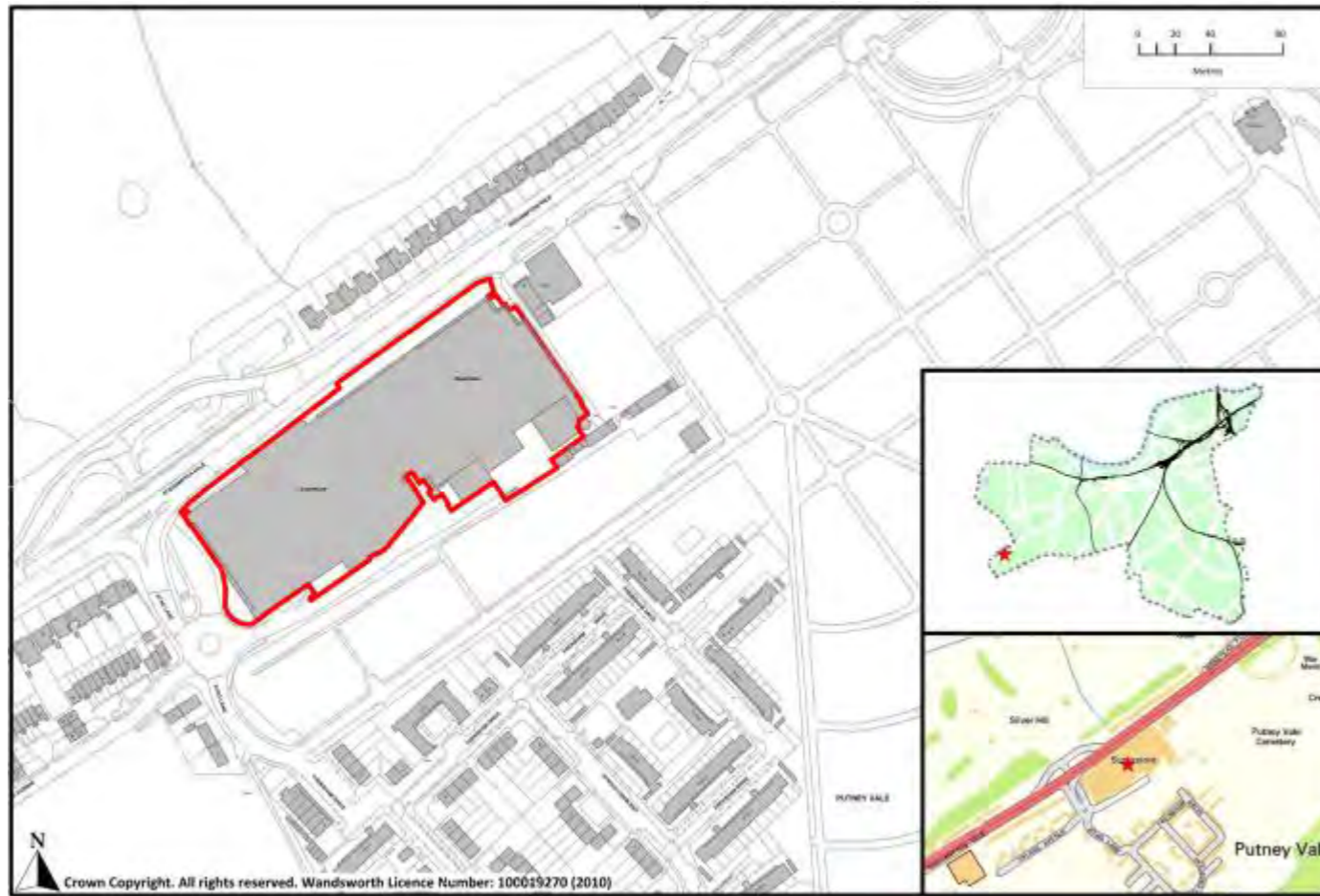
Tall Buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

Open Space: The site is located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

8.2 ASDA, Roehampton Vale, SW15



Policies Map reference number: 88.

Site Area: 1.95 ha.

Ward: Roehampton.

Description: The site lies south of the A3 main road and Richmond Park Golf Course. Putney Vale Cemetery lies to the east and residential use lies to the south and west.

Current use: Retail superstore (Asda).

Policy context: The Core Strategy identifies a need for new homes in the borough (Core Strategy Policies PL5 and IS5). Any proposals involving an amended retail offer will require assessment against DMPD Policy DMTS2.

Site Allocation: Residential and retention of existing retail facility.

Justification: Mixed-use development will support housing, sustainability and employment targets set out in the London Plan and Core Strategy.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is required if an application site is greater than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site lies adjacent to Putney Vale Cemetery Historic Park and Garden. Also in close proximity to Richmond Park, listed Grade I in the Historic England Register of Historic Parks and Gardens. The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: Any new development should adhere to the following principles:

- New buildings should take care not to impact sensitive views from adjoining Metropolitan Open Land, including Putney Vale Cemetery, Wimbledon Common and Richmond Park;
- Development must protect the amenities of adjoining residential property.

A Tree Preservation Order (67/1985) is located on this site.

Tall Buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

Views: There are extensive and wide ranging views of the site from adjoining Metropolitan Open Land and from Putney Vale (A3). These views should be protected and a full assessment of the impact of development will be required in support of any proposal.

London Plan Density Matrix classification: Suburban.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Any redevelopment is likely to require improved bus, pedestrian, and cycle links and supporting bus facilities (stops, stands and drivers' facilities) and provision/funding for these may need to be considered.

Open Space: The site is located within an Open Space Deficiency Area.

9 Other Sites

9.1 Springfield Hospital, Burntwood Lane/Glenburnie Road, SW17



Policies Map reference number: 89.

Site Area: 33.29 ha.

Ward: Wandsworth Common.

Description: The site includes the main Springfield Hospital surrounded mostly by residential use. Streatham Cemetery lies to the south of the site. Part of the Metropolitan Open Land (MOL) is used as a golf club.

Current use: The main buildings are currently being used for health care purposes. There are additional health care buildings on the site as well as nurses accommodation, and a care home.

Relevant planning history: Outline application 2010/3703 (appeal allowed). Redevelopment of Springfield Hospital site entailing the erection of 25,000 sq ms replacement mental health facilities (Use Class C2/C2A); 839 residential dwellings (including up to 262 dwellings within the converted Main Building and Elizabeth Newton Wing and 56 extra care residential apartments) (Use Class C3); 9,200 sq ms elderly persons' care home (including up to 50 close care units) (Use Class C2); 240 sq ms of retail floorspace (Use Class A1); a school Use Class (D1); 3,500 sq ms of flexible non-residential floor space, Use Class A1 (up to 160 sq ms), A2 (up to 200 sq.m), A3 (up to 300 sq ms), A4 (up to 250 sq.m), B1 (up to 200 sq.m), D1 (up to 1195 sq.m), or D2 (up to 1195

sq.m); landscaped public park; other private and public open space; construction of a combined cooling, heat and power energy centre; associated landscaping, parking, roads, access and infrastructure and other associated works.

Policy context: The Core Strategy supports provision of community facilities, including health facilities (Core Strategy Policy IS6), and the provision of housing (Core Strategy Policy PL5 and IS5). Metropolitan Open Land is protected by Core Strategy Policy PL4 and DMPD Policy DMO1 and sports facilities by DMO2. Out-of-centre town centre development will be subject to the tests of the NPPF set out in DMPD Policy DMTS2.

Site Allocation: Potential for additional development and conversion of the listed buildings on the site. New and improved hospital facilities, residential and small-scale commercial/retail use serving the hospital, residential and school facilities. The Metropolitan Open Land must be retained as open space. Its use as a public park for recreational use would complement the setting of the listed buildings and any new development and will improve access to open space in an open space deficiency area. The locally listed chapel should be retained and used for community facilities.

Justification: This is a large site with extensive health service buildings in need of replacement, large areas of Metropolitan Open Land and some listed buildings. Development will make a contribution to housing targets as well as the provision of new health facilities in line with the Core Strategy. The South West London and St George's Mental Health NHS Trust is preparing a masterplan for mixed health services and other development on the Springfield University. The Council supports the delivery of a programme of modernisation of the mental health facilities on this site, recognising its important contribution to mental health services in South-West London.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is required if an application site is greater than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site includes the main Springfield Hospital, a Grade II listed building and also the Elizabeth Newton Wing, again Grade II listed. The Chapel to the rear of the main building is included in the local list along with the Parish boundary post. The airing courts, the driveways and the landscape setting to the main listed building are designated Grade II in the Historic England Register of Historic Parks and Gardens.

Design principles: The main hospital building and the Elizabeth Newton Wing, both Grade II listed buildings shall be retained and re-used. As part of any conversion of the listed buildings to residential use it will be important to restore those architectural features that have been lost and overall enhance the character and appearance of the buildings including their setting. An integral part of this process will be to bring forward detailed proposals for the management and enhancement of the Registered Historic Park and Garden including the airing courts to the main hospital building. Access to the site shall be primarily from Glenburnie Road and Burntwood Lane. Pedestrian routes should seek to re-connect with the surrounding residential areas where possible. The area of Metropolitan Open Land shall be retained as open space and consideration be given to its use as a public park in connection with new development. Local views into and from the site should be respected.

Tree Preservation Orders 182/1994 and 32/2001 are located on the site.

Tall Buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

London Plan Density Matrix classification: Urban.

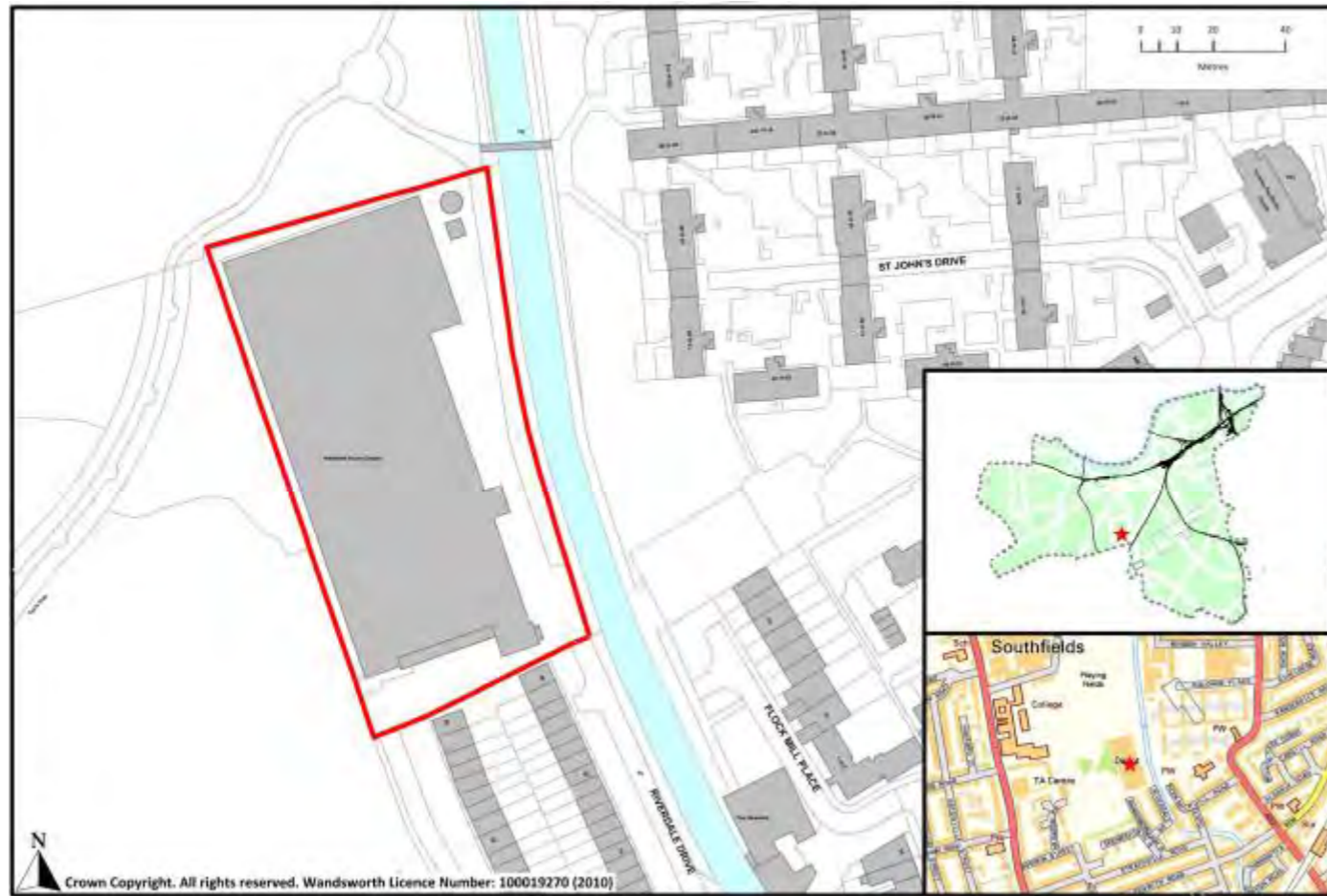
Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Improvements to bus services will be sought by extending additional services into the development. The impact on the Burntwood Lane/Trinity Road Junction is of key concern. Improved bus, pedestrian and cycle links and supporting bus facilities (stops, stands and drivers' facilities) are likely to be required. Contributions to other improvements to public transport will also be sought. The impact of any significant development of the site on the surrounding road network will have to be given very careful consideration and contributions towards mitigation measures may be required. Parking will be of major concern here. Maximum permeability through the site for pedestrians and cyclists will be sought. The use of the site by through traffic will need to be carefully monitored. Travel plans will need to be prepared including a detailed parking management plan to support a restraint based approach to parking. A number of different accesses may be required to spread site traffic more evenly. Provision of infrastructure will need to take account of concerns raised by Thames Water to address water supply and waste water capacity.

Open Space: The site is partially located within an Open Space Deficiency Area.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

Play Space: The site is partially located within a free play deficiency area for 0-4 year olds and 5-11 year olds.

9.2 Army Forms Depot (Westfield House), 30 Knaresborough Drive, SW18



Policies Map reference number: 90.

Site Area: 0.97 ha.

Ward: Southfields.

Description: Located at the end of Knaresborough Drive and Riverdale Drive. To the north and west is King Georges Park and to the east is the River Wandle.

Current use: Occupied by a single-storey depot and three-storey office block covering more than 2/3 of the site used by the Department of Trade and Industry for the storage of documents.

Relevant planning history: Planning application 2012/0513 (approved). Demolition of existing building and erection of three buildings of 3-5 storeys in height to provide 193 residential units (class C3) and a class A3 cafe facing King Georges Park. New riverside walk and pedestrian/cycle links to King George's Park. 152 car parking spaces (145 in basement, 7 at surface level) and 230 cycle parking spaces within basement with associated landscaping.

Policy context: The Core Strategy identifies a need for housing in the borough (Core Strategy Policies PL5 and IS5). Development would have to be appropriate to the setting of the River Wandle and the Metropolitan Open Land of King Georges Park (Core Strategy Policies PL4 and PL10).

Site Allocation: Residential development providing a riverside walk along the Wandle.

Justification: Redevelopment of the site to provide residential use and improved access to the river Wandle in accordance with the Core Strategy.

Flood Risk: The site is located within flood zone 3b. A site specific Flood Risk Assessment is required to confirm flood extents by comparing modelled flood levels with topography. Minimum finished floor levels and basement access ramps set at 1 in 100 year with climate change flood level plus 300mm freeboard. Safe access and egress route on to Strathville Road likely to be possible. Level for level floodplain compensation is required for any loss of storage volume due to ground raising. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: Development must have an acceptable impact on the setting of the River Wandle and Metropolitan Open Land of King Georges Park.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

London Plan Density Matrix classification: Urban.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. A riverside walk incorporating provision for cyclists will be required in accordance with DMPD Policy DMT3 as well as other links for pedestrians and cyclists. Provision of a Cultural Strategy to include the delivery of public art and creative community engagement projects will be required.

Open Space: The site is partially located within an Open Space Deficiency Area.

Wandle Valley Regional Park: The site is located adjacent to the Wandle Valley Regional Park.

9.3 Council Depot, Eltringham Street, SW11



Policies Map reference number: 93.

Site Area: 0.72 ha.

Ward: Latchmere.

Description: The site is bounded by residential use to the north and east and railway line to the south. The Wandsworth Town roundabout is located to the west.

Current use: The site is used as a Council depot for educational purposes.

Relevant planning history: Planning application 2011/5632 (Approved). Construction of six new blocks ranging between two and nine-storeys to provide 139 units comprising one, two and three bedroom flats with associated landscaping with underground car parking for 86 cars and 140 cycle spaces with access from Eltringham Street.

Policy context: Former school, currently used as depot for Council's Education Service. Site identified in housing capacity study as suitable for housing and contributes to housing needs as set out in Core Strategy Policies PL5 and IS5.

Site Allocation: Residential.

Justification: Site suitable for residential use which would contribute to the housing target set out in the Core Strategy.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is required and likely to require flow path assessment to confirm residual risks. Proposed mitigation measures likely to include the provision of a safe access and egress route to land south of railway embankment. A flood Warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Design principles: The scale and massing of any proposed development should reflect the character of the area.

- Development on the frontages to Wandsworth Bridge Roundabout and Eltringham Street to be active at ground level and include windows and entrance doors. Residential accommodation at ground floor level would need to demonstrate that accommodation would enjoy a satisfactory level of amenity;
- Achievement of high level of amenity for all residential accommodation including measures to mitigate the impact of traffic noise.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

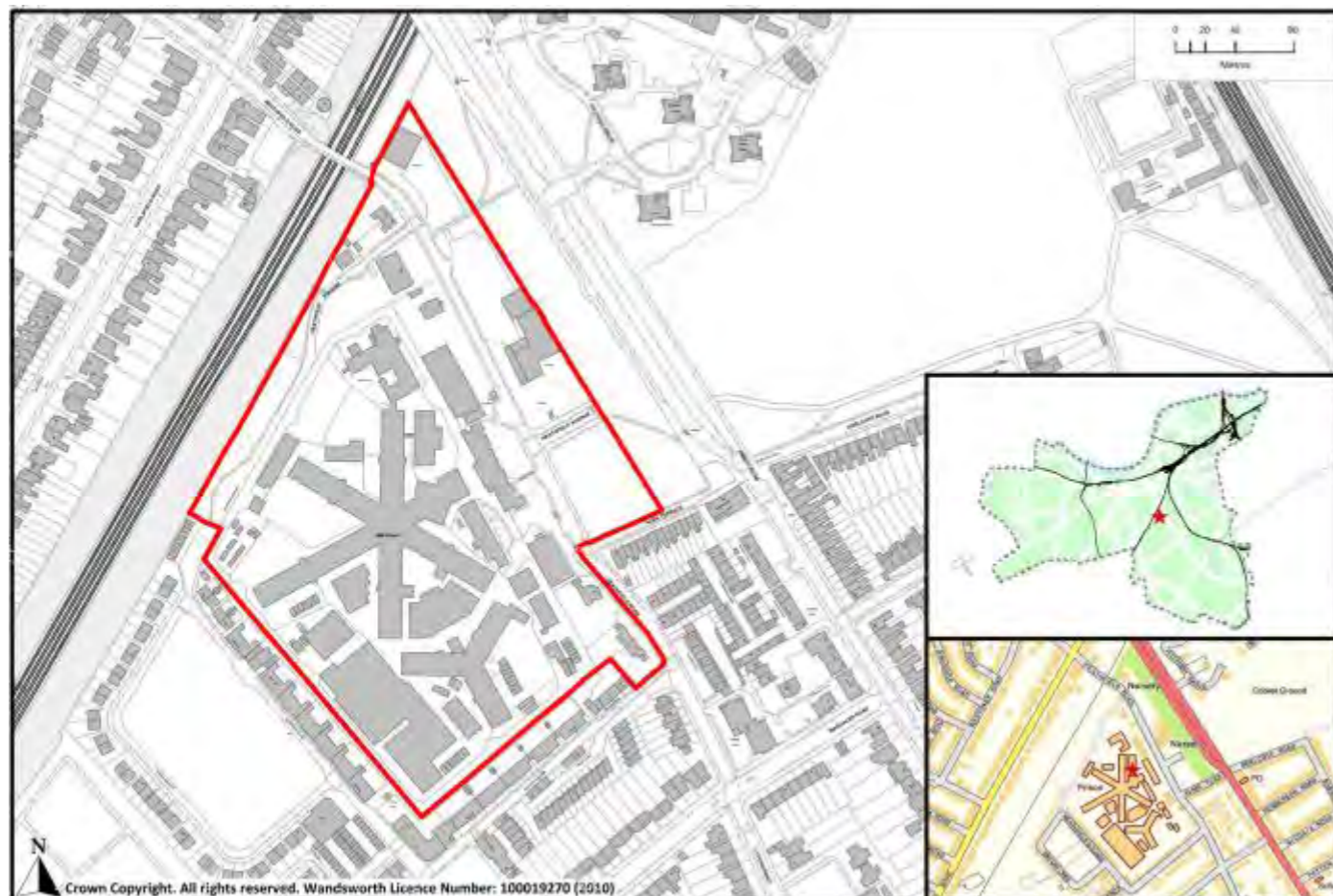
London Plan Density Matrix classification: Urban.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Improvements to pedestrian permeability and links through the site will be sought.

Open Space: The site is partially located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

9.4 Wandsworth Prison, Heathfield Road, SW18



Policies Map reference number: 94.

Site Area: 8.0 ha.

Ward: Wandsworth Common.

Description: The site is bounded by residential use and railway track to the west.

Current use: HM Prison.

Policy context: Improvements to the prison are supported by Core Strategy Policy IS6.

Site Allocation: Improvements to prison and associated facilities.

Justification: Development at the prison, exclusive of the area currently identified as Metropolitan Open Land (MOL), which would lead to the improvement of facilities will be supported provided that the nature and scale of any proposal would not harm the amenity or character of the area or compromise the prison's listed buildings.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is required if an application site is greater than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: Three Grade II listed buildings form part of the site: Gatehouse, Prisoner Governor's House, North West of Main Gate (Grade II listed). The site lies within Wandsworth Common Conservation Area.

Design principles: Any redevelopment of the site will be required to protect and enhance the historic assets and their settings.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Upgrades to carriageways and footways around the area, will be sought, and traffic management considered where this cannot be achieved. In the event of total redevelopment a new road network will be required to serve the area along with improvements to Heathfield Road including providing a wider bridge over the railway. Stop up of Heathfield Avenue except for cyclists and pedestrians is desirable. Provision of infrastructure will need to take account of concerns raised by Thames Water to address water supply and waste water capacity.

Open Space: The site is partially located within an Open Space Deficiency Area.

9.5 Former Garage Site, 39-41 East Hill, SW18



Policies Map reference number: 95.

Site Area: 0.16 ha.

Ward: Fairfield.

Description: The site is located on the south side of East Hill at the crossroads with Woodwell Street to the East and Huguenot Place to the south, comprising part two/part three-storey buildings with frontages on to Huguenot Place, East Hill and Woodwell Street aside Trinity Road underpass. The site lies adjacent to St Mary Magdalen R.C church.

Current use: Former garage.

Relevant Planning History: Planning application 2010/2898 (Approved). Demolition of existing buildings. Erection of 5/6-storey building with basement on East Hill, providing a 122-bedroom hotel and associated business academy including restaurant, lounge/bar and gym. Access from Huguenot Place for drop-off area and ramp to 25-space basement car park and lorry loading bay. Planning application 2013/3920 (Resolved to approve subject to legal agreement) for demolition of existing buildings. Erection of a part five, part six storey building, comprising 63 residential units (Class C3), 31 car parking spaces within a basement, cycle parking and associated amenity space. Access to the basement car park would be from Huguenot Place.

Policy context: The site lies outside any designated area and is therefore appropriate to contribute to the need for housing set out in Core Strategy Policies PL5 and IS5.

Site Allocation: Residential.

Justification: The site is in need of redevelopment and suitable for residential use.

Flood Risk: The site is located within flood zone 1. A site specific Flood Risk Assessment is not required as the site is less than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: St Mary Magdalen Church, Book House, and Huguenot Burial Ground (various tombs Grade II listed) lie adjacent to the site. The site lies immediately adjacent to Wandsworth Town Conservation Area and close to Wandsworth Common Conservation Area. The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: The existing building is of poor architectural quality and largely vacant. Conversion and external remodelling may be feasible as a means of delivering new uses and improving the site's appearance and any redevelopment will need to protect and enhance the burial ground and adjoining conservation area and their settings. Any new building should be of broadly similar height to the existing, in order to limit visual impact on the adjacent conservation areas and to relate well to the Catholic church in East Hill and the Presbytery in Huguenot Place. Each site boundary has a different character, so there would be many advantages in treating the site as three distinct elements - one facing each of the site's road frontages - both in terms of massing and architectural treatment. This would break up the present commercial scale to something more domestic and integrate the new buildings into their surroundings, as well as facilitate creating an appropriate new frontage to each street. In any event, active frontages with entrances from East Hill, Woodwell Street and Huguenot Place should be introduced. The Woodwell Street frontage runs parallel to the dual carriageway of Trinity Road, so is a difficult environment for a residential building to address. Nevertheless, it would be technically feasible to introduce a frontage to this side of the site. Winter gardens or simple triple-glazed acoustic treatment may be expedient.

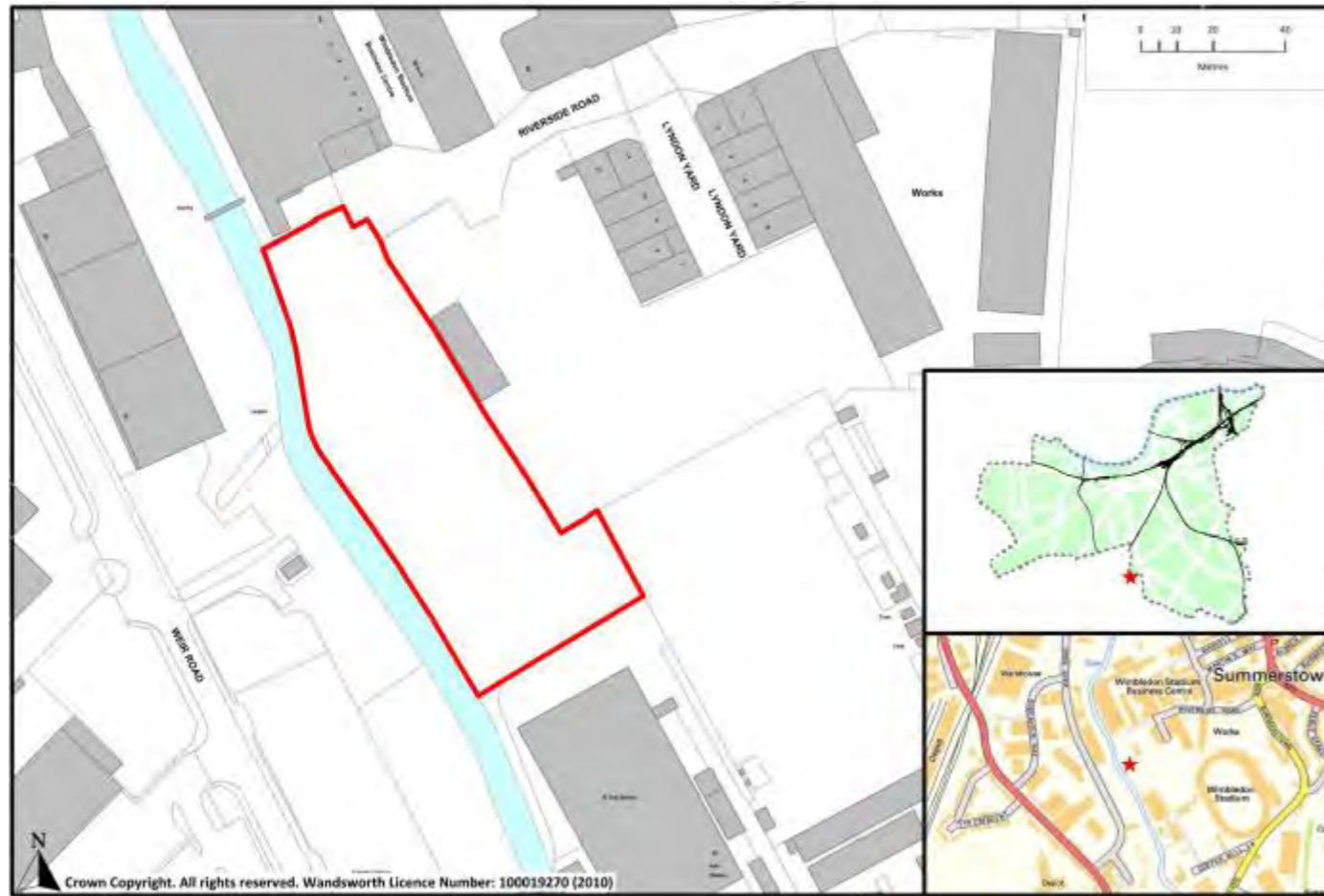
Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

Views: The site features firstly in views along East Hill from Wandsworth Town Conservation Area, forming the backdrop to the Book House/Huguenot Burial Ground triangle, where the size of any new building must not impinge on the view looking west to east. It is also visible from the open common part of Wandsworth Common Conservation Area, where again, any new building must be visually subservient to the existing St Mary Magdalen Church.

London Plan Density Matrix classification: Urban.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Improvements to the highways around the development will be sought. Any development on this site should contribute to improvements to Huguenot Burial Ground, such as seating, lighting, pathways and repairs to the listed tombs, in order to make it suitable for more intensive use by both new and existing residents.

9.6 Cappagh waste recycling facility, The Willows, Riverside Way, SW17



Policies Map reference number: 96.

Site Area: 0.57 ha.

Ward: Earlsfield.

Description: The site is located within the Summerstown Locally Significant Industrial Area (LSIA) and is bounded by industrial sites typical of an area of industrial importance. All immediate surrounding uses are non residential.

Current use: B2 use, the handling of construction and demolition waste.

Policy Context: The London Plan 2015 has set a waste apportionment figure for the borough which is explained within Core Strategy Policy PL7. The Waste Site Selection evidence base document has identified this site for future potential waste management use which may contribute to the London Plan apportionment figure in the future. The site has future potential for waste management use, but does not count towards the apportionment figure as a waste management site at present. Should the site become developed for waste management purposes the throughput would then contribute to meeting the apportionment figure.

Site Allocation: Waste site.

Justification: The site has an established waste use and is located within a Locally Significant Industrial Area. Allocating the site for potential waste management use is consistent with the preferred approach to identifying sites for waste management purposes as set out in the London Plan 2015, Policy 5.17.

Flood Risk: The majority of the site is located within flood zone 1, with flood zones 2 and 3a/b also present on the site. A site specific Flood Risk Assessment is required to confirm flood extents by comparing modelled flood levels with topography. A flood warning and appropriate evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Design principles: High quality design is required for any new development to minimise environmental/amenity impacts on the locality.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

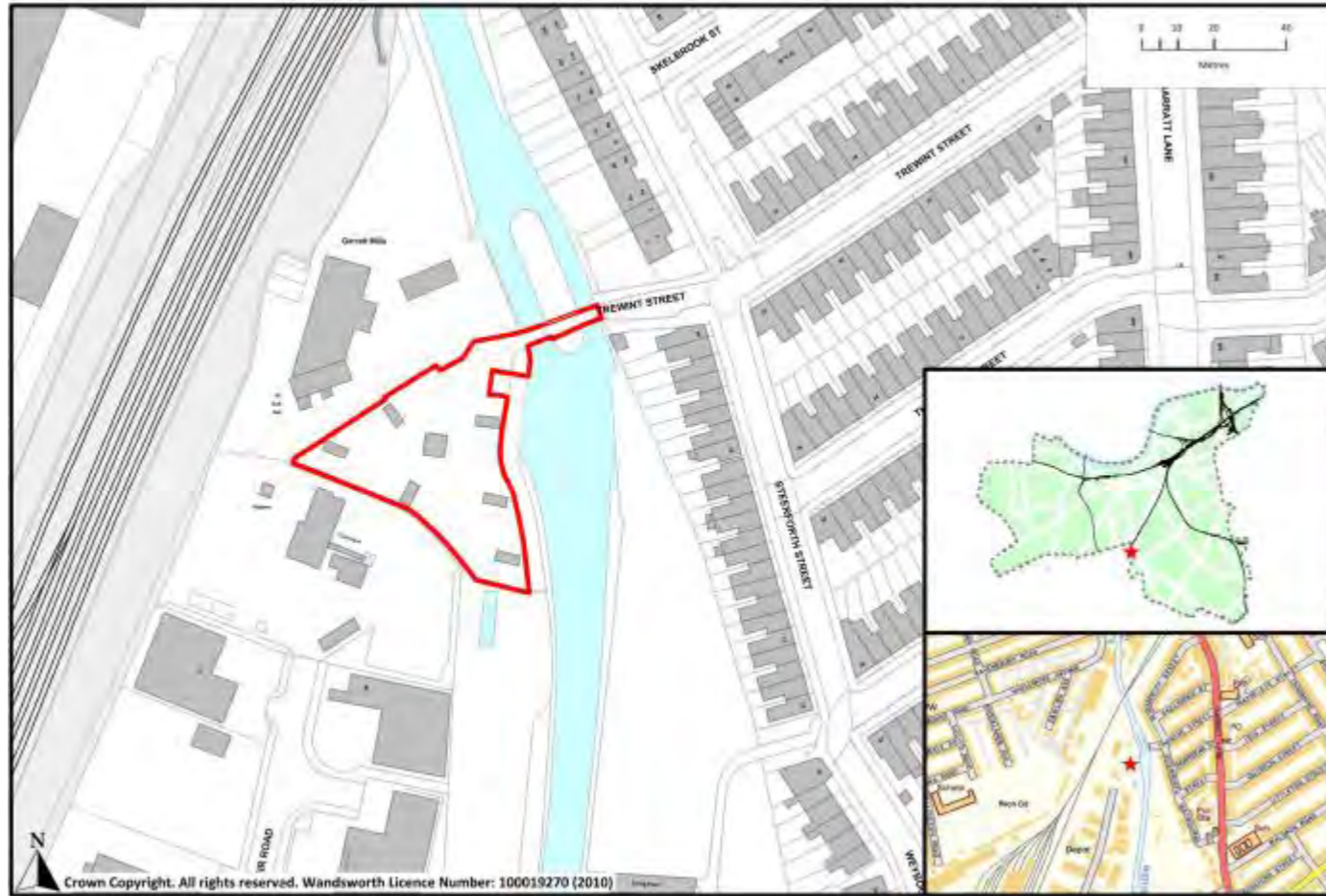
Hazard Zones: The site is crossed by National Grid's high voltage underground cables. Guidance in relation to working safely near existing underground cables is contained within the Health and Safety Executive's guidance HS(G)47 "Avoiding Danger from Underground Services".

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. A transport assessment and travel plan will be required.

Open Space: The site is partially located within an Open Space Deficiency Area.

Wandle Valley Regional Park: The site is located adjacent to the Wandle Valley Regional Park.

9.7 Gypsy and Traveller site, Trewint Street, SW18



Policies Map reference number: 97.

Site Area: 0.23 ha.

Ward: Earlsfield.

Description: The site is adjacent to the River Wandle and a railway track, and is accessed from Trewint Street off Garratt lane.

Current use: A Council managed and safeguarded Gypsy and Traveller Site.

Policy Context: The site is a long established 12 pitch caravan site serving the needs of Gypsies and Travellers. Core Strategy Policy IS5 identifies that the site will be safeguarded in the SSAD.

Site Allocation: Retain protection as designated Gypsy and Traveller site.

Historic Environment: The site is partially located within an archaeological priority area (refer DMPD Policy DMS2).

Justification: It is a requirement of local authorities to ensure that the accommodation requirements of gypsies and travellers are addressed in line with the London Plan and national policy.

Flood Risk: The site is located in flood zone 3a and partially located within 3b.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Hazard Zones: The site is crossed by National Grid's high voltage underground cables. Guidance in relation to working safely near existing underground cables is contained within the Health and Safety Executive's guidance HS(G)47 "Avoiding Danger from Underground Service".

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. If the site is redeveloped/reconfigured, a riverside walk incorporating provision for cyclists will be required in accordance with DMPD Policy DMT3.

Open Space: The site is partially located within an Open Space Deficiency Area.

Wandle Valley Regional Park: The site is located adjacent to the Wandle Valley Regional Park.

9.8 Garages, Woking Close, SW15



Policies Map reference number: 98.

Site Area: 0.27 ha.

Ward: Roehampton.

Description: Garages forming part of the Woking Close estate, currently occupied by a two storey car parking structure with lower level covered parking and an upper deck occupied by garages. Located on the south side of Upper Richmond Road.

Current use: Vacant garages.

Relevant planning history: Planning application 2011/4725 (approved). Demolition of existing garages and erection of 9 x terraced houses and 12 x flats arranged over five floors including basement car parking for 24 cars and cycle storage; provision of replacement surface car park for 19 cars for the sole use of residents of Woking Close Estate.

Policy Context: The site lies outside a town centre boundary and is suitable for residential use (Core Strategy Policies PL5 and IS5).

Site Allocation: Residential development.

Justification: Redevelopment of the site to provide residential use. From a visual amenity perspective the current buildings have no architectural merit and their loss could be seen as a positive step towards enhancement of the area.

Flood Risk: The site is located within flood zone 1. A Flood Risk Assessment is not required as the site is less than 1ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Design principles:

- New development should face Upper Richmond Road and be arranged on a building line at least 6m from the back edge of the footway.
- Pedestrian access should be provided from Upper Richmond Road and Woking Close whilst vehicle access only from existing access via Woking Close with no new access permissible from Upper Richmond Road by Transport for London.
- Building heights could range between 3 and 4 storeys.
- Massing of buildings should avoid harm to the adjoining Metropolitan Open Land (MOL) and Conservation Area (CA) and;
- Avoid harm to the residential amenities of adjoining flats within the Woking Close Estate, in particular nos.73-81 and nos. 82-90.
- Contemporary style would be encouraged using simple forms to limit the impact on adjoining MOL and CA.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

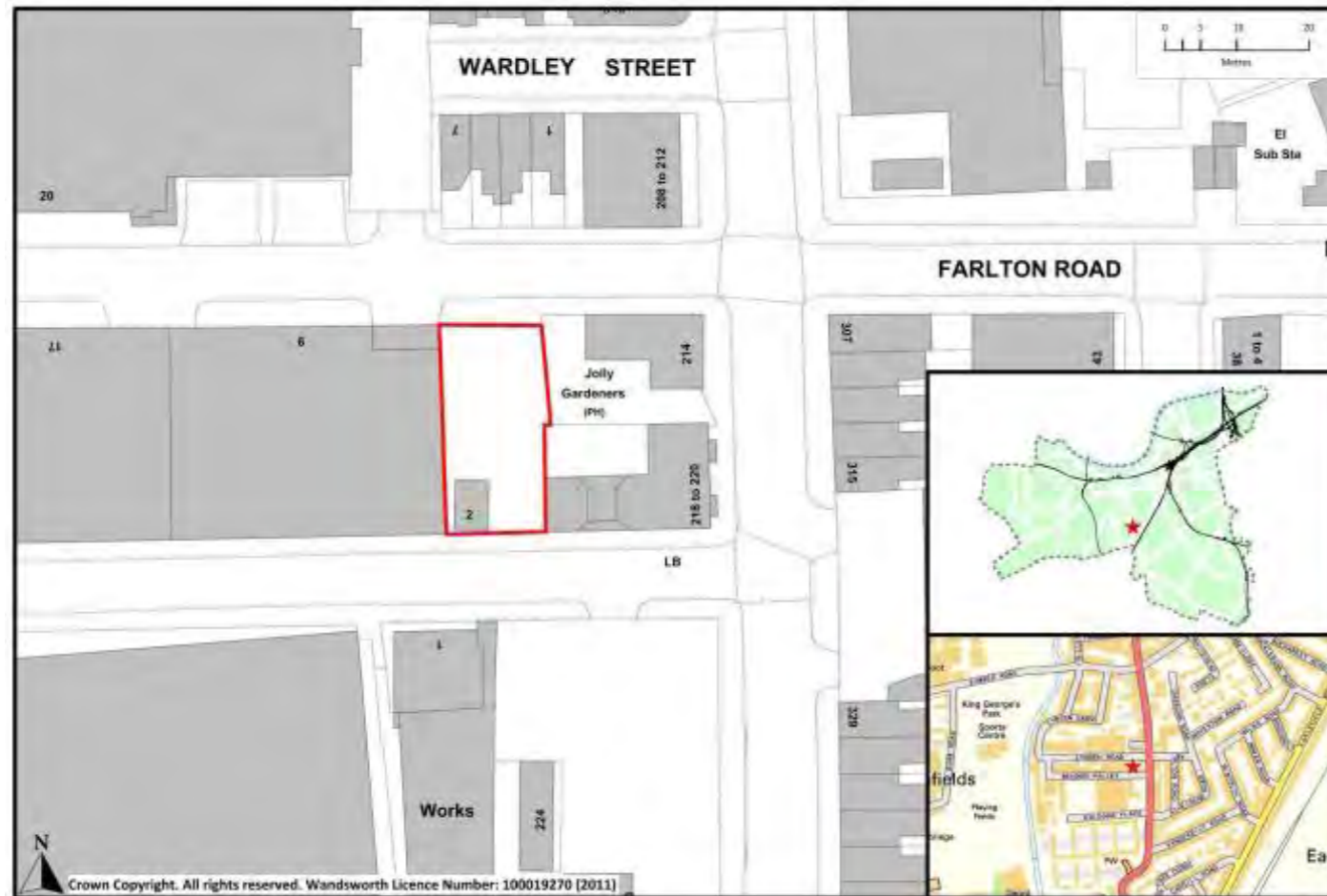
London Plan Density Matrix Classification: Urban.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. A car club will be sought.

Open Space: The site is partially located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

9.9 D. Goldsmith Ltd Waste Transfer Station, 2 Bendon Valley, SW18



Policies Map reference number: 99.

Site Area: 0.04ha.

Ward: Earlsfield.

Description: The site is located within the Bendon Valley Locally Significant Industrial Area and is bounded by office units and a public house.

Current use: B2 use, waste site.

Policy Context: The London Plan 2015 has set a waste apportionment figure for the borough which is explained within Core Strategy Policy PL7. The land required for waste management purposes should be located within industrial locations as set out in the Core Strategy.

Site Allocation: Waste management use.

Justification: The site has an established waste use and is located within a Locally Significant Industrial Area. Allocating the site for potential waste management use is consistent with the preferred approach to identifying sites for waste management purposes as set out in the London Plan 2015, Policy 5.17.

Flood Risk: The majority of the site is located within flood zone 3a, with flood zone 2 also present on the site. A site specific Flood Risk Assessment is required to confirm flood extents by comparing modelled flood levels with topography. A flood warning and appropriate evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Design principles: High quality design is required for any new development to minimise environmental/amenity impacts on the locality.

Tall buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. A transport assessment and travel plan will be required.

9.10 259-311 Battersea Park Road, SW11



Policies Map reference number: 99B

Site Area: 1.25ha

Ward: Queenstown.

Description: Site comprises a mix of commercial and community uses predominantly single-storey buildings. To the east of the site is a supermarket with ancillary parking and the Grove public house to its west. An Important Local Parade (275-305 Battersea Park Road) features in the centre of the site, set back substantially from the frontage with Battersea Park Road. To the west of the site is a library on the street frontage with a health centre behind.

Current use: Retail and community use.

Policy Context: Community uses should be treated in accordance with DMPD Policy DMC1. The provision of residential floorspace should be in line with Core Strategy Policies PL5 and IS5. The provision of commercial floorspace shall be in line with DMPD Policies DMTS2 (Out-of-centre development) and DMTS6 (Important Local Parades).

Site Allocation: Mixed use including residential, community uses, including health, and retail.

Justification: The site offers the opportunity for a residential/retail-led mixed use scheme, with improvements to streetscape, safety and security, including re-establishing a street frontage to Battersea Park Road. Redevelopment should retain community uses with opportunities for improved facilities and possible reconfiguration/improvement of the retail offer along the frontage.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment is required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: Opposite the site lies the Grade II listed Mountford Mansions (former Polytechnic Institute building) of 1890 by E. W Mountford, and the former Chapel of 1909 adjoining also by Mountford. The K6 Telephone kiosk is also Grade II listed.

Design Principles: The area was developed in the 1960s as part of the Doddington Estate by Emberton, Frank and Tardrew. The three slab blocks of flats of between 9 and 12 storeys interface with the southern part of the site. The Battersea Park Road frontage was formerly dominated by frontage development interspersed with frequent street connections, but has been replaced by isolated buildings and car parking. The main buildings are a library, supermarket and public house.

Any redevelopment of the area will need to reprovide a new public library as part of a residential-led mixed use scheme. The re-establishment of a street frontage to Battersea Park Road is the most fundamental spatial consideration along with the formation of blocks of development that can interface with the three slab blocks to the south. The development should carefully define the public spaces and form new private space to the rear. A new public library and supermarket could be reprovided to the Battersea Park Road frontage. Development of four storeys would be acceptable in scale. Any development of five or more storeys would need to be justified in terms of DMPD Policy DMS4 and address the criteria setting out how any proposals could create high quality streetscapes, improve public access, improve safety and security and the quality of the residential environment.

The proposed development will need to enhance the setting of the Grade II listed buildings on the north side of Battersea Park Road, which are included in the Battersea Park Conservation Area.

Tall Buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys. Tall buildings would need to be justified in relation to the specific site context against criteria set out in DMPD Policy DMS4.

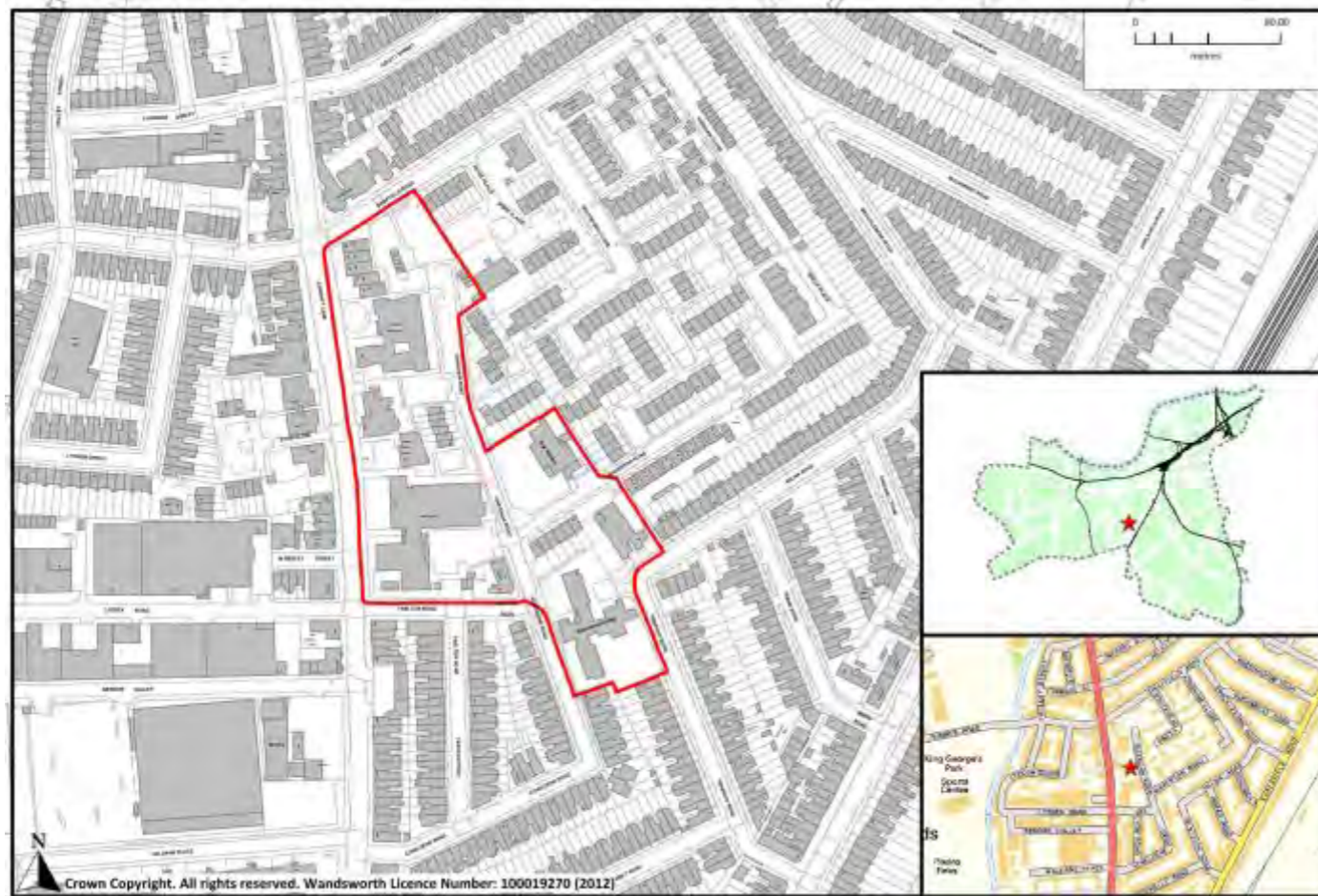
London Plan Density Matrix classification: Urban.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

Depending on the type and scale of development proposed Thames Water have identified that there may be capacity issues in relation to water supply and waste water. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to an overloading of the water supply or existing waste water infrastructure.

Open Space: The site is partially located within an Open Space Deficiency Area.

9.11 Atheldene, Garratt Lane, SW18



Policies Map reference number: 99D

Site Area: 2.45ha

Ward: Earlsfield.

Description: Site consisting of two and three-storey post-war buildings. To the north of the site buildings in use consist of a small commercial parade with residential above, Brocklebank Health Centre, John Pound House mental health hostel, and Anchor Church Centre. To the south and south-east of the site are a number of buildings that have had services relocated and are now vacant. These are Sherwood Lodge, a former residential care home, 80 Wilna Road and 1 Waverton Road, previously providing adolescent and children's services, and on the corner with Falton Road, the Atheldene Resource Centre, a centre for learning and physical disabilities. Also within the site are two terraces of houses, a mix of private and social housing. Site is bound by Garratt Lane, to the west, Farlton Road, to the South, Swaffield to the north, and is dissected by Oakshaw Road.

Current Use: Health centre, Church, sheltered housing, retail and residential.

Relevant planning history: Planning application 2013/6324 (recommended for approval) for demolition of existing buildings and erection of part three, part single-storey building to provide two-form entry primary school and nursery, with associated landscaping, a Multi-Use Games Area and parking and felling of 17 trees (full details). Outline application for the erection of a three-storey building comprising 9 flats, with associated

landscaping, parking and access. Screening opinion 2013/6308 (decided: EIA not required) for demolition of existing buildings and construction of a part three, part single storey primary school and three, three storey blocks comprising nine flats.

Policy Context: The site lies outside the town centre and residential development would contribute to housing required in the borough (Core Strategy Policies PL5 and IS5). Existing community uses floor space that has not been reprovided elsewhere should be retained as part of any new development (Core Strategy Policy IS6), as should sheltered housing (Development Management Policy DMH9). Small scale retail provision at ground floor may be appropriate subject to Development Management Policy DMTS2.

Site Allocation: Scope for additional housing provision, re-provision of community uses including a new Primary School and supported housing where this has not already been reprovided, and some ground floor retail uses.

Justification: The site provides a number of post war buildings of limited architectural merit, a number of which are now vacant, and with a poor quality public realm. Redevelopment offers the opportunity for improved layout and design, increased provision of housing, and retention and/or improvement of existing community uses.

Flood Risk: The site is located within flood zone 2 and some parts within flood zone 3. A Flood Risk Assessment is required for all development proposals.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: Earlsfield House (on the corner of Swaffield Road with Garratt Lane) is a Grade II listed building and is located beyond the site boundary to the north.

Design Principles: The site contains a mixture of buildings that are of no architectural quality, all of which have fragmented, incoherent layouts that offer poorly defined street frontages. Redevelopment is an opportunity to provide new buildings that reflect the traditional urban grain and reinforce the local distinctiveness of the area.

The layout of new development should :

- Reflect the close grained historic street pattern that allows for new connections through the site for pedestrians and cyclists to improve permeability from the residential area to the east to Garratt Lane and should include a new connection from Wilna Road to Atheldene Road.
- Create new public spaces in the following locations: at the north end of the site taking advantage of Earlsfield House and enhancing the setting of the listed building, and at the centre of the site where a new link to Garratt Lane can be provided .
- Define streets and new pedestrian links with active building frontages incorporating frequent entrances and windows providing a high level of natural surveillance to the public space.

Buildings up to 4 storeys in height on the Garratt Lane frontage would be acceptable, although there should be some variation in storey heights for visual interest. On the remainder of the site buildings should range between 2 and 3 storeys depending on the immediate context.

The appearance of new buildings should reinforce the character of the context and reflect the large and small scale architectural features found there, e.g. large scale elements - pitched roofs, gabled bays and predominance of brick and; small scale elements - recessed windows with vertical emphasis.

Mixed uses should be focused on the Garratt Lane frontage with an element of retail at the northern end. Care should be taken with the relocation of the health care facility and the new primary school; this should be located where it will not cause unreasonable harm to the amenities of existing residential occupiers.

The site contains a number of significant mature trees on Garratt Lane and Oakshaw Road. These should be retained and incorporated in any new layout where possible.

Tall Buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

London Plan Density Matrix classification: Urban.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

Depending on the type and scale of development proposed, Thames Water have identified that there may be capacity issues in relation to water supply and waste water. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to an overloading of the water supply or existing waste water infrastructure.

Open Space: The site is partially located within an Open Space Deficiency Area.

9.12 Rileys Snooker Hall, 227-231 Wimbledon Park Road, SW18



Policies Map reference number: 99E

Site Area: 0.14ha

Ward: Southfields.

Description: Site comprises a large vacant two-storey building previously used as a snooker hall. A single lane access way within the site provides access to a service yard. Southfields underground station approximately 50m to the south.

Current Use: Vacant. Formerly a snooker hall (D2 use class).

Relevant Planning History: Reserved matters 2013/5207 (approved) - details of appearance, layout and scale, site levels, refuse storage and outdoor tables and seating pursuant to conditions 1, 5, 9 and 10 of outline planning application (ref: 2011/5653) for the demolition of existing building and redevelopment to provide residential units (Class C3), three retail units (Class A1/A3), leisure floorspace (Class D2, including for use as a cinema, health and fitness club or dance/yoga studio), associated parking; cycle storage and landscaping dated 04/12/12. (Revised proposal to previously approved reserved matters ref: 2013/1740.)

Policy Context: The site is within Southfields Local Centre (DMPD Policy DMTS1) within the Other Frontage at 227-249 Wimbledon Park Road (DMPD Policy DMTS5) requiring appropriate town centre uses. D2 use class (assembly and leisure) floorspace should be retained on the site in accordance with DMPD Policy DMO2 (Playing fields and pitches, sport, play and informal recreation). Subject to this, the provision of a residential element should be acceptable in line with Core Strategy policies PL5 and IS5.

Site Allocation: Mixed use including assembly and leisure (use class D2), commercial & residential.

Justification: The site offers the opportunity for a mixed use scheme, appropriate to the Local Centre, and retaining assembly and leisure uses in this location.

Flood Risk: The site is within flood zone 1. A flood risk assessment is not required as the site is less than 1 ha.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: No listed buildings and no conservation areas within vicinity of the site.

Design Principles:

- Buildings on the Wimbledon Park Road frontage could rise to 4 storeys (where the 4th storey comprises accommodation within the roof) i.e. 2 full floors of accommodation above a commercial ground floor with additional space within a subordinate roof storey.
- Development on the return frontage to Pirbright Road should be noticeably lower and range between 3 storeys, stepping down to 2 storeys adjacent to the neighbouring houses.
- The appearance of buildings on the Wimbledon Park Road frontage should reflect the characteristic architectural features of the traditional buildings adjoining to the south. Buildings on Pirbright Road should reflect the domestic architectural character of the street.

Tall Buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 5 storeys.

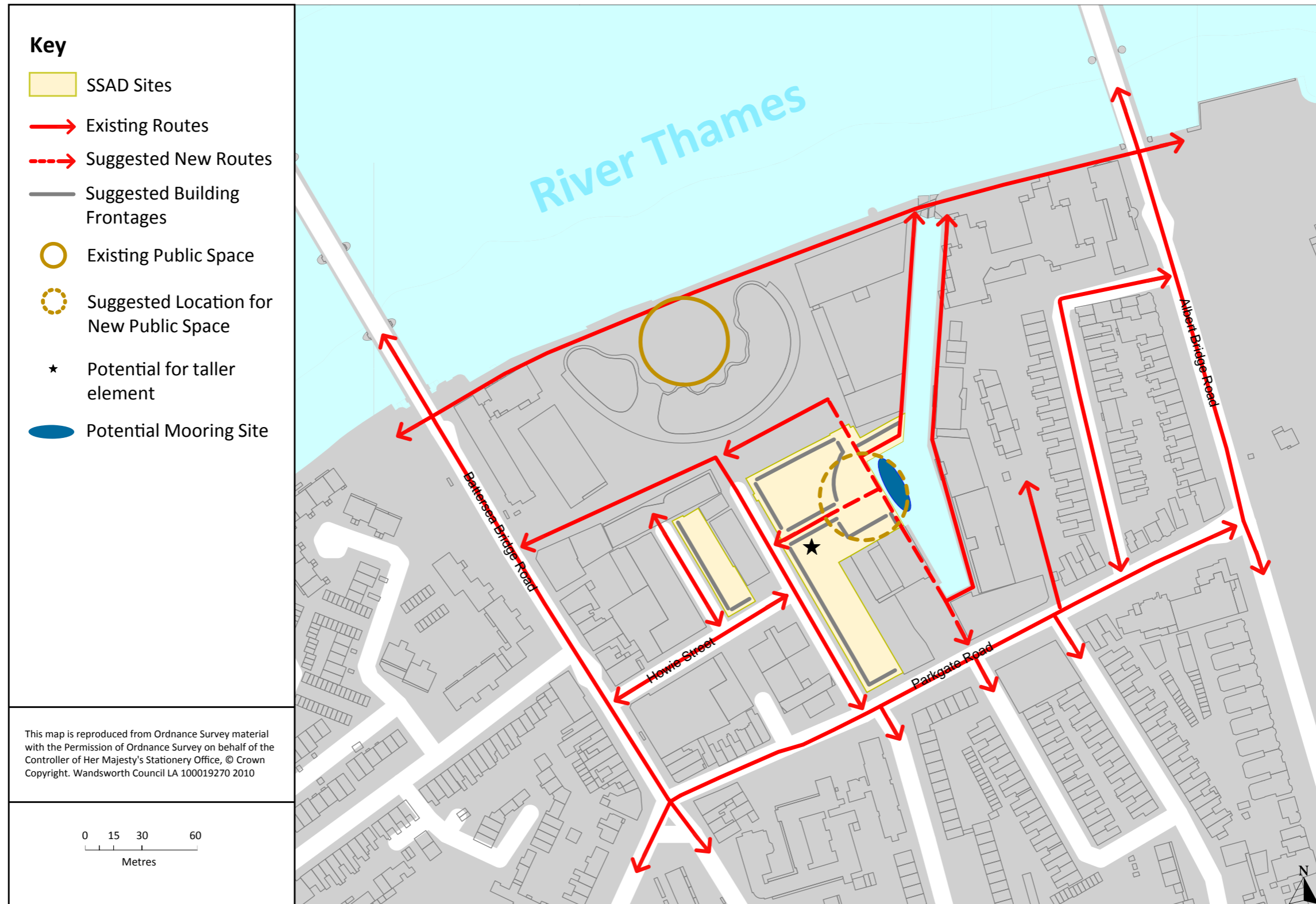
London Plan Density Matrix classification: Urban.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

Open Space: The site is partially located within an Open Space Deficiency Area.

10 Other Thames Riverside Sites

10.1 Area Spatial Strategy for Ransome's Dock



Planning policy context: The area identified lies partly in a designated Mixed Use Former Industrial Employment Area (MUFIEA) and wholly in the Thames Policy Area suitable for a mix of uses. The area is designated as a focal point of activity within the Core Strategy. Policy PL9a states:

'Along the riverside mixed use redevelopment will be promoted in order to create safe attractive environments, provide new homes, jobs, leisure and social infrastructure facilities with public spaces at focal points, a riverside walk and cycle way and increased public access to the river.'

The area has been identified for a wider mixture of uses, including restaurants, cafes, bars, and small-scale retail uses and the provision of attractive public spaces with good access to them will form new destinations designed to make full use of the amenities offered by the riverside. Detailed policies on the appropriate mix of uses are contained within DMPD policies DMI2, DMI3 and DMO8.

Design Principles: The area has been undertaking a transformation and with a shift in policy towards mixed uses, there is scope to develop a vibrant riverside quarter. Ransome's Dock is the focus of this area with the retained dock basin and the mooring of boats. Most of the River Thames frontage has been redeveloped in recent years for mixed use and residential development. The existing street network is well established as a fine grid of streets, supplemented by pedestrian routes into Ransome's Dock and the Riverside Walk provides an east-west pedestrian and cycle route. There is an opportunity to provide pedestrian links to the dock from Elcho Street with a focus on a small urban square adjoining the dock frontage.

The street frontage on to Battersea Bridge Road is included in the Westbridge Road Conservation Area. Part of this frontage includes the Royal College of Art, which is mainly in Howie Street. Hester Road has been transformed as a shared surface street in conjunction with Albion Wharf. There is scope to extend this treatment to Elcho Street.

The main urban design considerations for the development of Ransome's Dock are:

- The strengthening of the mixed use nature of the area;
- The provision of an improved system of public routes through the area, allowing for the integration of different parts of the area and its better integration with its surroundings, whilst reinforcing the area's character;
- The strengthening of the focal point of activity around Ransome's Dock, plus the securing of improvements to the dock, the completion of access around it, and the provision of facilities related to it;
- The achievement of a high quality of design and landscaping in the area, in particular reinforcing the existing street blocks, and preserving or enhancing the part of the area which is within the Westbridge Road Conservation Area, complementing the improvements to the built environment that have been made or are underway;
- The creation of a safe environment which is accessible to people with disabilities.

Tall Buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the area is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 9 along the River Thames frontage and 5 storeys on sites fronting Battersea Bridge Road and Parkgate Road. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

10.1.1 Ransomes Wharf, Former Domus Tiles site, Parkgate Road/Elcho Street, SW11



Policies Map reference number: 100.

Site Area: 0.64 ha.

Ward: St Mary's Park.

Description: L shaped site with frontages to Parkgate Road to the south, Elcho Street to the west and Ransome's Dock to the east.

Current use: Main part of the site between Ransome's Dock and Elcho Street is occupied by a building in a variety of business and storage uses (B1/B8) which is vacant in some parts.

Relevant planning history: Planning application 2008/0407 (Approved), the demolition of existing warehouse and office buildings and redevelopment of the site including the erection of three buildings ranging from three to eleven storeys in height plus a mezzanine, comprising a mixture of retail units, restaurants, cafes and other commercial units (Class A1-A5 and B1), artists studios (Class B1), 158 residential units, public piazza, dockside walkway, basement and surface car parking with associated access and landscaping.

Policy context: The site is located within the Thames Policy Area and Ransome's Wharf Focal Point. Core Strategy Policies PL6 and PL9 encourages a wider mix of uses at focal points of activity located along the riverside. This includes restaurants, cafes, bars and small-scale retail uses and the provision of attractive public spaces with good access to them, to form new riverside destinations. Development of town centre uses will be permitted subject to the criteria set out in DMPD Policy DMO8.

Site Allocation: Mixed use including residential, shops, restaurants, cafes and other commercial units, artists studios, public piazza, dockside walkway, basement and surface car parking with associated access and landscaping.

Justification: The site has the potential to contribute to the focal point of activity by providing safe and attractive connections between the Thames Riverside and Parkgate Road and contributing to the vibrancy of the area by providing mixed use development.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site lies within an archaeological priority area (refer DMPD Policy DMS2). Westbridge Road Conservation Area lies to the south-west and Battersea Park Conservation Area lies to the north-east.

Flood Risk: The site is located within flood zone 3a. A site specific FRA is required and should utilise existing breach model results, however additional modelling may be required to confirm residual risks to basement. Proposed mitigation measures likely to include raising basement access ramp levels and provision of a safe access and egress route. A flood warning and evacuation plan will be required.

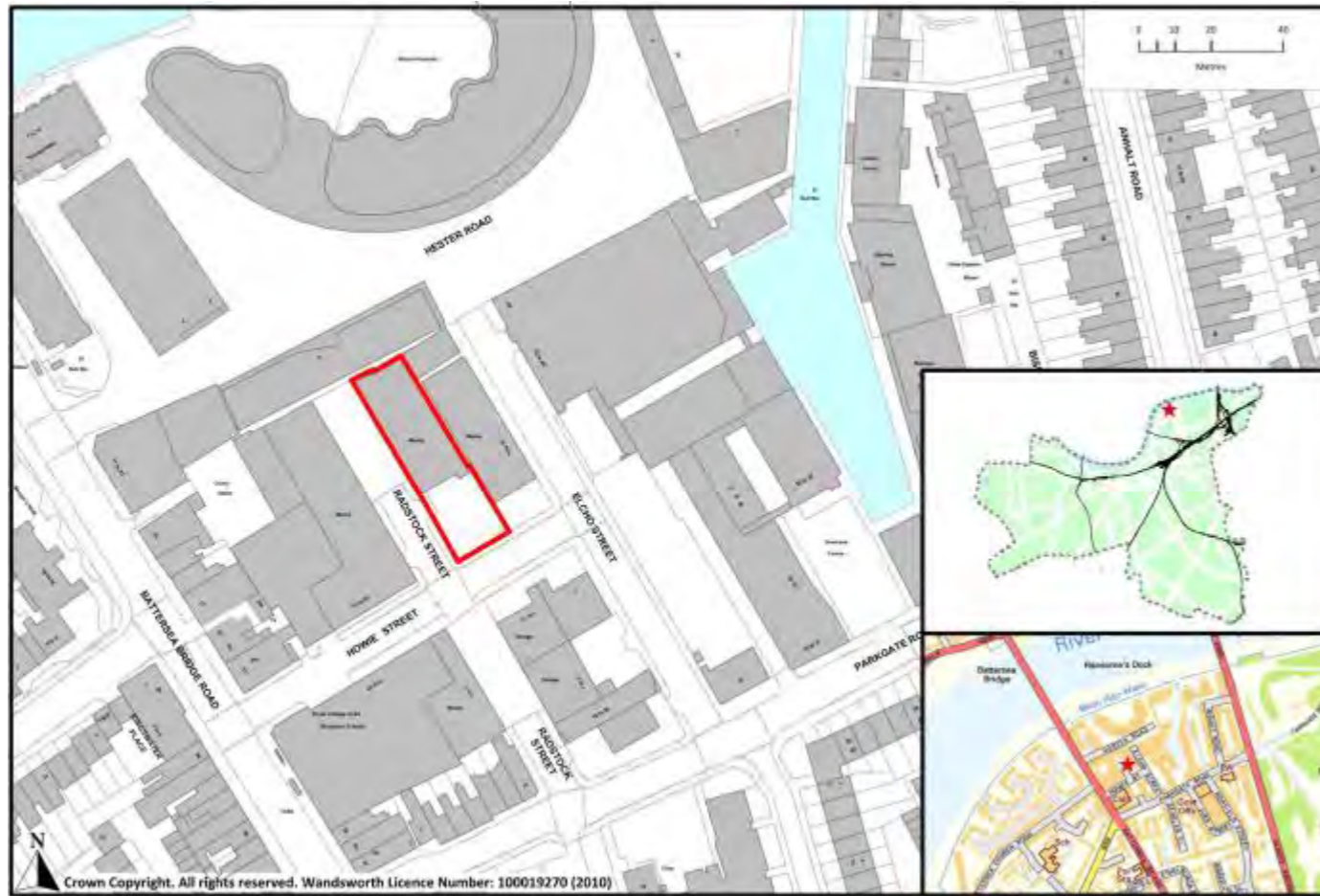
Design Principles: Provision of improved public routes through the site allowing for the integration of different parts of the area with the dockside, whilst reinforcing the area's character. High quality design and landscaping should be achieved, reinforcing the existing street blocks.

Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings. The height at which a development along the northern part of the site will be considered to be tall is 9 storeys, while on the southern arm of the site which extends out to the Parkgate Road frontage, a building will be considered tall at 5 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

London Plan Density Matrix Classification: Central.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Improvements to Ransome's Dock will be sought and a riverside walk incorporating provision for cyclists will be required in accordance with DMPD Policy DMT3, including a wide pedestrian link to Elcho Street. Improvements to the surfacing of Elcho Street should be funded by the development and consideration will be given to the feasibility of permanently closing off the junction of Elcho Street with Hester Road except for pedestrian and cyclists.

10.1.2 12-18 Radstock Street, SW11



Policies Map reference number: 101.

Site Area: 0.09 ha.

Ward: St Mary's Park.

Description: The site is bounded by warehouses and Radstock Street to the west.

Current use: B2 use - electrical engineers warehouse.

Relevant planning history: Planning application 2012/3925 (approved). Demolition of the existing building and construction of a part six-storey/part five-storey/part single-storey building, providing two commercial units (Use Class B1) and 9 car parking spaces at ground floor level, and 8 residential units on the upper floors.

Policy context: The site is located within a Mixed Use Former Industrial Area identified in the Core Strategy and within the Thames Policy Area (Core Strategy Policies PL6 and PL9). The site is also located within the Ransome's Dock Focal Point. Core Strategy Policy PL9 encourages a wider mix of uses at focal points of activity located along the riverside. This includes restaurants, cafes, bars and small-scale retail uses and the provision of attractive public spaces with good access to them, to form new riverside destinations. Development of town centre uses will be permitted and replacement of employment floorspace required, subject to DMPD policies DMI2 and DMO8.

Site Allocation: Mixed-use development, with commercial and small-scale retail on the ground floor and residential to upper floors. The types of uses that would be acceptable at ground floor level could include, restaurants, public houses, sandwich bars, small retail units, offices, health and fitness clubs, and similar types of specialist businesses, which would reinforce the character of this riverside quarter.

Justification: The site has the potential to contribute to the focal point of activity by providing safe and attractive connections between the Thames Riverside and Parkgate Road and contributing to the vibrancy of the area by providing mixed use development.

Flood Risk: The site lies within flood zone 3a. A site specific Flood Risk Assessment is required. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2). Westbridge Road Conservation Area lies to the south-west.

Design principles: The existing street pattern provides the basis for a tight knit development with frontages to all streets. The uses at ground floor should seek to build upon the active frontages in the locality, with ideally a shopfront appearance giving transparency of activity. Entrances to ground and upper floors shall be directly from the street to ensure personal safety and security. The density of development should be such that will enable it to relate satisfactorily to the character of the surrounding area whilst achieving the provision of good quality mixed use development and a high standard of residential accommodation, taking into account amenity and space standards, and appropriate parking provision.

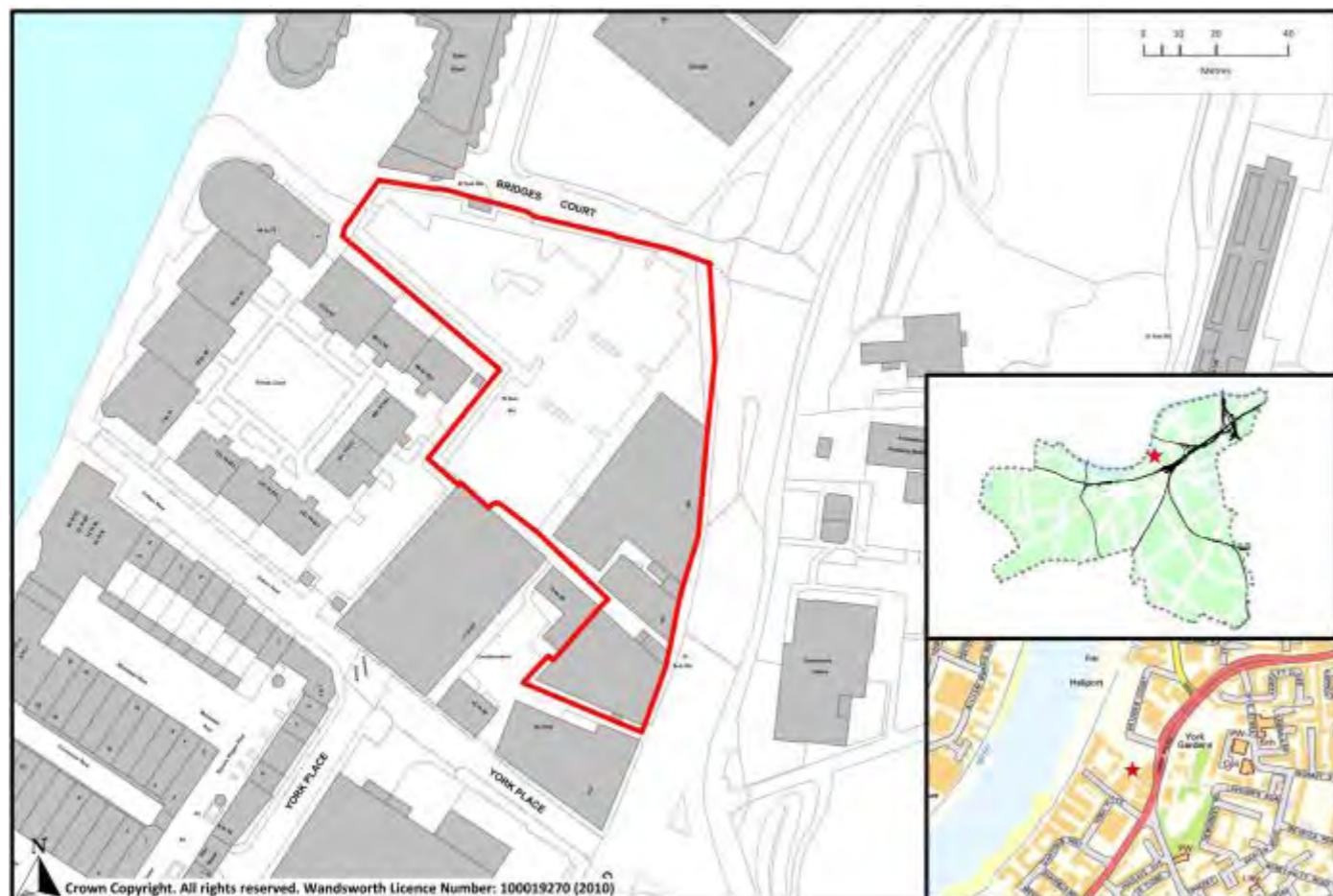
Tall buildings: In accordance with the Stage 2 Urban Design Study – Tall Buildings, the site is sensitive to tall buildings, and the height at which a development in this location will be considered to be tall is 5 storeys. Applications for tall buildings will be subject to the assessment set out in DMPD Policy DMS4.

London Plan Density Matrix Classification: Central.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Consideration should be given to further stopping up Radstock Street.

Open Space: The site is partially located within an Open Space Deficiency Area.

10.2 110 York Road, Battersea (Former Prices Candles factory), SW11



Policies Map reference number: 102.

Site Area: 0.79 ha.

Ward: St Mary's Park.

Description: The site is located east of Prices Court flats and west of York Road. A car park forms the majority of the site.

Current use: Car park and candle shop.

Relevant planning history: Planning application 2012/1444 (refused). Demolition of existing buildings at 100 and 110 York Road, and redevelopment of the site to provide a mixed residential/commercial scheme, comprising a terrace of 6 three-storey houses fronting Bridges Court; a five/nine-storey development fronting York Road; retention of 112 York Road, with the enlargement of the existing building to insert an additional floor, and the erection of extensions to provide up to four further floors above (six-storeys in total). The overall development would provide a total of 115 residential units (including 27 affordable housing units); 142 sq ms of retail (class A1) floorspace; 694 sq ms of retail/car showroom (class A1/sui generis) floorspace, and 624 sq ms of office/light industrial (class B1) floorspace. Reconfigured and new vehicular and pedestrian access would be provided to the site from Bridges Court with 102 parking spaces at basement and ground level together with cycle parking and associated landscaping, servicing and plant areas.

Policy context: The site lies within the Thames Policy Area (Core Strategy Policies PL6 and PL9) where replacement of B1- B8 and related SG use is required. Outside focal points of activity, the loss of other employment uses and change of use to residential, is appropriate (DMPD Policy DMI3). Any proposals involving an enhanced retail offer will require assessment against DMPD Policy DMTS2.

This site is included in the Lombard Road/York Road Riverside focal point of activity. The Council is developing a Supplementary Planning Document for the area including an Area Spatial Strategy, which will provide further detailed consideration of this area.

Site Allocation: Residential.

Justification: The site lies in the Thames Policy Area outside a focal point of activity, it is suitable for residential development.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is required to and should utilise SFRA breach model results to confirm residual risks. Proposed mitigation measures likely to include the provision of a safe access and egress route onto York Road. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: New development should be arranged so that building fronts define the perimeter of the site. This means that new buildings should face Bridges Court and York Road with frontages that include entrance doors and windows. The scale and massing of development should reflect that of adjacent sites.

Tall buildings: In accordance with the Addendum to the Stage 2 Urban Design Study - Tall Buildings, the site is sensitive to tall buildings. The height at which a development in this location will be considered to be tall is 9 storeys.

London Plan Density Matrix Classification: Urban.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Improvements to pedestrian links between York Road and the Riverside Walk will be sought and improvements to Bridges Court and its junction with York Road will also be required.

Nature Conservation: The site is located within an area of deficiency in access to nature.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

10.3 Dovercourt site, York Road, SW11



Policies Map reference number: 103.

Site Area: 1.19 ha.

Ward: St Mary's Park.

Description: The site is located north of York Road and south of Bridges Court. The London Heliport lies adjacent to the site. The site comprises of Lookers Car Showrooms, the Heliport Estate, and Heliport House.

Current use: The majority of the site is occupied by car sales showrooms (formerly Dovercourt, now Lookers) and associated parking- Sui Generis (SG) use. The Heliport Estate, and Heliport House comprise a range of B1 and B2 uses.

Relevant planning history: Screening opinion 2013/0483 (Decided - EIA not required for south part of the site (98 York Road) comprising proposed mixed use development comprising a car dealership of approx. 7062 sq ms and 170 residential units, with 86 car parking spaces. Planning application 2013/1239 (Approved) for north part of the site (50 Lombard Road) for demolition of the showroom and workshop and construction of new showroom and workshop linking with existing car compound to the north along Bridges Court to provide extended facilities including parking on three levels. Planning application 2013/6052 (Resolved to approve subject to legal agreement) for north part of the site (38 Lombard Road) for erection of a 15-storey residential tower to provide 14 residential flats constructed over the existing five-storey mixed use office and residential Heliport House building (20 storeys high in total).

Policy context: The site lies within the Thames Policy Area (Core Strategy Policies PL6 and PL9) where replacement of B1- B8 and related Sui Generis (SG) use is required subject to the criteria of DMPD Policy DMI3, and residential use is appropriate as part of mixed use development (DMPD Policy DMI3).

This site is included in the Lombard Road/York Road Riverside focal point of activity. The Council is developing a Supplementary Planning Document for the area including an Area Spatial Strategy, which will provide further detailed consideration of this area.

Site Allocation: Mixed use development including residential, incorporating replacement of B1 - B8 and related SG use in accordance with DMPD Policy DMI3.

Justification: The site lies within the Thames Policy Area and requires replacement of B1-B8 or related SG use, while residential use as part of a mixed use development is appropriate (refer DMPD Policy DMI3).

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is likely to require flow path assessment to confirm residual risks. Proposed mitigation measures likely to include the provision of a safe access and egress route onto York Road. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design Principles: New development should be arranged so that building fronts define the perimeter of the site. This means that new buildings should face Bridges Court, Lombard Road and York Road with frontages that include entrance doors and windows. The scale and massing of any proposed development should reflect the character of the area.

Tall buildings: In accordance with the Addendum to the Stage 2 Urban Design Study - Tall Buildings, the site is sensitive to tall buildings. The height at which a development in this location will be considered to be tall is 9 storeys.

London Plan Density Matrix classification: Urban.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Improvements to Bridges Court to bring the road up to an adoptable standard will be sought, along with potential further pedestrian links between York Road and Bridges Court leading to the Riverside Walk and improvements to the junction of Bridges Court with York Road.

Nature Conservation: The site is located within an area of deficiency in access to nature.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

10.4 Homebase, York Road, SW11



Policies Map reference number: 104.

Site Area: 0.81 ha.

Ward: St Mary's Park.

Description: The site lies west of York Road and is bounded by York Place Road and Gartons Way residential streets.

Current use: A1 retail use.

Policy context: The site lies within the Thames Policy Area (Core Strategy Policies PL6 and PL9) where replacement of B1- B8 and related Sui Generis (SG) use is required. Outside focal points of activity, the loss of other employment uses and change of use to residential is appropriate (DMPD Policy DMI3). Any proposals involving an amended retail offer will require assessment against DMPD Policy DMTS2.

This site is included in the Lombard Road/York Road Riverside focal point of activity. The Council is developing a Supplementary Planning Document for the area including an Area Spatial Strategy, which will provide further detailed consideration of this area.

Site Allocation: Residential.

Justification: As the current use of the site is A1 and the site lies in the Thames Policy Area outside a focal point of activity, it is suitable for residential development.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is required and should require flow path assessment to confirm residual risks. Proposed mitigation measures likely to include the provision of a safe access and egress route onto Plough Road. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: New development should be arranged so that building fronts define the perimeter of the site. This means that new buildings should face Gartons Way, York Place and York Road with frontages that include entrance doors and windows. There could be a route through the site from York Road to York Place to align with Cinnamon Row.

Tall Buildings: In accordance with the Addendum to the Stage 2 Urban Design Study - Tall Buildings, the site is sensitive to tall buildings. The height at which a development in this location will be considered to be tall is 9 storeys.

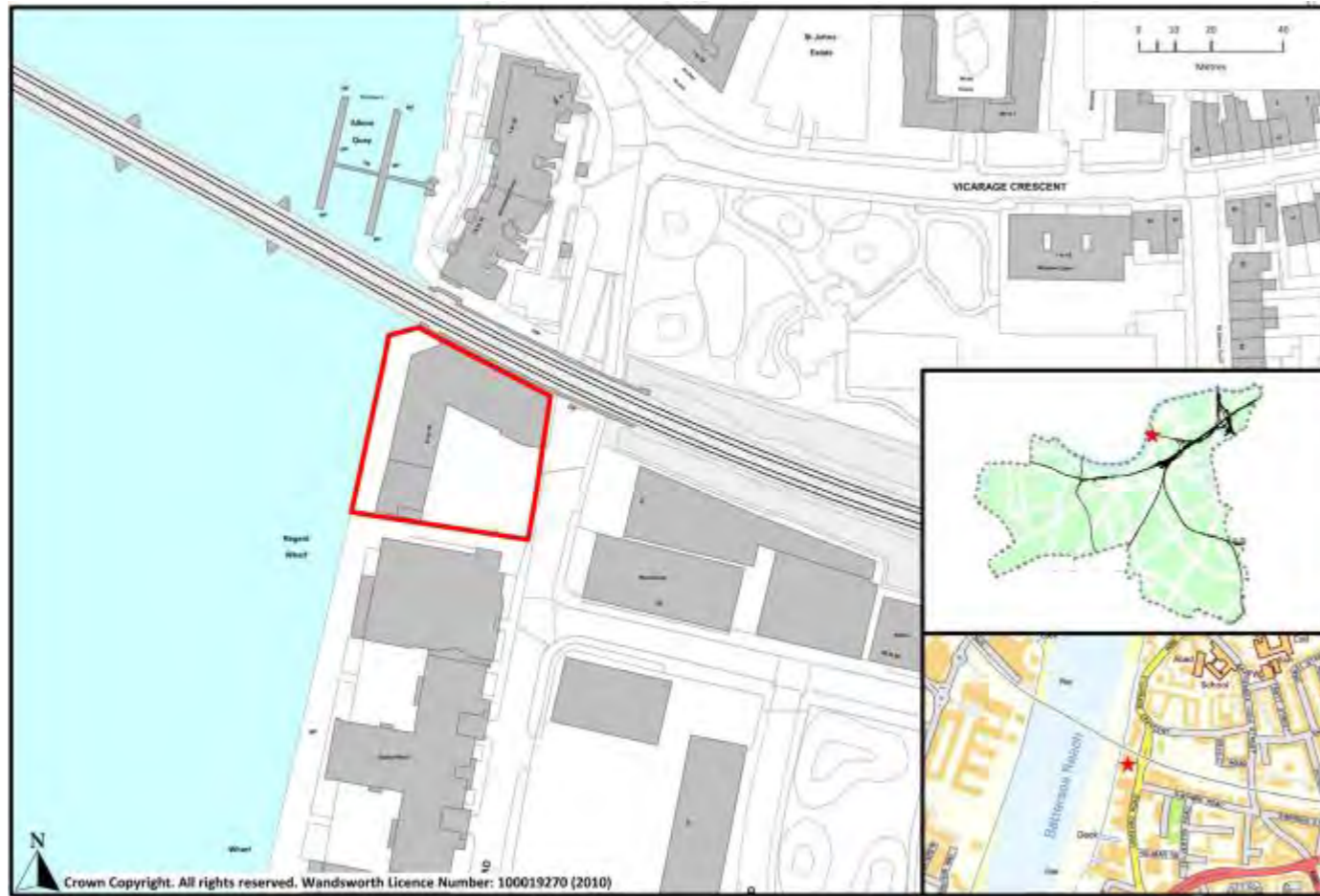
London Plan Density Matrix classification: Urban.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Improvements to junction of Gartons Way with York Road should be considered.

Nature Conservation: The site is located within an area of deficiency in access to nature.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

10.5 12-14 Lombard Road, SW11



Policies Map reference number: 105.

Site Area: 0.23 ha.

Ward: St Mary's Park.

Description: The site is located on the Thames Riverside and is bounded by residential use to the south and the Grade II* listed Cremorne Bridge (West London Extension Railway Bridge) to the north.

Current use: B1a Offices.

Relevant planning history: Screening opinion 2013/1663 (Decided – EIA not required) for redevelopment of 0.25 ha site involving excavation and construction of eight-storey building with two levels of underground parking to provide a combination of 80 flats and commercial floorspace; including new riverside walk. Planning application 2012/5261 (Approved) for construction of a new pedestrian footway bridge adjacent to the existing Cremorne Railway Bridge across the River Thames linking the London Borough of Wandsworth with the London Borough of Hammersmith and Fulham. Demolition notice 2012/1075 (Approved). Demolition of existing building.

Policy context: The site lies within the Thames Policy Area (Core Strategy Policies PL6 and PL9) where replacement of B1- B8 and related Sui Generis (SG) use is required subject to the criteria of DMPD Policy DMI3, and residential use is appropriate as part of mixed use development (DMPD Policy DMI3).

This site is included in the Lombard Road/York Road Riverside focal point of activity. The Council is developing a Supplementary Planning Document for the area including an Area Spatial Strategy, which will provide further detailed consideration of this area.

Site Allocation: Mixed use development including residential, incorporating replacement of B1 - B8 and related SG use in accordance with DMPD Policy DMI3.

Justification: The site lies within the Thames Policy Area and requires replacement of B1-B8 or related SG use, while residential use as part of a mixed use development is appropriate.

Flood Risk: Located within flood zone 3a. A site specific Flood Risk Assessment is likely to require detailed breach modelling to confirm residual risks. Proposed mitigation measures likely to include the provision of a safe access and egress route. A flood warning and evacuation plan will be required.

Sites with a tidal Thames frontage should address the requirements of the Environment Agency's Thames Estuary 2100 (TE2100) Plan to ensure that these sites are protected for their lifetime and ensure the necessary level of protection is provided to London as a whole.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: Grade II* listed Cremorne Bridge (West London Extension Railway Bridge) to the north. The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: New development should be arranged so that there are building frontages to a new riverside walk alongside the River Thames, Lombard Road and a new public route between Lombard Road and the River Thames. The scale and massing of buildings should reflect that of recent riverside developments nearby.

Tall buildings: In accordance with the Addendum to the Stage 2 Urban Design Study - Tall Buildings, the site is sensitive to tall buildings. The height at which a development in this location will be considered to be tall is 9 storeys.

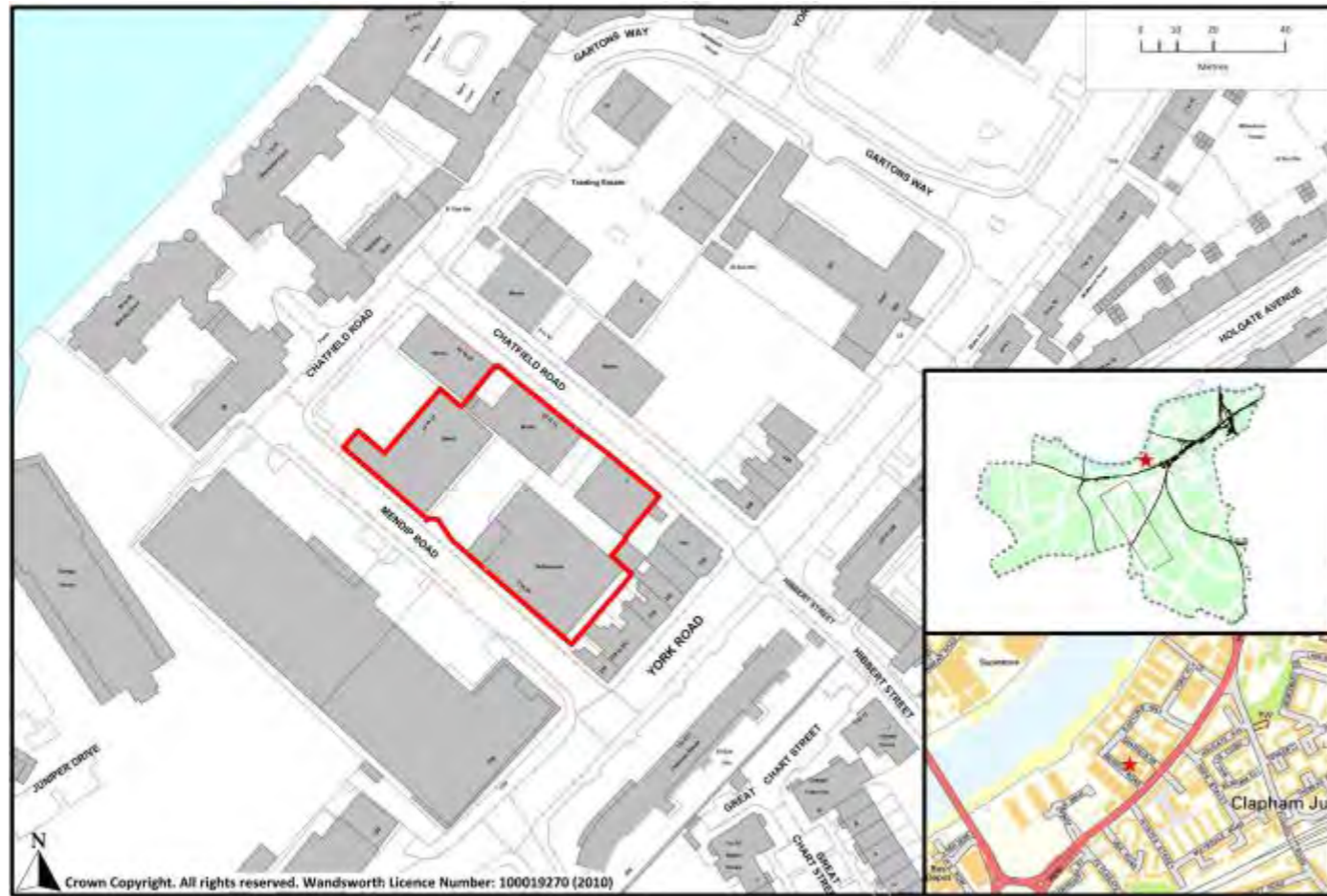
London Plan Density Matrix classification: Central.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. A riverside walk incorporating provision for cyclists will be required in accordance with DMPD Policy DMT3. This should provide an extension to the Riverside Walk through the site linking the Oyster Wharf Site to Groveside Court through the arches beneath the railway. Improved pedestrian links, including a link between the Riverside Walk and Lombard Road along the south side of the railway will also be sought.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

10.6 41-47 Chatfield Road, SW11



Policies Map reference number: 106.

Site Area: 0.31 ha.

Ward: St Mary's Park.

Description: The site is bounded by retail units fronting York Road to the south. Industrial and warehouse uses surround the rest of the site.

Current use: Storage and warehousing.

Relevant planning history: Planning application 2014/4301 (under consideration) for demolition of existing building, excavation to form two floors of basement accommodation and construction of four floors above ground to create new six storey building to be used for vehicle storage, including kitchen facility on Chatfield Road frontage and three split level ancillary residential units.

Policy context: The site is located in a Mixed Use Former Industrial Employment Area and within the Thames Policy Area (Core Strategy Policies PL6 and PL9) where replacement employment floorspace is required as part of mixed use developments (DMPD Policy DMI2).

This site is included in the Lombard Road/York Road Riverside focal point of activity. The Council is developing a Supplementary Planning Document for the area including an Area Spatial Strategy, which will provide further detailed consideration of this area.

Site Allocation: Mixed use development incorporating replacement employment floorspace and residential use.

Justification: As part of any redevelopment of a site within a MUFIEA, residential development is appropriate where replacement employment floorspace is provided.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is required which should contain flow path assessment to confirm residual risks. Proposed mitigation measures likely to include the provision of a safe access and egress route onto Plough Road. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: The site would be suitable for a mixed-use development with business on the ground floor and residential to upper floors. The density of development should be such that will enable it to relate satisfactorily to the character of the surrounding area whilst achieving the provision of good quality mixed use development and a high standard of residential accommodation, taking into account amenity and space standards, and appropriate parking provision. The existing street pattern provides the basis for a tight knit development with frontages to both Chatfield and Mendip Roads. The uses at ground floor should seek to build upon the active frontages in the locality. Entrances to ground and upper floors should be directly from the street.

Tall buildings: In accordance with the Addendum to the Stage 2 Urban Design Study - Tall Buildings, the site is sensitive to tall buildings. The height at which a development in this location will be considered to be tall is 9 storeys.

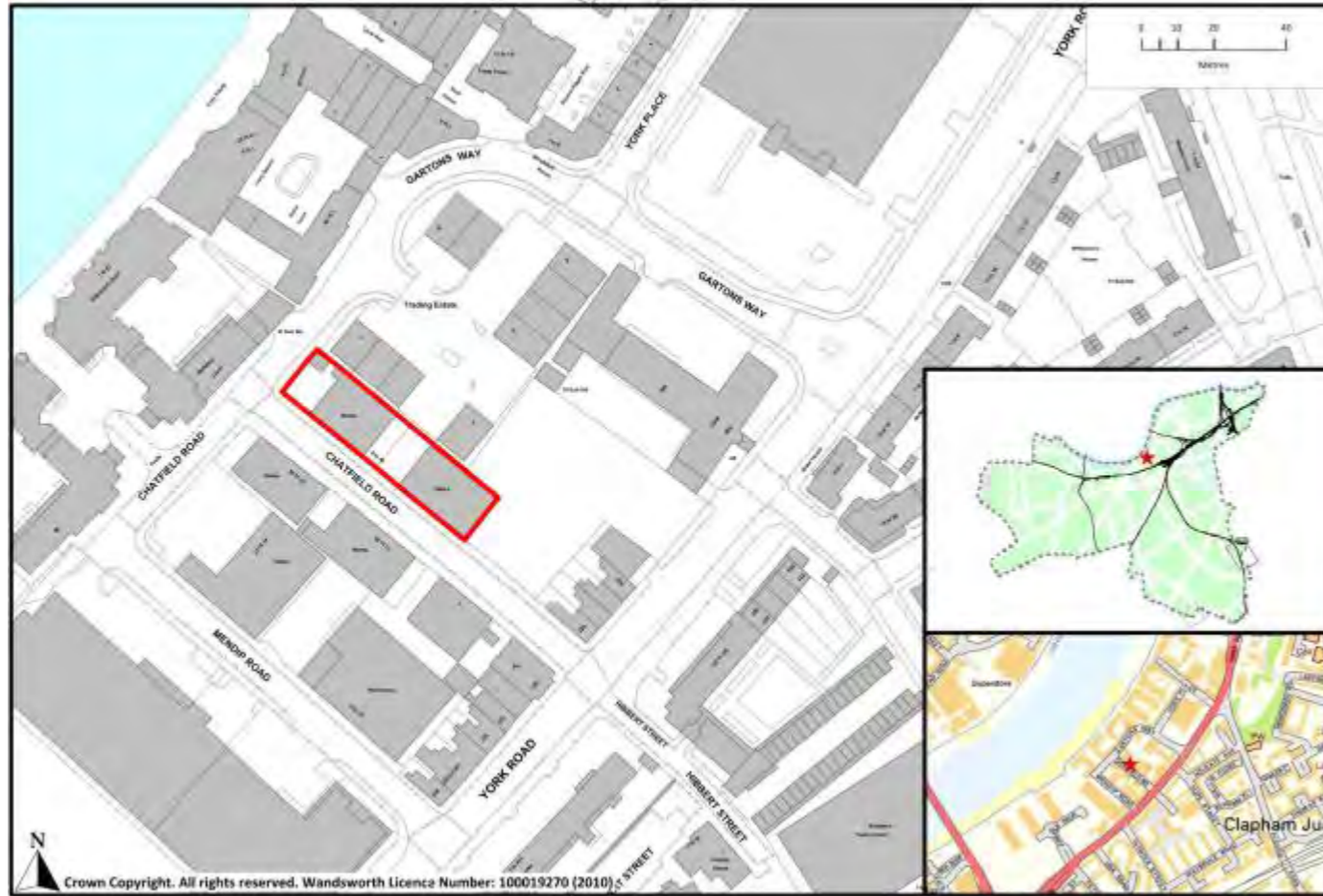
London Plan Density Matrix classification: Central.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Improvements to the footway around the frontages of the development will be sought and improvements to junction of Garton's Way with York Road should be considered.

Open Space: The site is partially located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

10.7 8-40 Chatfield Road, SW11



Policies Map reference number: 107.

Site Area: 0.10 ha.

Ward: St Mary's Park.

Description: The site is bounded by Chatfield Road industrial estate to the north, south and east. Chatfield Road medical centre is located to the west of the site.

Current use: Site under construction.

Relevant planning history: Planning application 2009/1593 (approved). Demolition of existing buildings. Erection of six-storey building plus basement car park to comprise 38 flats and 448sq.m. of commercial (Class B1) floorspace.

Policy context: The site is located in a Mixed Use Former Industrial Employment Area and within the Thames Policy Area (Core Strategy Policies PL6 and PL9) where replacement employment floorspace is required as part of mixed use developments (DMPD Policy DMI2).

This site is included in the Lombard Road/York Road Riverside focal point of activity. The Council is developing a Supplementary Planning Document for the area including an Area Spatial Strategy, which will provide further detailed consideration of this area.

Site Allocation: Mixed use development incorporating replacement employment floorspace and residential.

Justification: As part of any redevelopment of a site within a MUFIEA, residential development is appropriate where replacement employment floorspace is provided.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is required which should contain flow path assessment to confirm residual risks. Proposed mitigation measures likely to include the provision of a safe access and egress route onto Plough Road. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: New buildings should face Chatfield Road with active frontages that include entrance doors and windows. Massing should be carefully arranged with consideration for the amenity and development potential of adjoining sites.

Tall buildings: In accordance with the Addendum to the Stage 2 Urban Design Study - Tall Buildings, the site is sensitive to tall buildings. The height at which a development in this location will be considered to be tall is 9 storeys.

London Plan Density Matrix classification: Central.

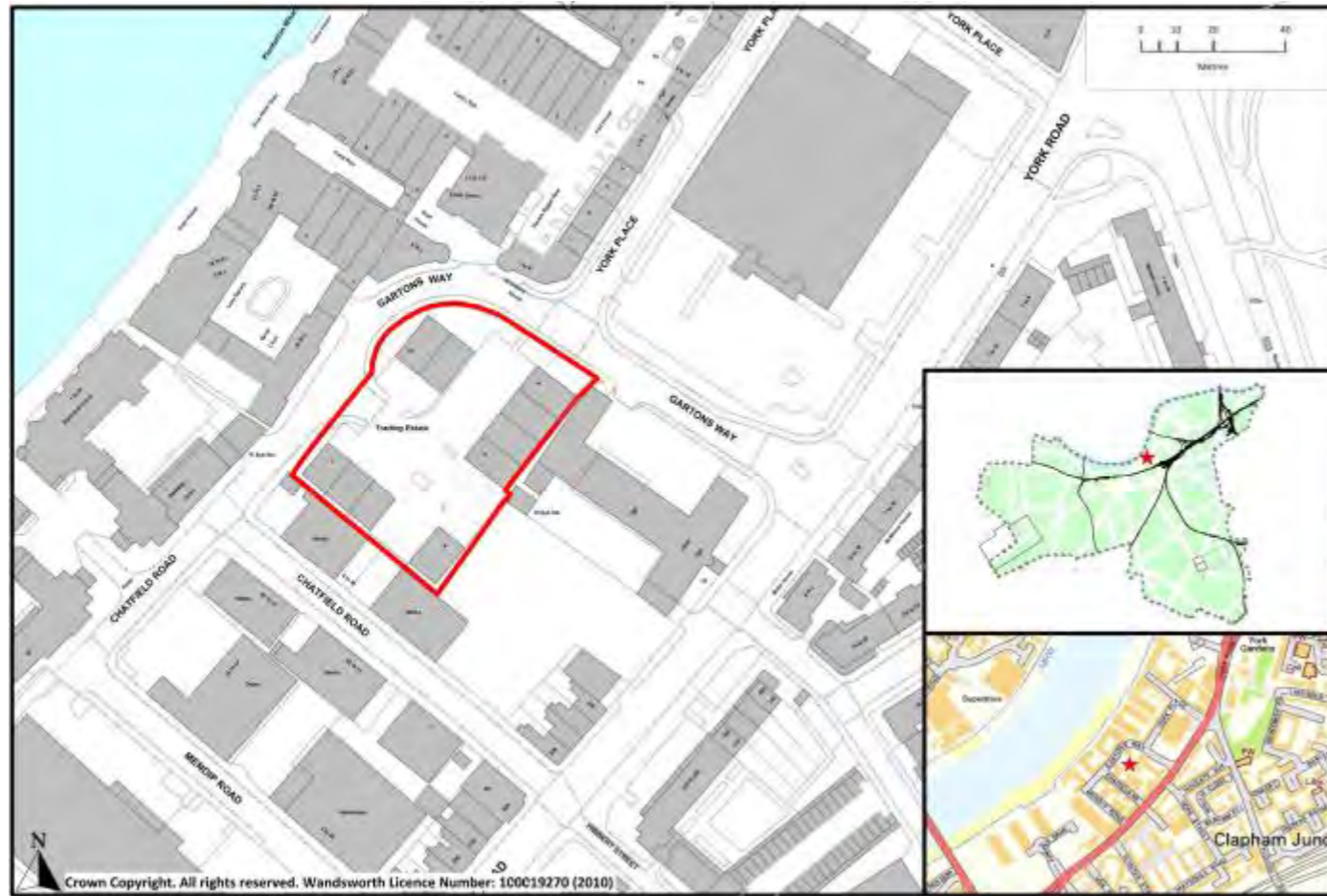
Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Improvements to junction of Gartons Way with York Road should be considered.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

Open Space: The site is partially located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

10.8 Gartons Industrial Estate, Gartons Way, SW11



Policies Map reference number: 108.

Site Area: 0.36 ha.

Ward: St Mary's Park.

Description: The site is an industrial estate bounded by residential use to the north and industrial uses to the south.

Current use: Industrial estate.

Relevant planning history: Outline planning application 2009/1594 (withdrawn). Demolition of existing buildings. Erection of buildings up to six-storeys high plus basement car park to provide 80 flats and 1951 sq ms of commercial floorspace (Class B1).

Policy context: The site is located in a Mixed Use Former Industrial Employment Area and within the Thames Policy Area (Core Strategy Policies PL6 and PL9) where replacement employment floorspace is required as part of mixed use developments (DMPD Policy DMI2).

This site is included in the Lombard Road/York Road Riverside focal point of activity. The Council is developing a Supplementary Planning Document for the area including an Area Spatial Strategy, which will provide further detailed consideration of this area.

Site Allocation: Mixed use development incorporating replacement employment floorspace and residential.

Justification: As part of any redevelopment of a site within a MUFIEA, residential development is appropriate where replacement employment floorspace is provided.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is required which should contain flow path assessment to confirm residual risks. Proposed mitigation measures likely to include the provision of a safe access and egress route onto Plough Road. The SFRA indicates that the ground levels on the site are above peak flood levels. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design principles: New development should be arranged so that building fronts define the perimeter of the site. This means that new buildings should face Gartons Way and Chatfield Road with frontages that include entrance doors and windows.

Tall buildings: In accordance with the Addendum to the Stage 2 Urban Design Study - Tall Buildings, the site is sensitive to tall buildings. The height at which a development in this location will be considered to be tall is 9 storeys.

London Plan Density Matrix classification: Central

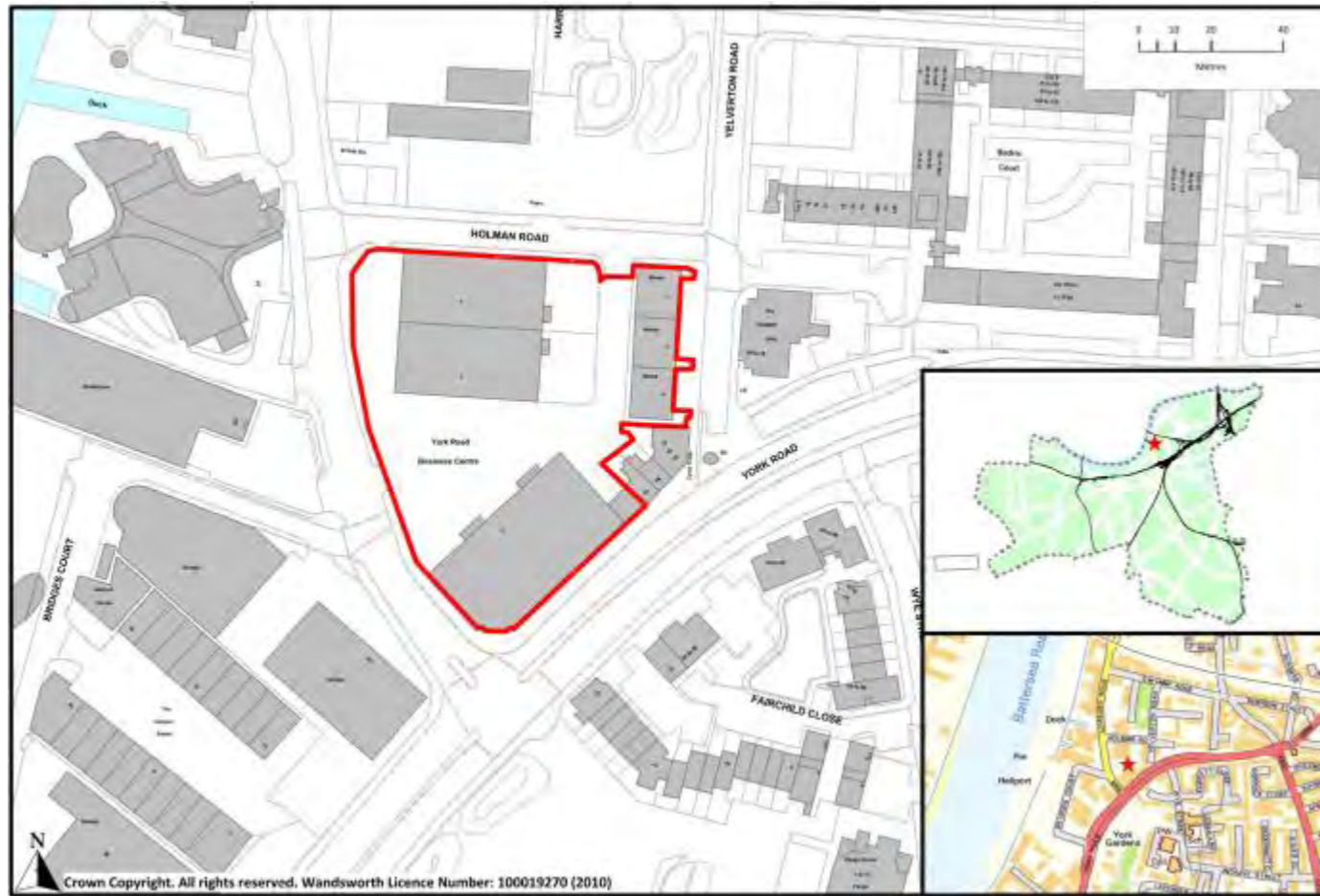
Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Improvements to junction of Gartons Way with York Road should be considered.

Nature Conservation: The site is partially located within an area of deficiency in access to nature.

Open Space: The site is partially located within an Open Space Deficiency Area.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

10.9 York Road Business Centre, Yelverton Road, SW11



Policies Map reference number: 109.

Site Area: 0.7 ha.

Ward: St Mary's Park.

Description: The site is bounded by residential use.

Current use: Business centre.

Policy context: The site lies in a Mixed Use Former Industrial Employment Area (Core Strategy Policy PL6 and DMPD Policy DMI2).

This site is included in the Lombard Road/York Road Riverside focal point of activity. The Council is developing a Supplementary Planning Document for the area including an Area Spatial Strategy, which will provide further detailed consideration of this area.

Site Allocation: Mixed use development incorporating replacement employment floorspace and residential use.

Justification: As part of any redevelopment of a site within a MUFIEA, residential development is appropriate where replacement employment floorspace is provided.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment is required. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

London Plan Density Matrix classification: Central.

Historic Environment: The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design Principles: New development should be arranged so that building fronts define the perimeter of the site. This means that new buildings should face York Road, Lombard Road and Holman Road with frontages that include entrance doors and windows.

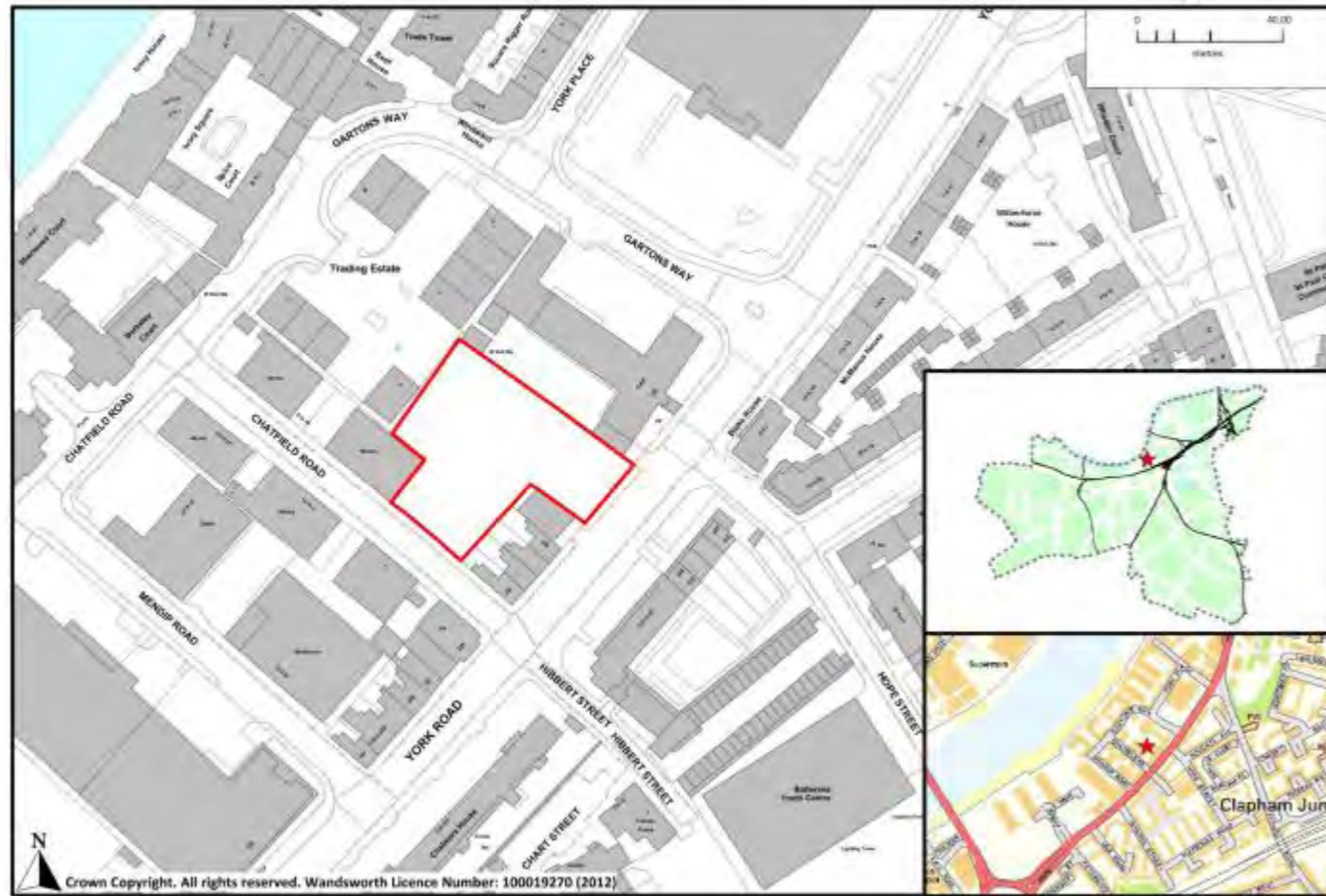
Tall buildings: In accordance with the Addendum to the Stage 2 Urban Design Study - Tall Buildings, the site is sensitive to tall buildings. The height at which a development in this location will be considered to be tall is 5 storeys.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document. Development will be expected to promote access and use by sustainable transport modes, including provision of a car club.

Nature Conservation: The site is located within an area of deficiency in access to nature.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

10.10 208-214 York Road & 4 Chatfield Road, SW11



Policies Map reference number: 110

Site Area: 0.19 ha

Ward: St Mary's Park.

Description: Vacant site formerly comprising two-storey industrial building fronting York Road and single-storey to rear. Servicing to both buildings off Chatfield Road. Existing three to five-storey Travelodge hotel adjoins site to east, vacant workshop to west with commercial parade beyond. Four and five storey blocks of flats opposite.

Current Use: Vacant, formerly industrial use. (Approx. 1,680 sq ms of floorspace).

Relevant Planning History: Planning application 2009/2856 (approved). Erection of four/five storey building fronting York Road, four/five storey building fronting Chatfield Road and six, four-storey houses within rear of site plus basement to provide 23 residential units and 1,822 sq ms of commercial floor space (Use Class B1). 30 parking spaces provided accessed from Chatfield Road.

Policy Context: The site is located in a Mixed Use Former Industrial Employment Area and within the Thames Policy Area (Core Strategy Policies PL6 and PL9) where replacement employment floorspace is required as part of mixed use developments (DMPD Policy DM12).

This site is included in the Lombard Road/York Road Riverside focal point of activity. The Council is developing a Supplementary Planning Document for the area including an Area Spatial Strategy, which will provide further detailed consideration of this area.

Site Allocation: Mixed use development incorporating replacement employment floorspace and residential use.

Justification: As part of any redevelopment of a site within a MUFIEA, residential development is appropriate where replacement employment floorspace is provided.

Flood Risk: The site is located within flood zone 3a. Refer to the Strategic Flood Risk Assessment (SFRA) for specific details. A site specific Flood Risk Assessment is required which should contain flow path assessment to confirm residual risks. Proposed mitigation measures likely to include the provision of a safe access and egress route onto Plough Road. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: Within an Archaeological Priority Area requiring investigation prior to demolition and construction (see DMPD Policy DMS2). There are no listed buildings or conservation areas in or nearby.

Design Principles: New buildings on Chatfield Road and York Road could be up to 5 storeys in height (where the top floor is set back from the front facade to minimise sense of enclosure to the street) and should be designed with active frontages incorporating frequent entrances and windows to allow a high level of surveillance to the public space. Building heights will be restricted within the back-land area of the site to protect the amenities of adjoining occupiers and the development potential of adjoining sites.

All residential units should be arranged to benefit from good sunlight and daylight; north facing single aspect units will be resisted.

Tall Buildings: In accordance with the Addendum to the Stage 2 Urban Design Study - Tall Buildings, the site is sensitive to tall buildings. The height at which a development in this location will be considered to be tall is 9 storeys.

London Plan Density Matrix classification: Central.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil). Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

10.11 36 Lombard Road, SW11



Policies Map reference number: 111

Site Area: 0.30 ha

Ward: St Mary's Park.

Description: Single storey warehouse building with a narrow frontage to Lombard Road and riverside walk on western boundary and partly on southern boundary. Battersea Heliport and industrial buildings lie to the south with 17 storey Falcon Wharf development to the north.

Current Use: Timber yard.

Relevant Planning History: Planning Application 2009/2151 - (approved) - Retention of a free-standing three sided internally illuminated pole sign within front forecourt of the building.

Policy Context: The site lies within a Focal point of activity (Core Strategy Policy PL9 and DMPD Policy DMO8) and the Thames Policy Area (Core Strategy Policies PL6 and PL9) where mixed use redevelopment including residential is promoted and the replacement of B1- B8 and related Sui Generis (SG) use is required subject to the criteria of DMPD Policy DMI3. Any proposals involving an enhanced retail offer will require assessment against DMPD Policies DMTS2 and DMO8. The Council is developing a Supplementary Planning Document for the Lombard Road/York Road Riverside Focal Point, including an Area Spatial Strategy, which will provide further detailed consideration of this area, including an update to this site allocation.

Site Allocation: Mixed use including residential and replacement employment floorspace.

Justification: The site lies within a Focal point of activity and the Thames Policy Area where mixed use development including replacement of B1 - B8 or related Sui Generis use is appropriate in accordance with DMPD Policy DM13.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment is required and should require flow path assessment to confirm residual risks. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site is within an Archaeological Priority area (DMPD Policy DMS2).

Design Principles: The Area Spatial Strategy shows that development of this site has the potential to improve the amenity of the existing link from Bridges Court to the riverside walk to the north of the Heliport and provides the opportunity to create a new public space on the riverside enhancing the vestige of the former dock between this site and Falcon Wharf to the north. In order to deliver these improvements a building set closer to the Lombard Road frontage with a smaller footprint than the existing building and which includes a tall element could be appropriate. Massing must be sensitive to the proximity of adjoining residential buildings and the need to protect residents' amenity.

Tall Buildings: In accordance with Policy DMS4 this site forms part of an area where tall buildings may be appropriate. The height at which a development in this location will be considered tall is 9 storeys. A tall building could be appropriate in this location and would need to be justified against the criteria set out in DMPD Policy DMS4.

London Plan Density Matrix classification: Central.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil) including the funding of a Thames footbridge adjacent to the Cremorne Railway Bridge. Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

Implementation: The development of this site is currently expected to take place in the final 5 years of the plan period.

10.12 37 Lombard Road (Travis Perkins), SW11



Policies Map reference number: 112

Site Area: 0.61 ha

Ward: St Mary's Park.

Description: The site comprises low level sheds with associated open storage and has frontages to Lombard Road, Gwynne Road and Harroway Road and adjoins the Harroway Gardens open space to the east. Oyster Wharf - 9 storey residential flats adjoin to the west.

Current Use: Builder's merchant.

Relevant Planning History: None.

Policy Context: The site lies in a Focal point of activity (Core Strategy Policy PL9 and DMPD Policy DMO8), and a Mixed Use Former Industrial Employment Area (Core Strategy Policy PL6 and DMPD Policy DMI2a) where mixed use redevelopment including residential is promoted and replacement of employment floorspace is required (DMPD Policy DMI2). Any proposals involving an enhanced retail offer will require assessment against DMPD Policies DMTS2 and DMO8.

The Council is developing a Supplementary Planning Document for the Lombard Road/York Road Riverside Focal Point, including an Area Spatial Strategy, which will provide further detailed consideration of this area, including an update to this site allocation.

Site Allocation: Mixed use development incorporating replacement employment floorspace and residential use.

Justification: As part of any redevelopment of a site within a Focal point of activity and a MUFIEA, mixed use development including residential development is appropriate where replacement employment floorspace is provided.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment is required and should require flow path assessment to confirm residual risks. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site is within an Archaeological Priority area (DMPD Policy DMS2).

Design Principles: This is a prominent site with frontages to Lombard Road, Gwynne Road and Harroway Road and adjoins the Harroway Gardens open space to the east. The existing use as a builder's merchant with its low level shed-like structures, associated open storage and utilitarian security fencing detract from the character of the surrounding public realm. Redevelopment of the site and the replacement of the existing use and buildings offers an opportunity to make a significant improvement to the townscape quality of Lombard Road, Gwynne Road and the Harroway Gardens open space. The improvement of the site's surroundings to create a public realm that is safe and attractive is a priority design objective. This can be achieved by ensuring that new buildings define the street with active frontages that make a positive contribution to the pedestrian environment and enhance personal safety and security. Commercial floorspace is appropriate at ground floor level on the Lombard Road frontage, whilst residential use at ground floor level may be appropriate on the Gwynne Road and Harroway Road frontages. It is important that new development takes full advantage of the site's location adjoining Harroway Gardens and should be designed to substantially improve the amenity and appearance of the open space.

Tall Buildings: In accordance with Policy DMS4 this site forms part of an area where tall buildings may be appropriate. The height at which a development in this location will be considered tall is 5 storeys. A tall building could be appropriate in this location and would need to be justified against criteria set out in DMPD Policy DMS 4.

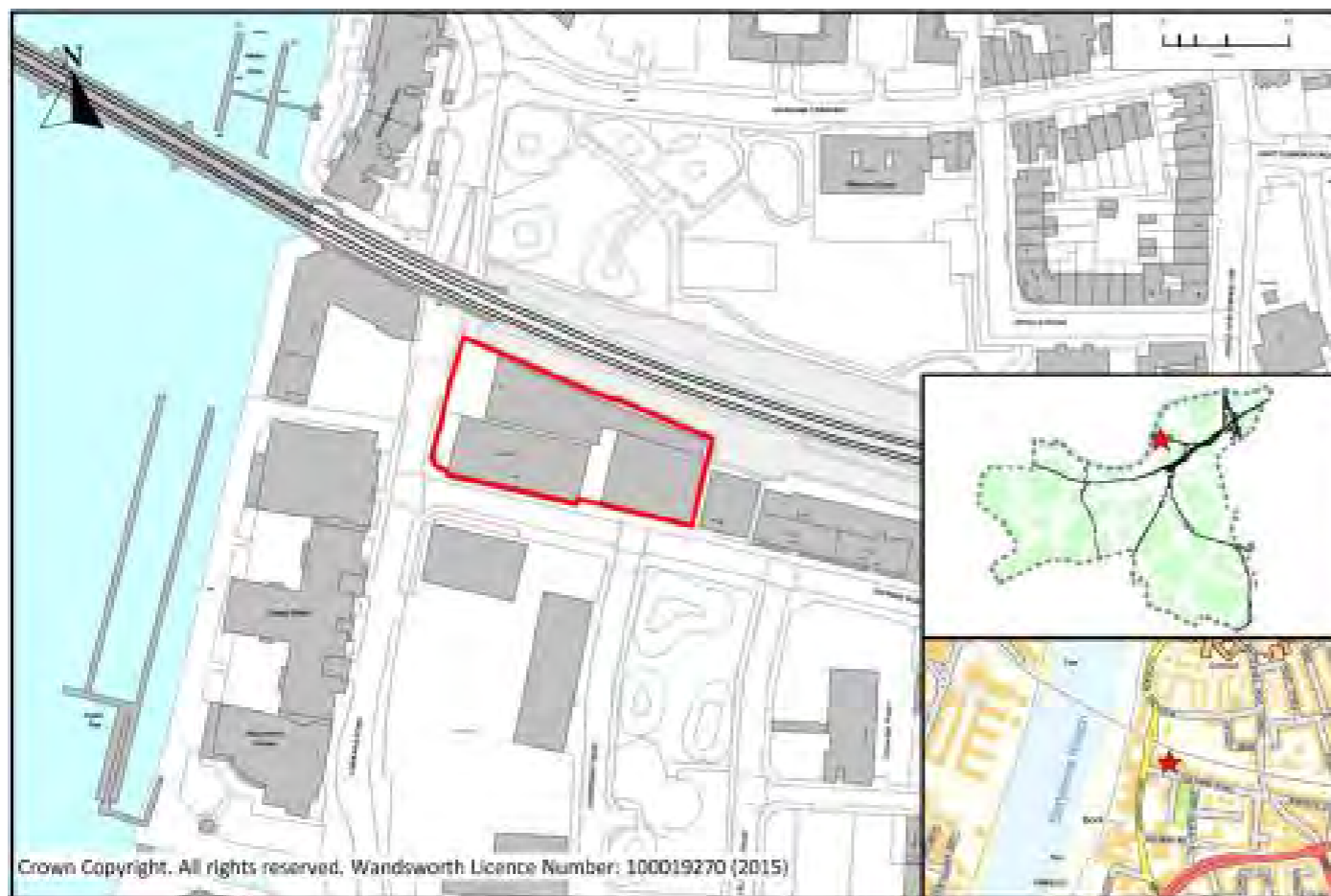
London Plan Density Matrix classification: Central.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil) including the funding of a Thames footbridge adjacent to the Cremorne Railway Bridge. Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

Implementation: The development of this site is expected to take place in the first 10 years of the plan period.

10.13 19 Lombard Road, 80 Gwynne Road, SW11



Policies Map reference number: 113

Site Area: 0.30 ha

Ward: St Mary's Park.

Description: Two storey industrial/warehouse/storage buildings; adjoining buildings and uses similar with Oyster Wharf, 9 storey residential flats on the Thames riverside to the west.

Current Use: Industry and warehouse / storage.

Relevant Planning History: Planning application 2007/0936 (approved) - Installation of large tap projecting from southwest corner of building at first floor level. 2011/2810 (approved) - Installation of various new illuminated advertisement signs including fascia signs, reception signage and free-standing signage on front forecourts.

Policy Context: The site lies in a Focal point of activity (Core Strategy Policy PL9 and DMPD Policy DMO8), and a Mixed Use Former Industrial Employment Area (Core Strategy Policy PL6 and DMPD Policy DMI2a) where mixed use redevelopment including residential is promoted and replacement of employment floorspace is required (DMPD Policy DMI2). Any proposals involving an enhanced retail offer will require assessment against DMPD Policies DMTS2 and DMO8.

The Council is developing a Supplementary Planning Document for the Lombard Road/York Road Riverside Focal Point, including an Area Spatial Strategy, which will provide further detailed consideration of this area, including an update to this site allocation.

Site Allocation: Mixed use development incorporating replacement employment floorspace and residential use.

Justification: As part of any redevelopment of a site within a Focal point of activity and a MUFIEA, mixed use development including residential development is appropriate where replacement employment floorspace is provided.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment is required and should require flow path assessment to confirm residual risks. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: Battersea Square Conservation Area lies to the north. The site is located within an archaeological priority area (refer DMPD Policy DMS2).

Design Principles: Development of this site provides an opportunity to substantially improve the character and the appearance of this part of Lombard Road and Gwynne Road. Development of the adjoining site at 12-15 Lombard Road should enhance access to the riverside and provide new public realm at the point where the new footbridge will cross the Thames and this site should be developed to coordinate with and extend the improvements. There is potential for new public realm on the Lombard Road frontage, especially at the junction with Gwynne Road and potential to improve pedestrian and cyclist crossing facilities in this location. Buildings fronting Lombard Road and Gwynne Road should define the street frontages with active uses at ground floor level. Enhancement of the appearance of the brick railway bridge / viaduct will be sought and mature trees on the south facing railway embankment adjoining the site should be retained. In order to deliver the public realm and infrastructure improvements a tall element may be appropriate on this site, subject to consideration against policy DMS4.

Tall Buildings: In accordance with Policy DMS4 this site forms part of an area where tall buildings may be appropriate. The height at which a development in this location will be considered tall is 5 storeys. Any new building at or above 5 storeys must satisfy the criteria in DMPD Policy DMS4.

London Plan Density Matrix classification: Central.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil) including the funding of a Thames footbridge adjacent to the Cremorne Railway Bridge. Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

Implementation: The development of this site is expected to take place in the first 10 years of the plan period.

10.14 58-70 York Road (The Chopper P.H.), SW11

Policies Map reference number: 114

Site Area: 0.08 ha

Ward: St Mary's Park.

Description: Single storey former public house with 3 storey residential accommodation over. Single storey industrial units adjoin to the west with local authority flats to the north.

Current Use: Vacant - former public house.

Relevant Planning History: Planning application 2013/3190 (approved) - Demolition of existing buildings and redevelopment to provide a mixed use development comprising flexible shop/financial and professional services/café/restaurant/drinking establishment uses (Classes A1/A2/A3 and A4) and 29 flats within a new 5-storey building with car and bicycle parking and associated works; Planning application 2013/6160 (approved) - Demolition of existing buildings and redevelopment to provide a mixed use development comprising flexible (Class A1 or A2 or A3 or A4) shop/financial and professional services/café/restaurant/drinking establishment use and Class C3) residential use (36 flats) within a new six storey building, with 10 car parking spaces, 43 cycle spaces and associated works.

Policy Context: The site lies in a Focal Point of activity (Core Strategy Policy PL9 and DMPD Policy DMO8) where mixed use redevelopment including residential is promoted. Any proposals involving an enhanced retail offer will require assessment against DMPD Policies DMTS2 and DMO8.

The Council is developing a Supplementary Planning Document for the Lombard Road/York Road Riverside Focal Point, including an Area Spatial Strategy, which will provide further detailed consideration of this area, including an update to this site allocation.

Site Allocation: Residential led mixed use development.

Justification: The site lies in a Focal Point of activity where mixed use redevelopment including residential is promoted.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment is required and should require flow path assessment to confirm residual risks. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site is within an Archaeological Priority area (DMPD Policy DMS2).

Design Principles: New buildings should define all street frontages with active uses at ground floor level. The opportunity to improve the amenity and appearance of Yelverton Road and the cul de sac running to the north of the site should be realised by the layout and design of the new building and high quality landscape works.

Tall Buildings: In accordance with Policy DMS4 this site forms part of an area where tall buildings may be appropriate. The height at which a development in this location will be considered tall is 5 storeys. Any new building at or above 5 storeys must satisfy the criteria in DMPD Policy DMS 4.

London Plan Density Matrix classification: Central.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil) including the funding of a Thames footbridge adjacent to the Cremorne Railway Bridge. Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

Implementation: The development of this site is expected to take place in the first 5 years of the plan period.

10.15 Plantation Wharf, Gartons Way - York Place, SW11



Policies Map reference number: 115

Site Area: 1.81 ha

Ward: St Mary's Park.

Description: Mixed use riverside development ranging from 2 - 4 storeys with a 13 storey residential tower.

Current Use: Residential and commercial (B1).

Relevant Planning History: Planning application 2011/1749 (approved) - Works on river foreshore and part of the riverside path including installation of piles, pontoons and access bridge, ramp and entrance gate, to provide a public passenger landing pier with associated 9 private residential moorings and provision of 2 leisure craft moorings. (Amendments include reduction in distance of passenger landing pier from river walk by 5m, adjustments to siting of pontoons and reduction in height of access bridge by up to 1.3m.); planning applications 2013/6218, 2014/5051, 2014/5047, 2014/5043, 2015/0423, 2015/0424, 2015/0420, 2015/0425 (Prior Approval Given) - Proposed change of use from office (Class B1a) to residential (Class C3) to provide residential flats. (Prior Approval Applications).

Policy context: The site lies within a Focal point of activity (Core Strategy Policy PL9 and DMPD Policy DMO8) and the Thames Policy Area (Core Strategy Policies PL6 and PL9) where mixed use redevelopment including residential is promoted and the replacement of B1- B8 and related Sui Generis (SG) use is required subject to the criteria of DMPD Policy DMI3. Any proposals involving an enhanced retail offer will require assessment against DMPD Policies DMTS2 and DMO8.

The Council is developing a Supplementary Planning Document for the Lombard Road/York Road Riverside Focal Point, including an Area Spatial Strategy, which will provide further detailed consideration of this area, including an update to this site allocation.

Site Allocation: Residential with replacement employment floorspace.

Justification: The site lies within a Focal Point of activity and the Thames Policy Area where mixed use development including residential and replacement of B1 - B8 or related Sui Generis use is appropriate in accordance with DMPD Policy DMI3.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment is required and should require flow path assessment to confirm residual risks. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site is within an Archaeological Priority area (DMPD Policy DMS2).

Design Principles: This site forms part of a cluster of sites that together have the potential, when developed, to become a new creative quarter within this part of the focal point area. The site has a frontage to York Place and Gartons Way and development here should aim to contribute to pedestrian priority in York Place and provide a new public space at the junction of Gartons Way and York Place. These improvements should link with and extend the improvements possible at the Homebase site and in so doing contribute to the creation of a distinctive new destination. Specific contribution to creating new public realm in Gartons Way and York Place, improving links to the riverside walk and access to the river bus service to be located at the western end of Coral Row and new public space within Ivory Square. This is a site where tall buildings may be appropriate to enable place-making and public realm improvements to be achieved. The justification of tall elements will be required and these will be assessed against DMPD Policy DMS 4.

Tall Buildings: In accordance with Policy DMS4 this site forms part of an area where tall buildings may be appropriate. The height at which a development in this location will be considered tall is 9 storeys. Any new building at or above 9 storeys must satisfy the criteria in DMPD Policy DMS 4.

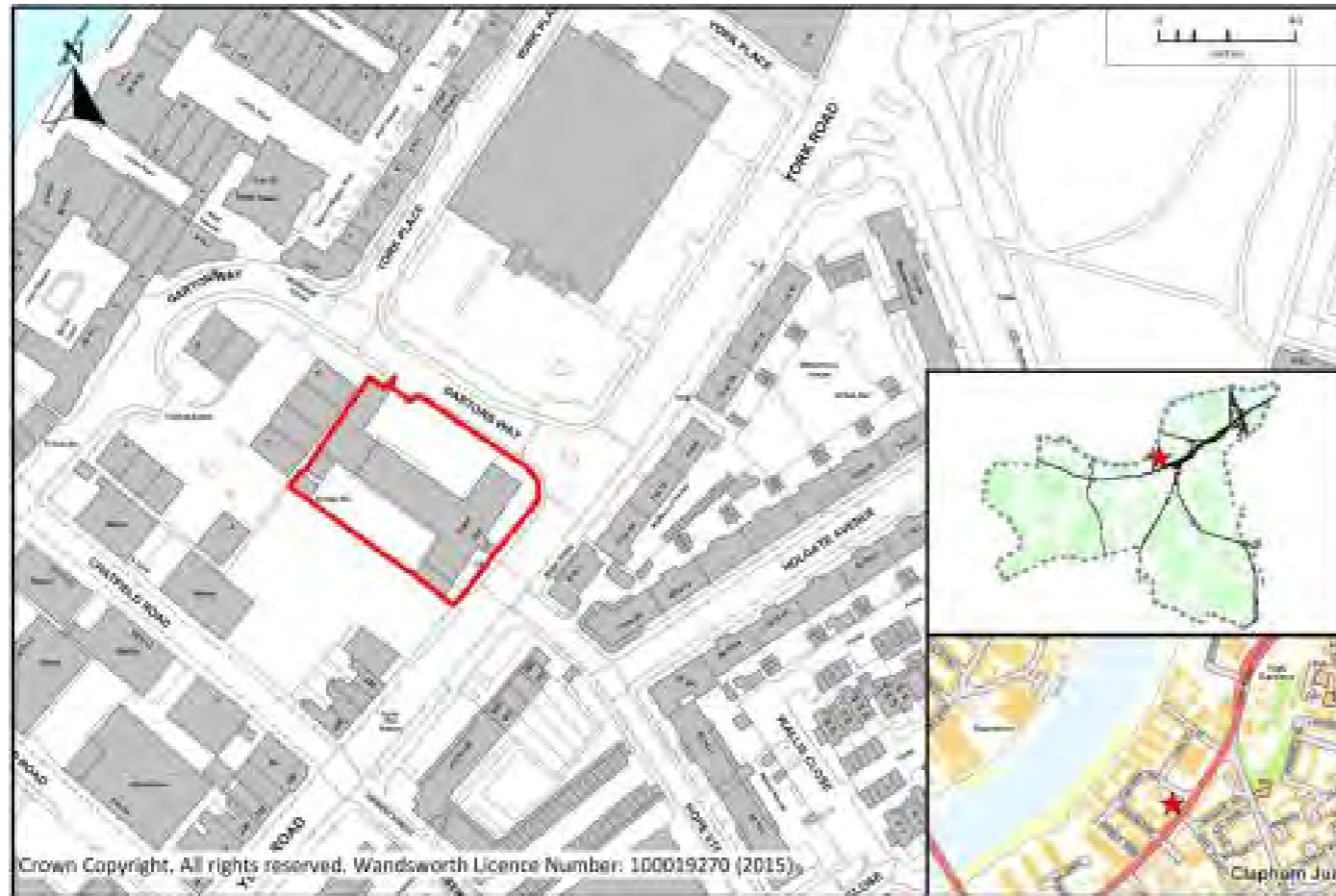
London Plan Density Matrix classification: Central.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil) including the funding of a Thames footbridge adjacent to the Cremorne Railway Bridge. Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

Implementation: The development of this site is expected to take place in the first 10 years of the plan period.

10.16 200 York Road, Travelodge Hotel, SW11



Policies Map reference number: 116

Site Area: 0.25 ha

Ward: St Mary's Park.

Description: 3-5 storey former office building, now converted to use as a hotel. Development site adjoins to the south and Homebase store to the north. 4 storey residential flats fronting York Road opposite.

Current Use: Hotel.

Relevant Planning History: None.

Policy Context: The site is located in a Focal point of activity (Core Strategy Policy PL9 and DMPD Policy DMO8) and within the Thames Policy Area (Core Strategy Policies PL6 and PL9) where mixed use redevelopment including residential is promoted and replacement employment floorspace is required (DMPD Policy DMI2). Any proposals involving an enhanced retail offer will require assessment against DMPD Policies DMTS2 and DMO8.

The Council is developing a Supplementary Planning Document for the Lombard Road/York Road Riverside Focal Point, including an Area Spatial Strategy, which will provide further detailed consideration of this area, including an update to this site allocation.

Site Allocation: Mixed use including residential.

Justification: The site lies within a Focal point of activity and the Thames Policy Area (Core Strategy Policies PL6 and PL9) where mixed use redevelopment including residential is promoted.

Flood Risk: The site is located within flood zone 3a. A site specific Flood Risk Assessment is required and should require flow path assessment to confirm residual risks. A flood warning and evacuation plan will be required.

PTAL rating: The PTAL rating may vary across this site and is subject to change, as nearby transport improvements are factored into the calculation. Please see www.tfl.gov.uk/webcat for the latest rating(s).

Historic Environment: The site is within an Archaeological Priority area (DMPD Policy DMS2).

Design Principles: This site forms part of a cluster of sites that together have the potential, when developed, to become a new creative quarter within this part of the focal point area. The site has a frontage to Gartons Way and York Road and development should aim to contribute to the townscape and pedestrian amenity in York Road and contribute to the provision of a new public space at the junction of Gartons Way and York Place. Any new development must be complementary to the development of the River Reach, Gartons Industrial Estate, Homebase and Plantation Wharf sites and should contribute to the vitality of the area with new commercial uses that include opportunities for affordable creative workspace. The justification for a tall building in this location is that it would have the potential to allow the delivery of high quality public realm at ground level and could be a positive feature in the townscape.

Tall Buildings: In accordance with Policy DMS4 this site forms part of an area where tall buildings may be appropriate. The height at which a development in this location will be considered tall is 9 storeys. Any new building at or above 9 storeys must satisfy the criteria in DMPD Policy DMS 4.

London Plan Density Matrix classification: Central.

Infrastructure: The Community Infrastructure Levy will be used to contribute to the provision of strategic infrastructure as identified in the Council's Regulation 123 list (www.wandsworth.gov.uk/cil) including the funding of a Thames footbridge adjacent to the Cremorne Railway Bridge. Further contributions may be secured by planning and/or highway legal agreement(s) where works on-site or in the vicinity are necessary to mitigate the impact of development, or to enable the delivery of the site, as detailed in the Council's Planning Obligations Supplementary Planning Document.

Decentralised Energy: The site is located within a decentralised energy opportunity area.

Implementation: The development of this site is expected to take place in the final 5 years of the plan period.

Appendix 1 Tall Buildings Maps

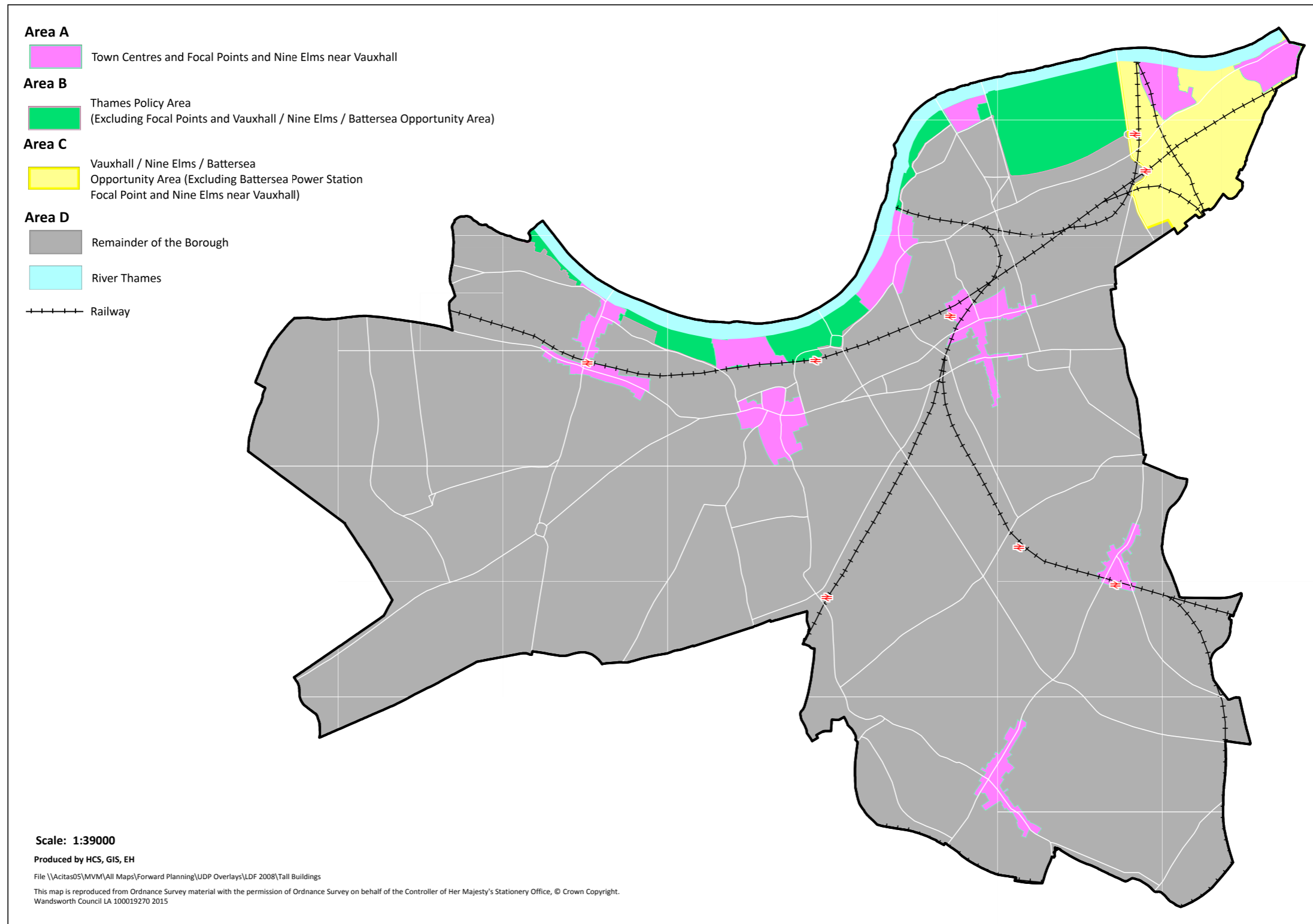
Throughout the Site Specific Allocations Document, reference is made to Wandsworth's Stage Two Urban Design Study – Tall Buildings (S2UDS). This study presents the second phase in the development of a strategy for Tall Buildings in Wandsworth. It builds on the work which was undertaken as part of the Stage 1 Urban Design Statement (2009), which supported the Core Strategy Tall buildings policy (IS3). Core Strategy Policy IS3 sets out the Council's approach to tall buildings, identifying broad locations where they may be appropriate (Core Strategy Map 17), providing they can justify themselves in terms of the benefits they can bring for regeneration, townscape and the public realm and the effect on the historic environment. The broad locations identified comprise: the town centres, Nine Elms near Vauxhall; and Putney Wharf, Wandsworth Riverside Quarter, Wandle Delta, Ransomes Dock, and Battersea Power Station focal points of activity. The Core Strategy also acknowledges that there will be some sites within these locations that are sensitive to, or inappropriate for tall buildings, and that outside these areas tall buildings are likely to be inappropriate.

The Stage 2 Urban Design Study - Tall Buildings, further tests and refines the assessment of those areas where tall buildings may be appropriate and provides:

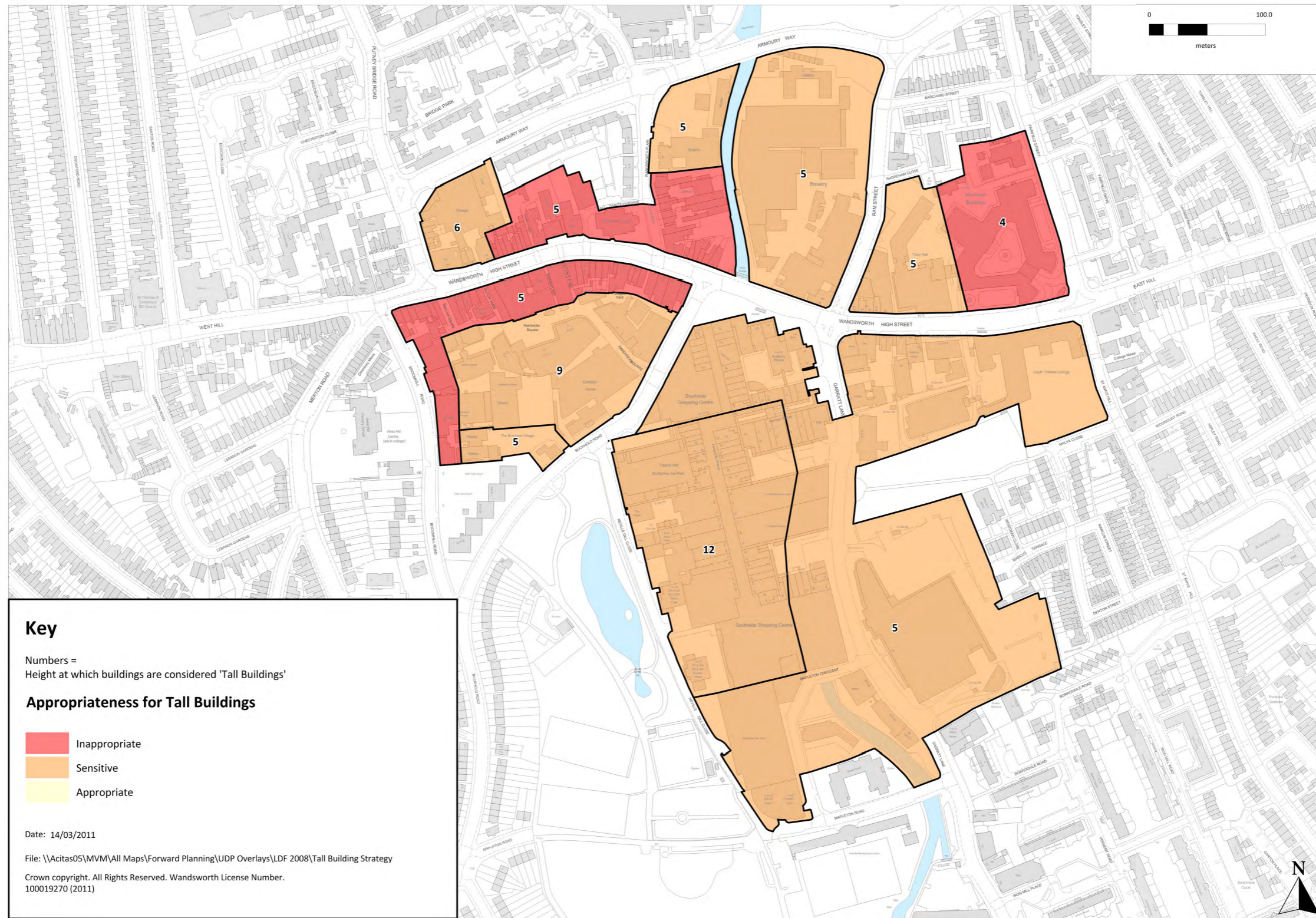
- a. consideration of the appropriateness of sites for tall buildings, identifying whether they are appropriate, inappropriate, or sensitive to/tall buildings;
- b. an analysis of the areas where tall buildings may be appropriate, indicating for individual sites, the height at which a building will be regarded as a tall building;
- c. a definition of the height at which a building will be regarded as a tall building in the remainder of the borough, where tall buildings are likely to be inappropriate; and
- d. detailed criteria for the evaluation of proposals for tall buildings.

Map A1 below provides a spatial overview of tall building policy areas in the borough. Area A includes Town Centres, Focal Points and Nine Elms near Vauxhall, where the Core Strategy identifies that tall buildings may be appropriate. Maps A2 - A10 set out further detail for sites within these areas and should be referred to for development proposals in conjunction with DMPD Policy DMS4 - Tall Buildings. Some of the sites within these areas are also SSAD sites, and site information is available within the main body of the SSAD document. Areas B, C and D are locations where tall buildings are likely to be inappropriate and proposals will be considered to be tall within these locations at 9, 11 and 5 storeys respectively. See the S2UDS, DMPD Policy DMS4 and individual SSAD sites for more information.

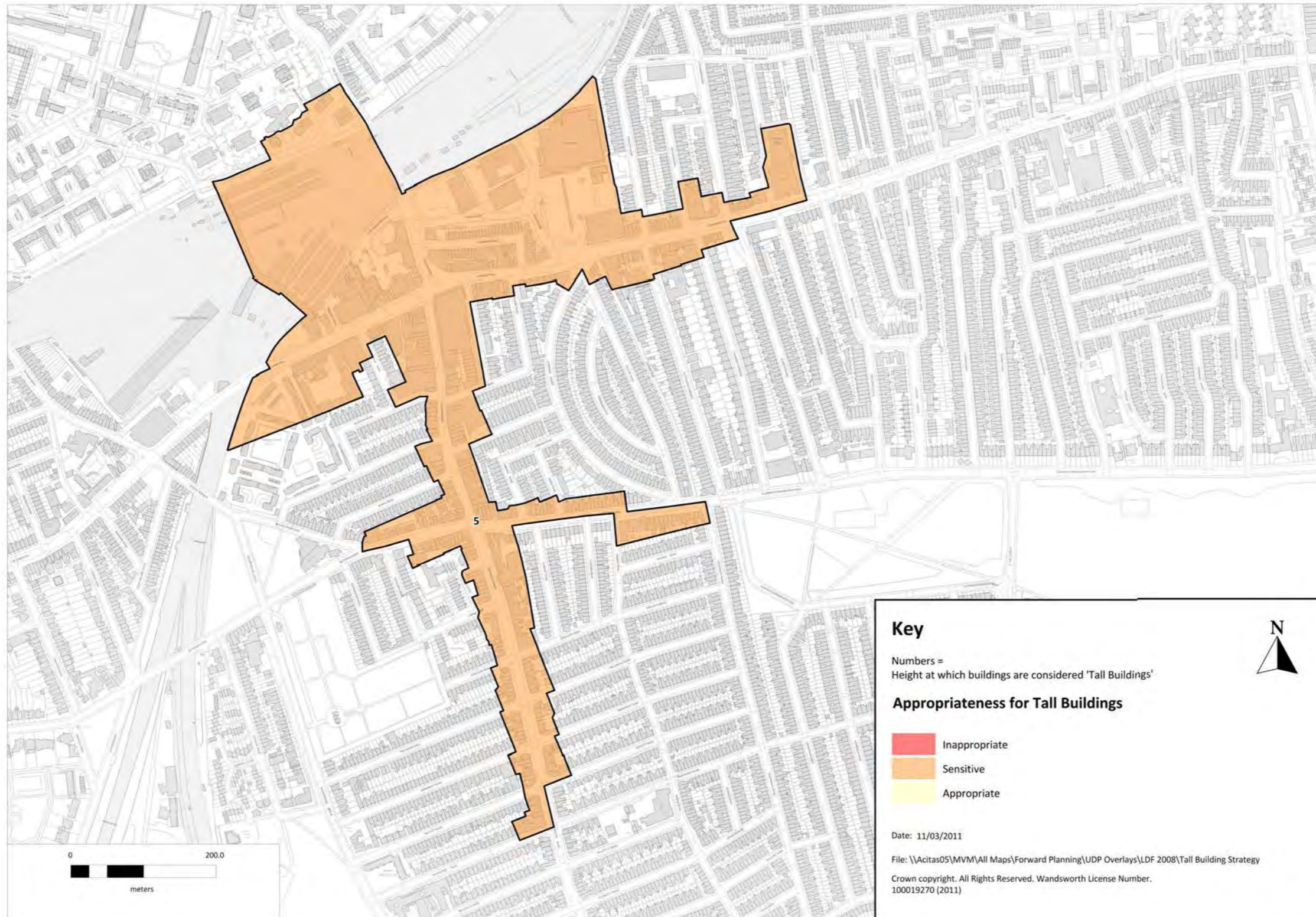
It should be noted that buildings below the 'tall buildings' threshold, will still be subject to assessment against the Core Strategy and DMPD policies. Policies relating to high quality design, sustainable design, protection of amenity, privacy and so on, will apply to any development, regardless of its height.



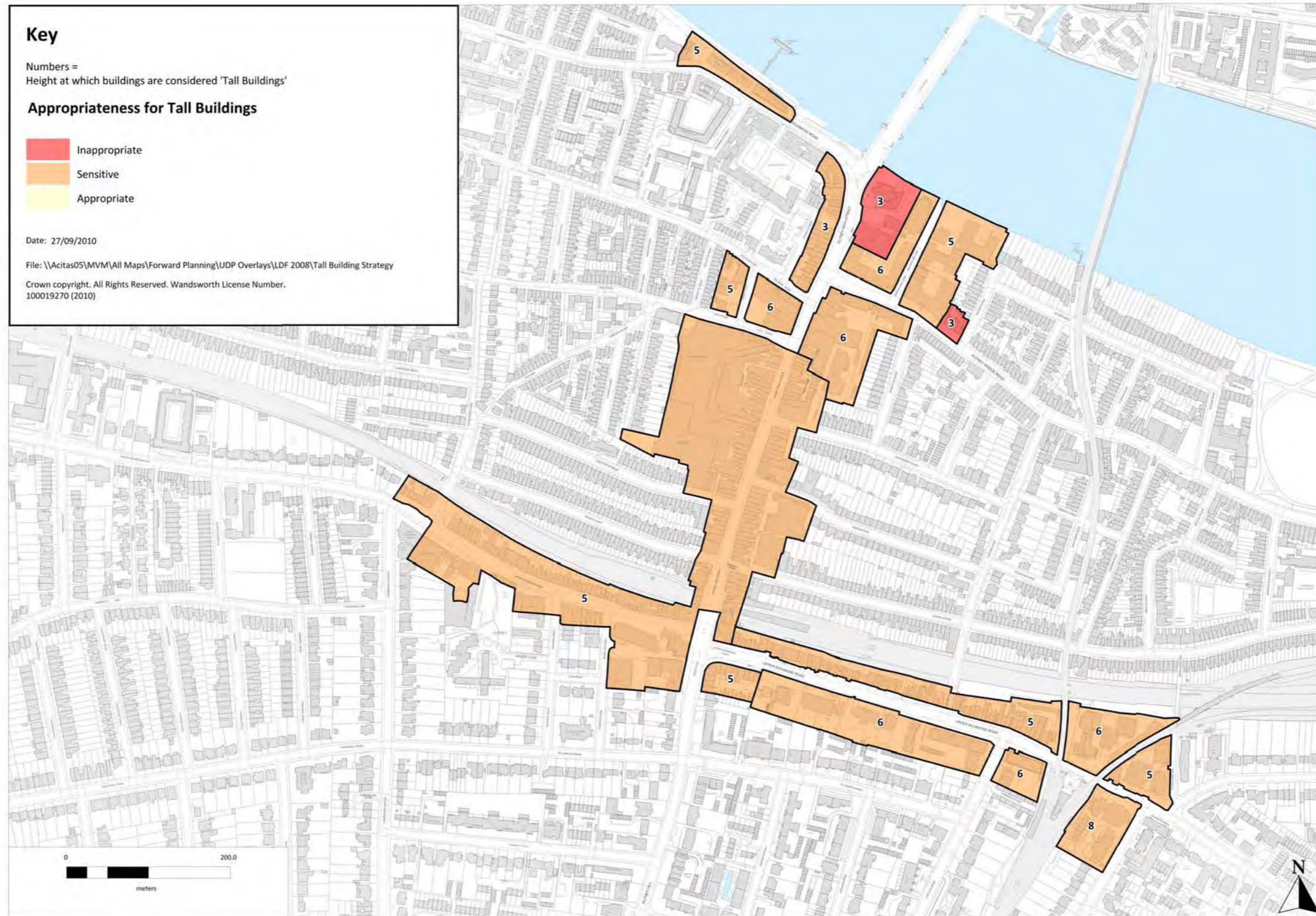
Map A1 Tall buildings policy areas



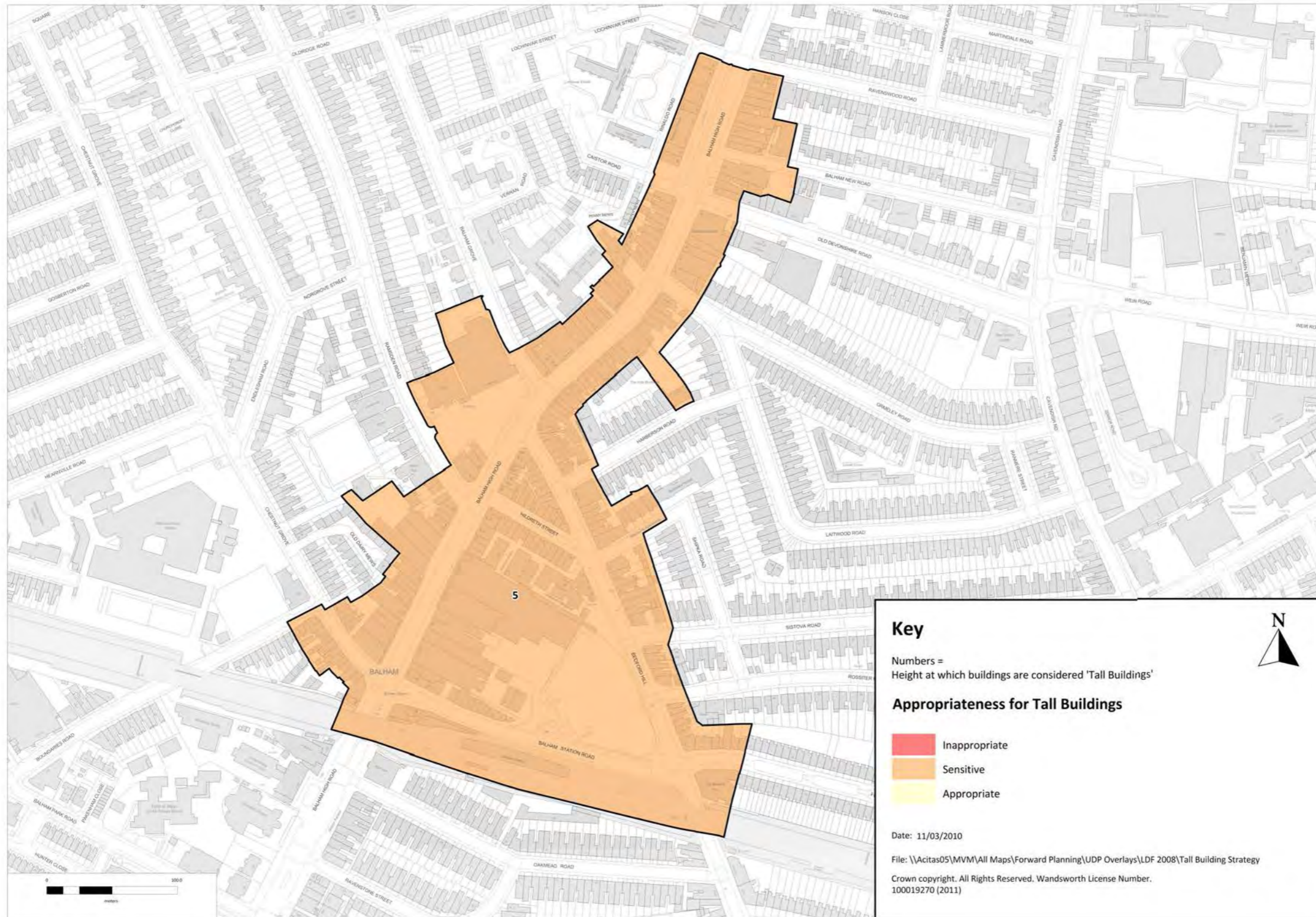
Map A2 Wandsworth Town Centre - Tall buildings policy



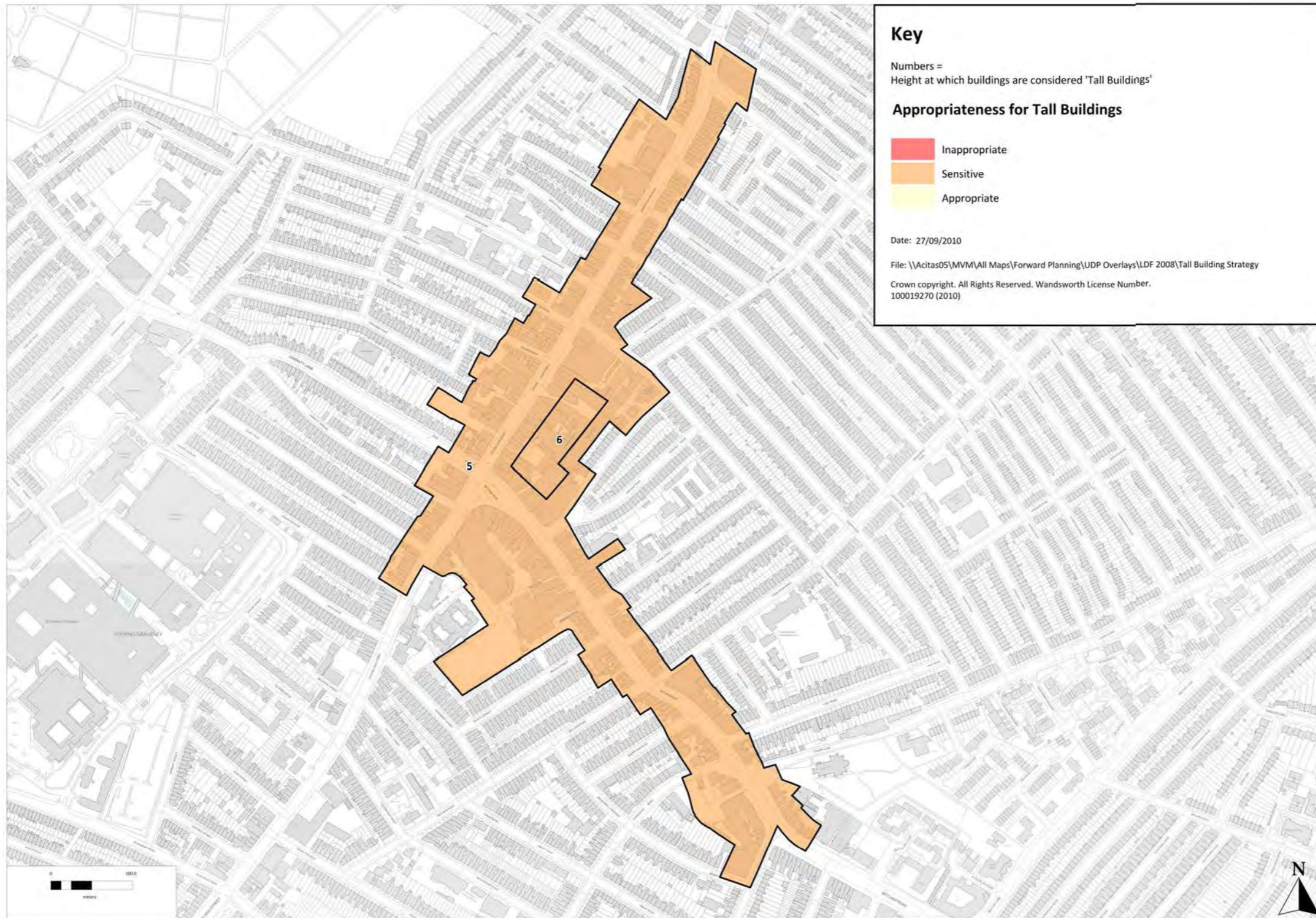
Map A3 Clapham Junction Town Centre - Tall buildings policy



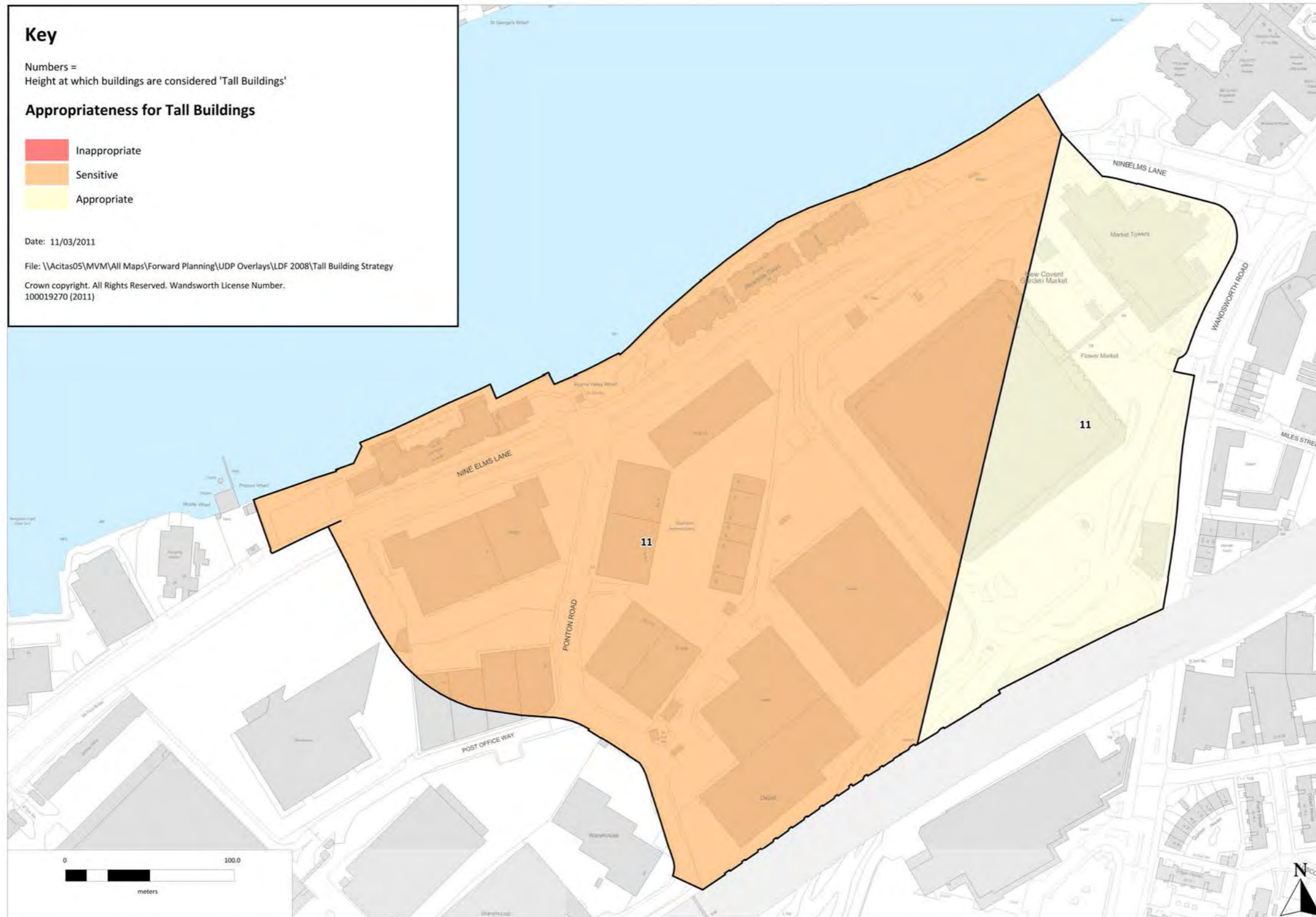
Map A4 Putney Town Centre - Tall buildings policy



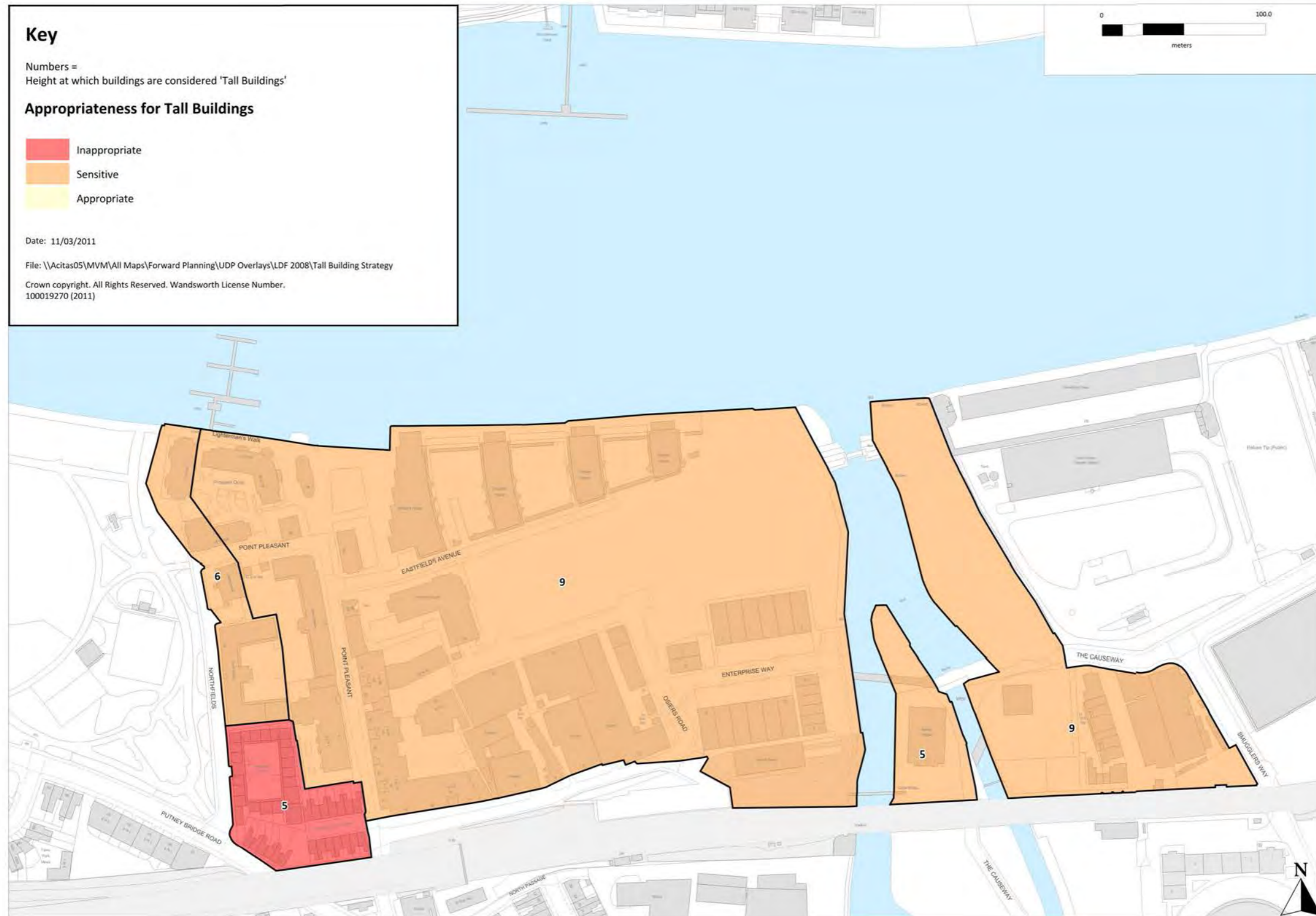
Map A5 Balham Town Centre - Tall buildings policy



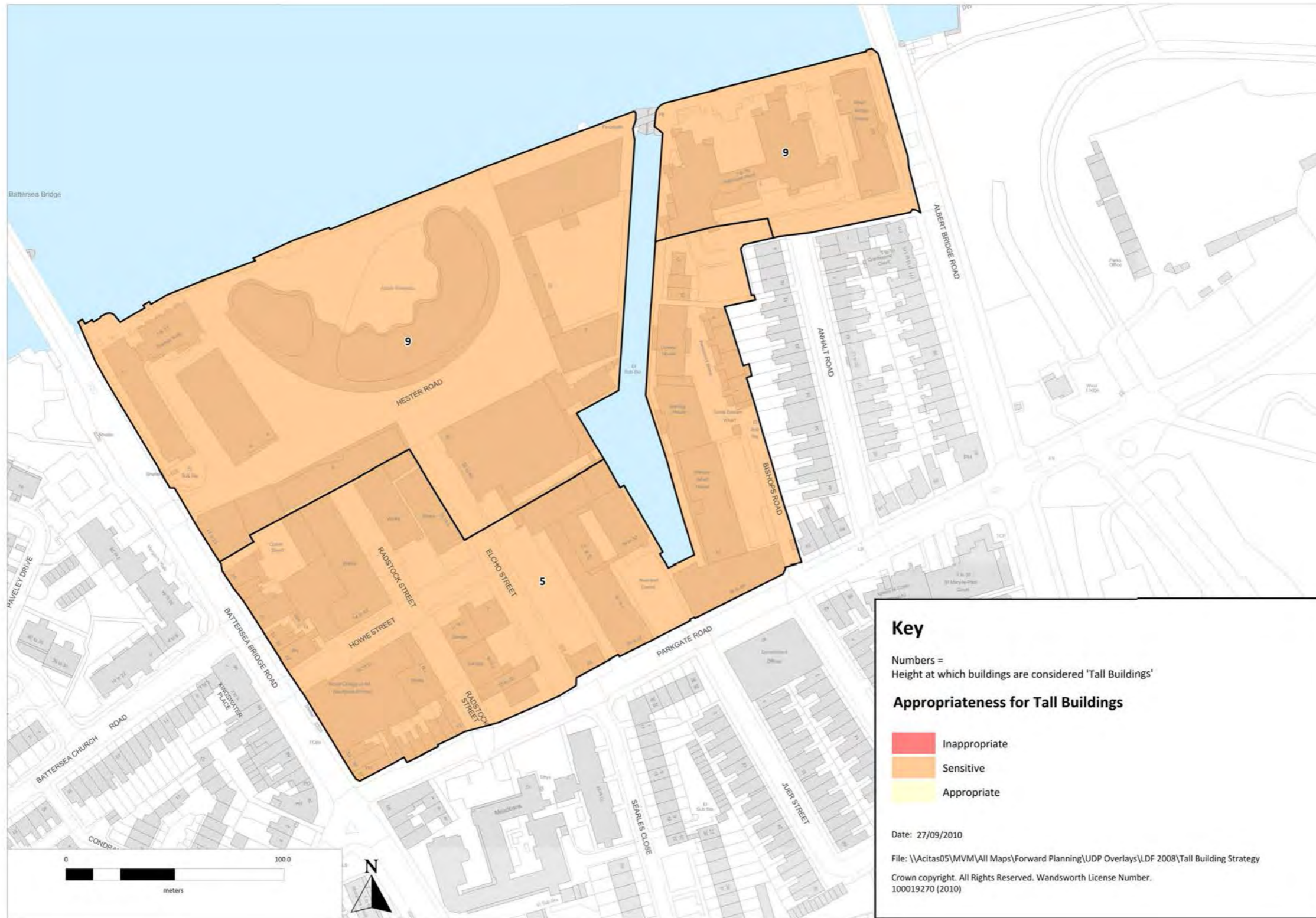
Map A6 Tooting High Street - Tall buildings policy



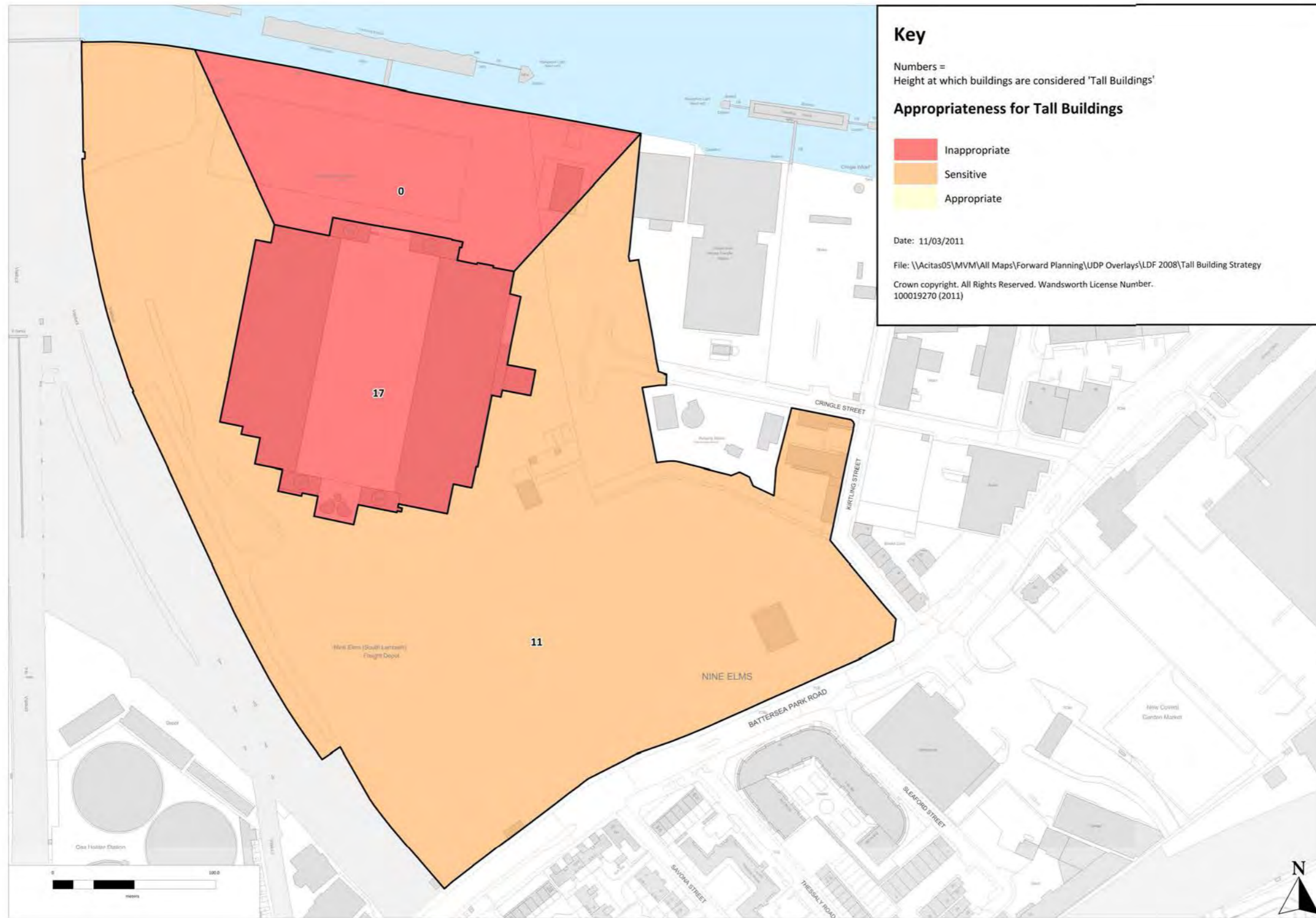
Map A7 Nine Elms near Vauxhall - Tall buidings policy



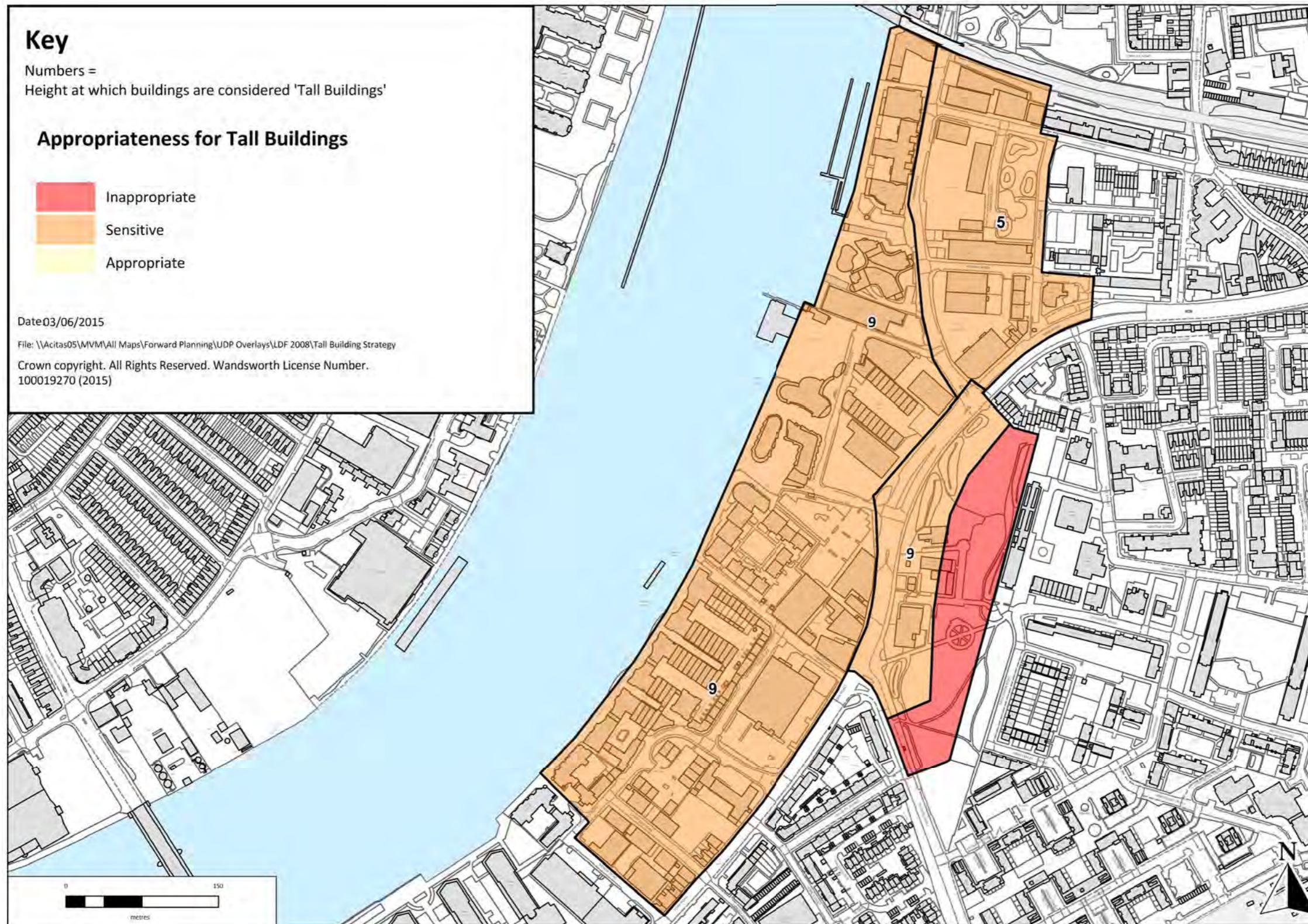
Map A8 Wandsworth Riverside Quarter and Wandle Delta Focal Point - Tall buildings policy



Map A9 Ransomes Dock Focal Point - Tall buildings policy

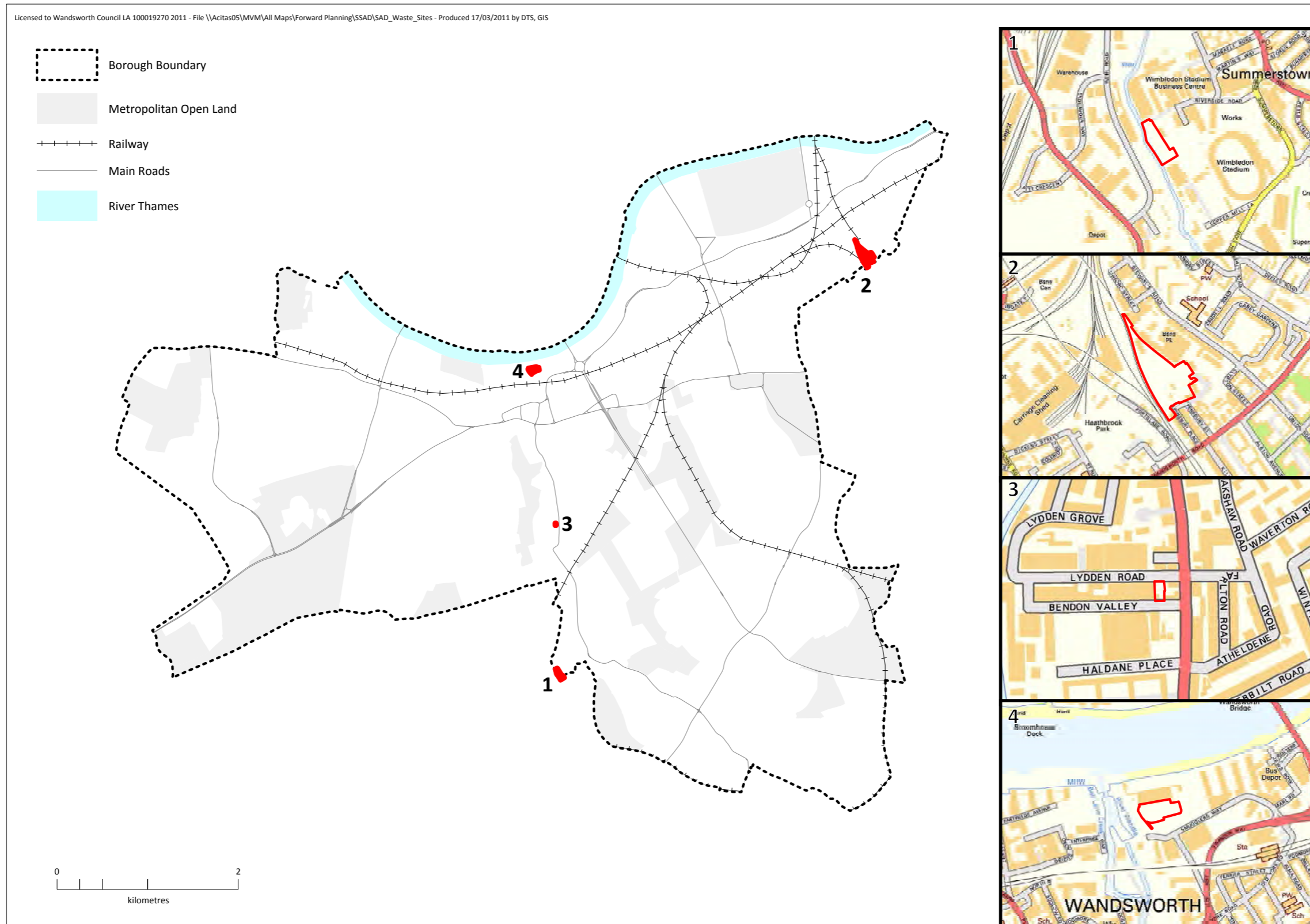


Map A10 Battersea Power Station Focal Point - Tall Buildings policy



Map A11 Lombard Road/York Road Riverside Focal Point - Tall Buildings policy

Appendix 2 Waste Management Sites



Waste sites

As set out in Core Strategy Policy PL7 - Land for Industry and Waste, appropriately located sites for waste management will be identified in the SSAD to provide the capacity to meet the borough's waste apportionment figure over the plan period as set out in the London Plan. The evidence base for the site selection process is contained within the Waste Site Selection Document (May, 2011).

Sites

Three sites have been allocated for waste management purposes in the SSAD to meet the waste apportionment figure. These sites are as follows:

- Pensbury Place Waste Management Site, SW8 (Policies Map number 33);
- Cory Environmental Materials Recycling Facility, Smugglers Way, SW18 (Policies Map number 50);
- D. Goldsmith Ltd Waste Transfer Station, 2 Bendon Valley, SW18 (Policies Map number 99).

The Pensbury Place Waste Management Site consists of three sites that have been merged to optimise the use of the site for waste management purposes.

Although not contributing to the apportionment figure, one site has been allocated for potential future use for waste management purposes which is:

- Cappagh waste recycling facility, The Willows, Riverside Way, SW17 (Policies Map number 96).

This site deals with construction and demolition waste and is safeguarded as an existing waste site. If this site becomes available for waste management purposes there could be potential for a tonnage throughput of approximately 46,000 tonnes per annum.

Capacity

The Waste Site Selection Document sets out further detail as to how the capacity of each site has been derived and the following table summarises the future potential throughput for each site.

Site	Waste site map reference	Future tonnage towards apportionment figure over the plan period (tonnes per annum)
European Waste Recycling (Pensbury Place Waste Management Site)	2	280,000
Biffa Waste Services (Pensbury Place Waste Management Site)	2	
Cory Environmental Waste Transfer Site (Pensbury Place Waste Management Site)	2	
Cory Environmental Materials Recycling Facility, Smugglers Way, SW18	4	84,000
D. Goldsmith Ltd Waste Transfer Station, 2 Bendon Valley, SW18	3	1000
Cappagh waste recycling facility, The Willows, Riverside Way, SW17	1	Not counted towards apportionment

Site	Waste site map reference	Future tonnage towards apportionment figure over the plan period (tonnes per annum)
Total		365, 000

In accordance with the Core Strategy, the plan period runs from 2015/16 to 2029/30. The total future tonnage is forecast to be approximately 365,000 tonnes which would be in accordance with the apportionment figure set out in the Further Alterations to the London Plan for 2031 which is 307,000 tonnes per annum.

For more information write to:

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Planning and Development Division,
Housing and Community Services,
Town Hall,
Wandsworth High Street,
London SW18 2PU

email: planningpolicy@wandsworth.gov.uk
or visit our web site: www.wandsworth.gov.uk/planning