Wandsworth Local Development Framework

Core Strategy: submission version

March 2009
# Wandsworth Core Strategy - Submission Version

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1 Introduction

1.1 The Council is preparing a Local Development Framework (LDF), which together with the London Plan will comprise the development plan for the borough. The LDF sets out the Council’s spatial vision, strategy and policies to deliver the strategy, including where appropriate the proposals of partner agencies so far as they have a spatial dimension, for the different places that make up the borough, guiding change for the next fifteen years and beyond.

The Local Development Framework

1.2 The LDF is made up of a set of development plan documents. Of these, the Core Strategy is the most important as it sets out the Council’s vision and its guiding principles for planning in Wandsworth. It will be followed by a Site Specific Allocations Document identifying proposed site allocations and a Development Control Policies Document. All development plan documents in the LDF are subject to sustainability appraisal. The purpose of sustainability appraisal is to assess the potential impacts of various policies and programmes on the social, environmental and economic characteristics of an area and propose measures to change policy or mitigate any conflicting effects identified from plan alternatives.

Core Strategy-the Key Elements

1.3 Planning Policy Statement 12, the Government document that sets out the form and content of Local Development Frameworks, states that a Core Strategy should set out the key elements of the planning framework for an area. It should contain a spatial vision and strategic objectives for the area together with a spatial strategy, core policies and a monitoring and implementation framework. The Core Strategy is a strategic level document that provides the framework for subsequent Development Plan Documents such as the Development Management Policies Document.

1.4 The Core Strategy has evolved following consultations on the earlier Issues and Options and then Preferred Options stages, sustainability appraisal, and representations at the Proposed Submission (Publication) stage. The Issues and Options stage set out the environmental, social and economic issues facing the borough and identified alternative policies to deal with these issues, as well as setting out draft preferred policy options. The Preferred Options stage took this process further, identifying preferred and alternative options and appraising them via sustainability appraisal. The Proposed Submission Version took account of responses to consultations on the Preferred Options and set out the Council’s spatial strategy for the borough for the next fifteen years or so. Further, essentially minor, amendments have been made following the receipt of representations on the soundness of the plan.
The Next Steps

1.5 The Council will submit this version of the plan to the Secretary of State in March 2009. The plan will then be examined by an independent Planning Inspector, with public hearing sessions due to be held in July 2009. The Inspector's report, anticipated to be received in October 2009, will be binding on the Council. The Core Strategy is then scheduled for adoption in January 2010.

The format of the report

1.6 The Core Strategy contains a brief description of the essential characteristics of the area; the critical issues, problems and challenges facing the area; and a spatial vision for the area with identification of the strategies to achieve this vision. The approach to deliver this strategy is set out, with a clear set of delivery mechanisms and measures for monitoring the strategy. The accompanying Sustainability Appraisal Report gives a full appraisal of the vision, strategy and policies to deliver the vision and has helped inform the development of the Submission Version.
The Characteristics of Wandsworth

1.7 Wandsworth is one of the largest inner London boroughs, stretching from central London at Vauxhall out to the edge of Richmond Park in the west. It includes a diverse range of communities and many distinct districts including Clapham Junction, Battersea and Nine Elms, Balham, Tooting, Wandsworth, Earlsfield, Southfields, Putney and Roehampton.

1.8 A third of the borough's land area is occupied by residential properties, many within one of the forty-five conservation areas. A quarter of the borough's land area is open space, much of this in the form of large areas of heath and common, and the Thames forms the northern boundary. The five traditional town centres and the nine local centres give focal points and identity to the communities that make up the borough. The quality of much of the townscape together with proximity to central London make Wandsworth an attractive place to live.

1.9 Strategic radial transport routes, both road and rail, converge in Wandsworth, crossing other routes. Eight Thames bridges link the borough to the north side of the river. The transportation opportunities offer good accessibility, particularly to central London, though orbital movement is less easy.

1.10 Around 128,500 dwellings are home to a population of about 285,600 (2007). The major building legacy is 19th Century and early 20th Century terraced housing, with a significant number of public housing estates, low and high rise. In recent years, high rise mixed use developments have become increasingly a feature of the Thames riverside in areas previously occupied by heavy industry and public utilities. Similarly, elsewhere in the borough, structural change in the provision of health and education has seen the closure of a number of hospitals and schools, to be replaced by housing. This housing stock continues to be added to by conversions of larger houses into flats, and extensions to existing dwellings.

1.11 The age structure of residents differs significantly from both the national and the Greater London average. The 20-39 year old age group represents 48% of the population compared to 27% nationally and 36% in Greater London. Ethnic minorities account for 22% of the population as a whole and 35% of the under 15s.

1.12 There is a significant concentration of logistical, service and commercial activity in east Battersea and Nine Elms, the Wandle Valley and in the town centres, though much less than thirty years ago. Vacancy rates are amongst the lowest in London. There are approximately 106,200 people working in the borough, but of the 142,000 working residents, 29% work in Wandsworth and 46% work in central London boroughs.

1.13 Wandsworth is an attractive place to live with a generally prosperous community, but parts of Tooting, Battersea and Roehampton currently show some level of deprivation. These are the borough's "priority neighbourhoods" and have been subject to specific and targeted action to reduce these inequalities.
Regional Context - The London Plan

1.14 Although it is as large as some English cities like Plymouth, Wandsworth is not a self contained city, but part of a much larger city region, Greater London, which has its own regional, strategic plan, the London Plan. For the purposes of this document references to the London Plan are to the London Plan Consolidated with Alterations since 2004, published in February 2008. Wandsworth is an inner London borough and shares some characteristics with the other inner London boroughs while retaining its own distinct character. The London Plan sets out the broad strategic and spatial framework for London as a whole, and makes some targets and policies borough specific. Wandsworth’s Core Strategy must be in general conformity with the policies in the London Plan.

1.15 The vision underlining the London Plan is to develop London as an exemplary, sustainable world city. It has a commitment to London’s continuing growth, both economically and as a place to live and to tackle climate change. The London Plan:-

- Requires 7,450 new homes to be provided in Wandsworth over the period 2007/8 to 2016/17, with an annual target of 745. The Plan calls for 50% of all new homes in London to be affordable. Within this context, councils are to set their own targets to reflect local circumstances.
- Designates Vauxhall/Nine Elms/Battersea as an Opportunity Area, where mixed development is promoted to accommodate both new jobs and new homes.
- Identifies the town centres of Putney, Wandsworth, Clapham Junction and Tooting as Major Centres, and Balham as a District Centre, where retailing, services, employment, leisure and housing should be promoted along with opportunities for mixed development.
- Seeks to improve the variety, quality and access to available employment sites, especially within Strategic Employment Locations, which in Wandsworth the Plan identifies as part of the Nine Elms/Queenstown Road area and the Riverside Road area in Summerstown.
- Seeks to secure the necessary financial resources to deliver transport infrastructure for the sub region, including local schemes that improve public transport, walking and cycling connections to town centres and employment locations.
- Identifies London’s open spaces and waterways as assets to be protected, particularly the Royal Parks and the Thames: the Draft Alterations identify potential for a Wandle Valley Regional Park.
- Seeks the promotion of tall buildings on suitable sites and the extension and improvement of facilities for waste handling and disposal.
- Identifies Colliers Wood/South Wimbledon, just over the borough boundary, as an Area for Intensification (AFI).
Wandsworth’s Sustainable Community Strategy and other Local Strategies

1.16 Just as the Core Strategy is set within the context of the London Plan, it is also an integral element of the Council’s Sustainable Community Strategy. A principal objective of the new planning system is that it should give a spatial dimension to the Council's other policies and programmes and those of other agencies. Not all of these policies relate to buildings and places in the borough but many do. The Wandsworth Local Strategic Partnership (WLSP) is made up of a wide spectrum of local public, private, voluntary and community organisations including the Council, the Police and the Health Service. In January 2009 the WLSP published its Sustainable Community Strategy (SCS). This is the overarching long term, strategic plan for improving the quality of life for those who work, live and do business in Wandsworth. The SCS focuses on residents’ and stakeholders’ top priorities for making improvements in all areas of life over the next 10 years.

Strategic Priorities

1.17 The key strategic priorities of the SCS are:-

- Making Wandsworth safer
- Improving the local environment, including improving transport
- Building a prosperous and vibrant community, including the local economy, tackling worklessness and the voluntary and community sector
- Ensure that all young children and young people achieve their full potential
- Improving health and social care, including improving outcomes for older people
- Meeting housing needs
- Supporting active citizens and good neighbours

1.18 As the long term strategic plan for Wandsworth, the SCS takes account of and is consistent with key underpinning plans, such as the Local Development Framework (LDF), and reflects the common aspirations enshrined in them. The other strategies underpinning the SCS include:

- Wandsworth Asset Management Plan
- Crime and Disorder Reduction Partnership Plan (2008-2011)
- Local Development Framework: Core Strategy
- Environmental Action Plan
- Local Implementation Plan 2007 - 2011
- Roehampton Regeneration Framework
- Wandsworth Town Centre Business Plan
- Balham Town Centre Business Plan
- Clapham Junction Town Centre Business Plan
- Putney Town Centre Business Plan
Individual strategies within the overall strategy are revised as and when necessary. The Core Strategy Sustainability Appraisal contains a comprehensive list of other plans and policies.
2 Issues, problems and challenges

The evidence base

2.1 Chapter One set out a summary of the features that give Wandsworth its special character within the Greater London context. The chapter summarised the London Plan, particularly as it applies to Wandsworth, and also the Wandsworth Sustainable Community Strategy of which the Local Development Framework and this Core Strategy is an integral part.

2.2 The purpose of this chapter is to introduce the concept of the evidence base and then to set out the issues, problems and challenges that stem from this evidence. It is necessary to have a detailed understanding of all the relevant issues facing the borough before agreeing a vision for Wandsworth and creating policies to realise this vision. All this information is known as the evidence base. The evidence base is subject to a continuing process of revision and updating, some of the information more frequently than others. What appears in this report is a digest of the evidence. This evidence base is set out in greater detail in the Sustainability Appraisal that accompanies this document and can also be looked at on the Council’s web site.

Annual Monitoring Report

2.3 Every local planning authority is required to make an annual report, known as the Annual Monitoring Report (AMR), to the Secretary of State, containing information on the implementation of the Local Development Scheme (LDS) and the extent to which the policies set out in the Local Development Documents (LDDs) are being achieved. The AMR contains key indicators which measure progress on the achievement of the plan's objectives.

Commissioned reports

2.4 The 2005 Employment Land report was commissioned to improve understanding of the balance between supply and demand for employment space in the Borough. The 2006 Open Space study was an audit of open space in the Borough, responding to the Government advice in Planning Policy Guidance 17, "Planning for Open Space, Sport and Recreation". A Strategic Flood Risk Assessment (2008), jointly prepared for the boroughs of Wandsworth, Merton, Sutton and Croydon, has informed this Strategy of the impact of flood risk on the borough in the light of climate change. A Retail Needs Assessment (2008) has assessed, in quantitative and qualitative terms, the retail and leisure needs of the borough, in particular the town and local centres, to identify whether there is the need to provide more retail floorspace to reflect social and demographic changes.
Surveys

2.5 Retail surveys of the borough’s town and local centres and important local parades are carried out on a biennial basis. The Wandsworth New Housing survey was conducted by household questionnaire and forms part of a series of customer surveys undertaken by the Planning Department. Housing development activity and commercial development activity in the borough are monitored and surveys carried out at the end of each year. Surveys are carried out as part of the work of other service departments in the Council to inform the Wandsworth Sustainable Community Strategy.

Other reports and studies

2.6 Additional reports include the Census, a comprehensive survey of the UK population and carried out every ten years by the Office for National Statistics. The London Development Database records the progress of planning permissions in Greater London as part of the monitoring of the London Plan. The Greater London Authority also undertake and commission surveys, such as retail capacity studies. The Council’s own annual Housing Need Assessments (HNA) have informed the development of the housing and affordable housing policies; the 2008 report has addressed issues that are to be covered in the Government’s proposed Housing Market Assessments.

Sustainability Appraisal

2.7 The Sustainability Appraisal of the Core Strategy assesses the impact of the proposed policies in the Core Strategy on the environment and on the borough’s social and economic structure. In the first instance, this is the report to refer to for examination of the sources that make up the evidence base. This is also the report that documents the full range of policy strategies that have been considered as realistic alternatives and their likely consequences, and sets out the reasoning behind the choice of the preferred options and the rejection of the others.

Public consultation

2.8 This is one of the most important information sources to inform the evidence base. A comprehensive consultation programme on issues and options for the Core Strategy was undertaken in the Autumn of 2005 with key stakeholders and the wider community. A programme of meetings with focus groups and the Wandsworth Community Empowerment Network took place in early 2006. A further programme of consultation took place between October and December 2006, following the publication of Issues and Options: A Draft Core Strategy in October 2006. Extensive consultations took place in September and October 2007 on the Preferred Options Core Strategy, and responses to these consultations have informed the drafting of this Core Strategy - Submission Version.

2.9 The evidence base does not stand still, it is continually added to and updated. The evidence base can be accessed via the Council’s web-site. (http://www.wandsworth.gov.uk/planning).
Issues, problems and challenges

Population increase and the demand for housing

2.10 In line with the rest of South East of England, demand and development pressure for new housing is a major issue in the borough, exacerbated by the increased popularity of Wandsworth as a place to live. The estimated resident population of 285,600 (2007) has increased by 5% since 2001, and this is projected to rise to 300,000 by 2015. The greatest number of comments during the consultation on the Core Strategy have been concerned with housing issues, covering from the wider community, the need for affordable housing, particularly social rented housing and the density of housing developments; and from housebuilders, the supply of land for housing. House price increases have made access to housing for first time buyers increasingly difficult, creating a demand for new forms of tenure. While much of the demand for new homes has been met on vacant brownfield sites and has been the catalyst for the regeneration of these sites, there remains pressure on other employment land.

Townscape

2.11 The quality of the existing townscape and open spaces is held in high regard. This has been made clear during consultation, along with the concern that this quality should not be jeopardised. A third of the area of the borough is occupied by dwellings, many within one of forty five conservation areas. A quarter of the area of the borough is occupied by open space, much of this in the form of heath and common, as well as ornamental parks and playing fields. The remainder consists of industrial and commercial uses, hospitals, schools and other public services, and transport infrastructure. There is concern that new development, together with the parallel pressure for the extension of existing dwellings, should not damage the environment, particularly the existing, distinctive residential areas or the open spaces. Protection of the environment is not simply a matter of appearance. There is strong ecological interest both from the general public and from bodies such as the Wandsworth Environmental Forum. This is expressed in the Sustainable Community Strategy, and the Core Strategy includes the protection and enhancement of the biodiversity of the borough, including the Thames and its tributaries.

Business and industry

2.12 The structure of business has changed radically over the last thirty years. Utility industry and heavy industry have left the Wandsworth Thames riverside. Residential development is leading the regeneration of these brownfield sites and opening up the riverside. Elsewhere in the borough manufacturing has largely disappeared, to be replaced by logistics, catering and other service industries. There is pressure for residential development on the remaining industrial employment land in the borough. However, the industrial land that has been left has the lowest vacancy rates in inner London. Wandsworth has a thriving and successful small business economy, with media firms a key strength. This activity is associated with the town centres and new developments on the Thames riverside as well as the industrial
areas, but there is a shortage of premises suitable for small, growing and start-up businesses in locations well served by public transport. The promotion of the economy and local employment is a main objective of the Sustainable Community Strategy.

**Shopping and the Town Centres**

2.13 Wandsworth does not have one strategic retail centre. It has five town centres serving five distinct areas of the borough, backed by nine local centres. Public consultation showed that this arrangement is very popular. The town centres provide a wide range of services including retailing, leisure and entertainment, complementary community facilities, and business floorspace. The Sustainable Community Strategy promotes the potential of the five town centres for local businesses and residents. This is a sustainable pattern of town and local centres as it maximises accessibility. Although thriving, the town centres would all benefit from some degree of redevelopment and modernisation of retail floorspace. There are opportunities for mixed development to provide residential and commercial floorspace. Wandsworth town centre has the particular problem of the one way traffic system and the volume of through traffic fragmenting the centre. This figured highly in consultation. The redevelopment opportunity provided by the closure of Young's Brewery offers opportunities to help to address this. Traffic congestion in Putney town centre was also a significant issue, as was the future of the offices in Upper Richmond Road. While most of this office floorspace is currently let it is unclear whether this space will be able to provide for Putney's future office requirements without being updated. There are redevelopment opportunities in Clapham Junction. The main issue here is how these opportunities could assist in providing the much needed redevelopment of the station.

**Sustainable development**

2.14 Sustainable development, development that meets the needs of the present without compromising the ability of future generations to meet their own needs, is central to all aspects of Government policy and the London Plan and is a key objective of the Sustainable Community Strategy. Sustainable development and climate change are both international and local issues and the need to promote sustainable development and mitigate climate change featured prominently throughout consultations.

**Climate change and flood risk**

2.15 The concern over climate change has led the Government to require local planning authorities to produce a Strategic Flood Risk Assessment (SFRA). A SFRA has been produced jointly with the boroughs of Merton, Sutton and Croydon, identifying flood risk areas in the borough taking account of climate change. The findings of the SFRA have informed this strategy with regard to the location of development.
People in need

2.16 Over recent years unemployment has remained consistently below the inner London average and the borough has the highest economic activity rate in inner London. However parts of Tooting, Battersea and Roehampton show levels of deprivation on some, if not all key indicators. These are the borough’s priority neighbourhoods. Delivering coordinated regeneration initiatives in the priority neighbourhoods is a strategic objective in the Sustainable Community Strategy. These initiatives relate not just to employment, but to health and social care, housing, education and crime.

Transport

2.17 The strategic radial routes that start to converge in Wandsworth and the other routes that link the south bank with the north bank of the Thames offer good accessibility. However, the public transport infrastructure, particularly the rail and underground networks, is struggling to cope. Even in areas of good public transport accessibility there are problems with the capacity of the system coping with the number of travellers. The predicted population increase in London together with the predicted sharp rise in jobs in inner London will exacerbate this problem. This is a regional problem and investment in public transport is a matter for regional and central Government. Supporting large scale investment in public transport is a key objective in the Local Implementation Plan and a policy in the Core Strategy. The Site Specific Allocations document will include sites in Clapham Junction where improvements to the station can be included. Road traffic congestion on the borough’s highways is a major issue. All London boroughs have this problem but it is particularly acute in Wandsworth. Roads carrying large volumes of traffic can be very intrusive, and are a danger to pedestrians and cyclists, particularly in town and local centres and where they cut across neighbourhoods. Traffic congestion was one of the most prominent issues to come out of consultation. As well as causing travel delays, it produces air pollution and as such is a hazard to health as well as being a contributor to global warming. The cumulative impact of developments on the transport network will have a significant effect on an already constrained highway network. As with public transport, much of the solution is firmly in the hands of regional and, particularly, national Government. However, key objectives in the Local Implementation Plan are to improve road safety and the efficient movement of all traffic including pedestrians, to oppose large scale road building and to support large scale investment in public transport, as well as the provision of local infrastructure required for the improvement of bus services and other measures to both encourage walking and cycling and to reduce journeys by car. As more development is located on the riverside there is scope to promote the use of the river for passenger transport, while the five safeguarded wharves in the borough already play a significant role in reducing lorry movements.

Waste

2.18 Government and London Plan policy regarding the management of waste is responding to the policy and targets set by the European Community. The London Plan requires boroughs to set out policies regarding targets, types and broad locations for new and enhanced waste
management sites with the objective of becoming roughly 85% self sufficient by 2020. The more efficient management of waste is a strategic objective in the Sustainable Community Strategy.

**Redevelopment**

2.19 There has been considerable redevelopment over the previous thirty years on brownfield sites. Opportunities remain particularly on the Thames riverside, in the town centres, particularly Putney, Wandsworth and Clapham Junction, and in north-east Battersea/Nine Elms. Development opportunities also exist on the Springfield Hospital site and a number of other sites along the A24 corridor in south Tooting.

2.20 There are significant opportunities in central Wandsworth, from the southern edge of the town centre boundary to the Thames riverside. The pedestrian and cycle links between the Thames and the town centre need to be strengthened to overcome the physical barriers of the railway viaduct and the South Circular.

2.21 The London Plan designates Vauxhall/Nine Elms/Battersea as an Opportunity Area (it is partly in Lambeth), where mixed development is promoted, with the Plan identifying a potential capacity for 8,000 new jobs and 3,500 new homes by 2026. Both Battersea Power Station and New Covent Garden Market (NCGM) are within this opportunity area, two of the largest sites in the borough. The Market wants to intensify its broadening activities in new buildings.
3 A spatial vision and strategic objectives for Wandsworth

The vision for Wandsworth

3.1 The Core Strategy aims to make provision to meet needs for housing, business, community services and infrastructure, in a sustainable way, protecting and improving both the built and the natural environments while mitigating climate change. Building on information from the evidence base, including public consultation and sustainability appraisal, and an analysis of the issues, problems and challenges, the Council's spatial vision for the borough is:

- A borough of attractive and distinctive neighbourhoods, separated by parks and commons, with a good range of local services focused on five distinct town centres at Battersea (Clapham Junction), Wandsworth, Putney, Tooting and Balham, backed up by local centres in each district, with the retention and enhancement of its significant family-sized housing stock.
- Regeneration activity tackling pockets of deprivation in Battersea, Tooting and Roehampton, with the main areas of change and development being the Thames riverside, the town centres and the Vauxhall/Nine Elms/Battersea Opportunity Area.
- New mixed use quarters opening up the riverside and well linked into existing communities.
- Housing development of good quality, sustainable design, employing the latest innovations in energy reduction and the provision of renewable energy, to provide homes, including affordable homes, for the growing number of households seeking to live in the borough.
- A range of opportunities for local business activity, including start up and small enterprises, in mixed use developments.
- A strategic pool of key industrial sites in the Wandle Valley corridor and parts of Nine Elms and North Battersea, continuing to provide opportunities for industry and warehousing which are better located outside residential areas, as well as new waste management facilities.
- Investment in public services throughout the borough as opportunities arise.
- An enhanced local environment including cleaner air and less traffic congestion, with protected and improved habitat and biodiversity, particularly along the Thames and Wandle Valley corridors, the green chain network and the borough's parks and open spaces.
- Good access to the wider opportunities outside the borough for jobs and services, particularly in central London.

3.2 Information on the development of the vision from the evidence base is set out in the sustainability appraisal.
**Strategic objectives**

3.3 To achieve this vision the Council has set strategic objectives in three key areas and options in the Core Strategy have been tested against these objectives. Sustainable development is the overriding principle and these objectives closely match the objectives in the sustainability appraisal. The Sustainability Appraisal shows how the objectives compare. The spatial realisation of these objectives is set out in the spatial strategy.

**Environmental Objectives**

- Secure sustainable development in the borough to help tackle climate change, protect and enhance the quality of life and improve environmental, social and economic opportunities (also social and economic).
- Protect, reinforce and repair the existing distinctive character of the different districts of the borough, placing full value on the heritage and amenity of each different district.
- Protect and enhance open spaces and the natural environment, and seek the protection and enhancement of habitat and biodiversity.
- Manage waste more efficiently - reduce; reuse; recycle and recover energy from waste and reduce the amount of waste to landfill, in accordance with strategic targets.
- Promote low carbon development through increased energy efficiency and the proportion of energy generated locally and from renewable sources. Encourage the use of sustainable building techniques and sustainable water resources.
- Protect people from risks to their health and safety, and damage to their amenity.
- Reduce the environmental impact of transport without reducing access.
- Protect and enhance the River Thames and its tributaries.
- Manage the consequences and reduce the risk of flooding.

**Social Objectives**

- Secure a range of new housing development to meet different needs and demands, including that for affordable and special needs housing.
- Ensure that the strategic target for housing completions in Wandsworth is achieved.
- Provide for the needs of and improve access to educational, social, welfare, health, community, police and prison services.
- Create safer and more secure communities.
- Promote equality of opportunity, including seeking to ensure that new development is accessible for people with disabilities.

**Economic Objectives**

- Seek to maximise the employment potential of land in the borough by safeguarding land and buildings for business and industrial use and promoting development for employment purposes in appropriate locations including as part of mixed use development so as to increase job and business opportunities.
- Promote the provision of flexible business space to meet the needs of the small and medium enterprises which comprise the overwhelming number of businesses in the borough.
- Secure regeneration in areas of deprivation to reduce poverty and social exclusion.
- Seek to ensure that the scale of development is related to environmental capacity and the capacity of public transport and other infrastructure.
- Increase the viability and vitality of the town centres and local centres, as the focus for shopping and for employment and leisure and other community activities.
- Promote development proposals that contribute to a safe, accessible and integrated transport system and proposals that contribute to London's overall transport system, with improved accessibility to surrounding areas, especially central London.
4 Spatial strategy

4.1 This chapter sets out how the main elements of the strategic vision and strategic objectives for the borough are to be delivered over the next ten years or so. By 2020 the population of Wandsworth is projected to increase by over 20,000 to nearly 308,500, while the number of jobs is predicted to increase by up to 23,000 to a total of over 150,000 jobs. The London Plan sets a target of the provision of at least 7,450 additional homes in the borough over the ten year period from 2007/8 to 2016/17. Development to accommodate this growth will mainly be located in and around the borough's five town centres, along the Thames riverside, and within the existing employment areas in Nine Elms, Battersea and the Wandle Valley.

4.2 Significant areas of the borough lie within the Environment Agency's Flood Risk Zones 2, 3a and 3b, including most of the major areas identified for change and growth. Given the lack of greenfield sites in the borough all new development will be on brownfield land, with a large proportion of available and deliverable sites located within these flood zones. In order to meet housing targets, regenerate low intensity areas and meet sustainability objectives it will be necessary to develop these sites, subject to adequate mitigation measures against flood risk.

4.3 Redevelopment opportunities in the Nine Elms/north-east Battersea area, part of the larger Vauxhall/Nine Elms/Battersea Opportunity Area identified in the London Plan, provide scope for at least 1,500 homes and 50,000 sq ms of employment space in the next ten years, with development concentrated at the existing public transport nodes around Battersea Power Station in the west and Vauxhall in the east. In the longer term improvements to public transport and other infrastructure can unlock the potential of the whole of the area, with opportunities for higher density development resulting in a further 8,500 homes and 185,000 sq ms of employment floorspace.

4.4 The town centres will be a focus for new development, as well as retaining their key role as shopping, entertainment and employment centres. In central Wandsworth and the Wandle Delta there are opportunities to regenerate the town centre, including improving Southside shopping centre and providing new complementary retail floorspace on the former Ram Brewery site, improve links to the riverside, reduce the impact of through traffic and provide over 2,000 new homes and 40,000 sq ms of new employment floorspace. At Clapham Junction a comprehensive retail and residential led mixed use redevelopment of land around the station will enable substantial improvements to take place to the station and access to it. Development here and on other sites in and around the centre can provide at least 500 homes in the medium term with potential for up to 1,500 should all sites be developed over the next fifteen years or so, with up to 30,000 sq ms of employment space. Along the Upper Richmond Road in Putney there is scope for redevelopment or refurbishment of the existing 1960s and 70s office blocks, to provide modern office space and additional homes, shops and restaurants.
4.5 Focal points of activity along the Thames riverside will be created, particularly where there is good public transport provision, to be a focus for new homes, jobs and leisure facilities, located around public spaces. Outside the growth areas of Battersea/Nine Elms and the Wandle Delta there is scope to accommodate more than 1,000 new homes and 40,000 sq ms of new employment floorspace on the riverside, while five safeguarded wharves will be protected and greater use of the river encouraged. The special character of Putney Embankment will be protected.

4.6 Particular efforts to reduce deprivation and improve social inclusion will be made in the regeneration areas in parts of Battersea, Tooting and Roehampton. Outside these areas the character of the residential districts will be preserved and enhanced and the open space network improved. Opportunities for formal and informal recreation that support the concept of the Wandle Valley Regional Park will be developed.

4.7 Sites within parts of north east Battersea and the Wandle Valley will form a strategic reservoir of land for industry and waste management, while higher density service and office activity will be concentrated in areas of higher public transport accessibility and capacity, in particular the town centres. New floorspace which meets the needs of Wandsworth’s largely small firm economy will be supported.

4.8 Transport proposals that enhance capacity on the public transport network will be supported, including major infrastructure schemes such as Crossrail 2, the East London Line Extension Phase 2, Airtrack and the Tramlink extension.

4.9 The key elements of the spatial strategy are shown on the Key Diagram.
Map 1 Key Diagram
Core Policies for places

Attractive and distinctive neighbourhoods and regeneration initiatives

4.10 For many people Wandsworth is already an attractive place to live. While the borough has to accommodate considerable new growth over the next ten years or so, much of this growth will be accommodated in a few key areas. For large parts of the borough, change will be small-scale, and the strategy is to protect the positive distinctive characteristics of these areas, ranging from the leafy suburbs of Putney and Roehampton in the west to the more inner city areas further east of Wandsworth, Battersea, Balham and Tooting. Many areas are characterised by attractive family housing and the Council has policies to resist their conversion to flats (see para 4.140). Where negative change has eroded the quality, enhancement schemes can repair and reinforce it. There are 45 conservation areas in the borough, and character statements have been prepared for each of them which set out the special character and distinctiveness of these areas. The additional controls and enhancement measures available within the borough’s conservation areas will be particularly valuable in helping maintain local distinctiveness. Many of the distinctive neighbourhoods, which are focused on the town and local centres, are separated and defined by the large open spaces which characterise the borough, including Wimbledon Common, Putney Heath, Wandsworth Common, Battersea Park, Clapham Common and Tooting Bec Common.

4.11 While much of the borough is a safe, prosperous and attractive place to live there are still pockets of deprivation in certain areas. The Council promotes and supports regeneration opportunities in partnership with local communities and business interests. Delivering coordinated regeneration initiatives in priority areas is a key objective of the Sustainable Community Strategy and Battersea, particularly the Latchmere and Queenstown wards, Tooting and Roehampton have been targeted for action, initially through the Neighbourhood Renewal Strategy and now through the Council’s Priority Area Overview initiative. These areas all score badly on health, crime, education and economic indicators. The Council with its partners, including the Local Strategic Partnership, will continue to focus resources, identify priorities and maximise funding on these key areas. However, because of the pepper-pot nature of deprivation in the borough, with high levels of deprivation often concentrated on the large social housing estates, the Council is also targeting other areas in the borough, in particular parts of St Mary's Park ward in Battersea and West Hill and Southfields wards in Wandsworth. A strategy for tackling regeneration issues in Roehampton is set out in policy PL15.
Core Policies for Places: Policy PL 1

Attractive and distinctive neighbourhoods and regeneration initiatives

a. The local distinctiveness of the various neighbourhoods which together make up the borough of Wandsworth will be promoted, building on their cherished existing character and attractiveness. The large areas of open space which add to the distinctiveness of residential neighbourhoods will be protected from encroachment.

b. Deprivation and inequalities will be tackled through regeneration initiatives and the focusing of mainstream services and resources on the highest priority areas, especially in parts of Battersea, Tooting and Roehampton, and other local areas of high social deprivation.
Map 2 Residential neighbourhoods and large open spaces
Areas of flood risk in Wandsworth

4.12 Significant areas of the borough are subject to some risk of flooding. This is an important consideration in planning for the future of the borough. Climate change, leading to wetter winters, rising sea levels and more extreme weather events makes the risk of flooding from the Thames and the Wandle ever more likely in the future. Climate change will increase the probability of flooding from tidal, fluvial, groundwater, surface and sewer flooding.

4.13 Development built during the timeframe of the LDF will be expected to have a life to the end of the century and beyond and be expected to cope with this increased risk of flooding. Recent events have shown the damage flooding can cause to homes and communities located in flood prone areas. The Government has produced PPS25: Development and Flood Risk, which highlights the need for local authorities to plan for all levels and types of flood risk and prescribes a risk based approach to be adopted at all levels of planning. Development should be steered towards areas of lowest risk, with development only permissible in areas at risk of flooding in exceptional circumstances where it can be demonstrated that there are no reasonably available sites in areas of lower risk and the benefits of that development outweigh the risks from flooding. This is called the Sequential Test. Where it can be demonstrated that the Sequential Test has been passed, proposals for development on sites within flood risk areas still need to pass the Exceptions Test, demonstrating that the development provides wider sustainability benefits, is on previously developed land, and will be safe, without increasing flood risk elsewhere, and where possible, reducing flood risk overall.

4.14 PPS25 requires local authorities to produce a Strategic Flood Risk Assessment (SFRA) to inform policies for flood risk management, identifying the variation in flood risk across the borough allowing an area-wide comparison of future development sites with respect to flood risk considerations. The Council has undertaken a SFRA jointly with the neighbouring boroughs of Merton, Sutton and Croydon. The SFRA has produced a Flood Risk map for the borough which shows the borough categorised into different flood zones indicating varying levels of flood risk. As defined in PPS25 these zones are categorised as Flood zone 1 - low probability, Flood zone 2 - medium probability, Flood zone 3a - high probability, Flood zone 3b - the functional floodplain.

4.15 While land in the medium and higher flood zones accounts for just 22% of the borough, it includes land within the major areas of change at Battersea/Nine Elms and central Wandsworth and the Wandle Delta, and significant areas of land identified for regeneration alongside the Thames and Wandle. In order to secure the regeneration of these areas, to meet the economic, social and environmental sustainability objectives of the Core Strategy and to deliver new housing to meet the borough’s housing targets it will be necessary to develop sites within these areas.
4.16 The flood zones contain the main opportunity areas for new development in the borough, with 58% of new build residential dwellings in the pipeline located within the medium to high flood zones. Over 60% of sites for future development identified in the draft Site Specific Allocations Document (SSAD) as at February 2009, are located in these zones. Over the period 2003/4 - 2007/8 over 45% of new homes built in the borough, including over 54% of affordable homes, were located within the medium to high flood zones. There are not enough sites in the low risk flood zone 1, either identified in the pipeline or, based on past evidence, likely to emerge as windfall sites to deliver the new housing required in the borough.

4.17 Significant new development is proposed for the Vauxhall/Nine Elms/Battersea Opportunity Area up to 2026 (see policy PL11 and supporting text). The Regional Flood Risk Assessment (RFRA) carried out on behalf of the GLA to assess the London Plan demonstrated that 40% of the area of the Opportunity Areas, including all that part of the Vauxhall/Nine Elms/Battersea Opportunity Area within Wandsworth, are within the medium to high risk flood zones. However alternative sites for large scale development within London do not exist without encroaching into Green Belt, MOL or other protected spaces, and therefore from a strategic perspective the sequential test permits the consideration of these sites for development. This view was supported by the Panel Report following the Examination in Public into the Plan.

4.18 A similar argument applies in Wandsworth. Wandsworth is a borough with no developable greenfield land and all land is previously developed land other than the protected open spaces. All new development will take place on brownfield land. In order to regenerate the key development areas of Battersea/Nine Elms and central Wandsworth and the Wandle Delta, to regenerate and open up the Thames riverside and to secure improvements to Wandsworth town centre and sites within the Wandle Valley it will be necessary to develop on sites within the medium to high flood zones. As demonstrated by the figures above it is necessary that potential sites located in areas of high flood risk are considered for residential development to deliver the additional dwelling requirement set out in Policy PL5 and supporting text. The Council therefore considers that from a boroughwide perspective the Sequential Test permits the consideration of these sites for development, subject to the individual sites satisfying the requirements of the Exceptions Test.

4.19 The Level 2 findings of the SFRA look at individual development sites within the flood zones and provide advice about detailed planning required to satisfy the requirements of the Exceptions Test. Flooding from groundwater and sewers will need to be taken account of in dealing with proposals for buildings, extensions, basements and paved areas (see para. 4.126). Relevant details will be contained in the Site Specific Allocations Document. Detailed requirements for site-specific Flood Risk Assessments and the approach to determining the suitability of the type and use of development within flood zones will be contained within the Development Control Policies Document.
Core Policies for Places: Policy PL 2

Flood risk

a. The development of appropriate sites within Flood Zone 2, 3a and 3b in the Wandle Valley and the Thames Riverside will be permitted in principle in terms of the sequential test. However proposals for individual sites within these Flood Zones must comply with the exceptions test of PPS25. Development proposals, excepting some minor proposals will require Flood Risk Assessment (FRA), taking account of the Strategic Flood Risk Assessment for the borough.

b. Where development is permitted within flood risk areas it must demonstrate that where possible, it will reduce fluvial, tidal and surface water flood risk and manage residual risks through appropriate flood risk measures.

c. Flood Risk Assessment will be required for major development proposals within Flood Zone 1 and all new development within Flood Zones 2 and 3 (3a and 3b).

d. Potential flooding from groundwater and sewers should be taken into account in dealing with proposals for buildings, extensions, basements and paved areas.
Map 3 Flood zones and development sites

Key:
- Flood Zone 1
- Flood Zone 2
- Flood Zone 3
- Flood Zone 3a
- Flood Zone 3b
- Central Waterworks/Wembley Docks
- North East Battersea/Nine Elms
- River Thames
- Royal Albert Dock
- Rotherhithe

Legend:
- Red: High risk
- Yellow: Medium risk
- Blue: Low risk

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Transport in Wandsworth

4.20 The Council’s detailed transport policies and proposals are set out in its statutory Local Implementation Plan (LIP) of the Mayor of London’s Transport Strategy. Motorised road traffic is a major source of carbon dioxide emissions, makes a major contribution to poor air quality and can reduce the quality of life in residential areas. There is significant traffic congestion on the main road network within the borough, primarily concentrated on the radial routes into central London and the South Circular orbital road throughout much of the day. This is particularly noticeable in Wandsworth town centre where the A3 radial route meets the A205 South Circular and along the A24 in Tooting and Balham. The Council will work with Transport for London (TfL) to identify highway, traffic management and public realm/streetscape improvements to address the adverse impact of traffic, while encouraging public transport, walking and cycling. LIP policy is to encourage longer distance traffic to make full use of the Transport for London Road Network (“red routes”) rather than seeking alternative routes along unsuitable roads or through residential areas. Cycling, walking and public transport will be promoted in preference to private car use. For larger new developments, travel plans will be required, to help restrain car use and promote other modes. Innovative approaches such as car clubs will be encouraged and facilitated. Where freight cannot be accommodated by the preferred modes of rail and water, the use of lorry bans will limit the impact on residential areas, while new industrial and logistical uses will be directed to defined areas that are easily accessible from the main road network. Servicing should be off-street, where possible, subject to townscape considerations.

4.21 The borough has a significant network of bus routes and has seen an increase in passenger numbers usage over recent years. This trend is expected to continue into the future. Buses offer a high degree of flexibility and can move high volumes of people efficiently. However, they also suffer from the congestion on the road network and become unreliable and consequently less attractive. There also remain areas of the borough which are less well served by buses, and the council will encourage TfL to consider introducing new routes as appropriate through regular service reviews.

4.22 Opportunities are continually sought to improve the location of bus stands, terminals, stops and garages, relocating them where possible from points of on-street congestion and residential areas to purpose-built facilities or other areas where they cause less disruption to their surroundings. This can assist in reliable bus operation and reduce traffic congestion. Tooting Broadway has been identified in the London Plan as an area which could benefit from improved facilities to accommodate buses.

4.23 There are four bus garages in the borough (Battersea, Wandsworth, Putney, and Silverthorne Road/Queenstown Road) plus at least one yard used for bus storage. Storage is also provided for London sightseeing buses in Wandsworth and Earlsfield. The council actively encourages the provision of bus services in the Borough and will continue to work with operators to assist them in providing suitable accommodation for vehicles and staff.
Existing and future sites will be protected as necessary in line with the TfL's Land for Transport Functions SPG March 2007. Supporting policy will be included in the Development Control Policies document.

4.24 The range of new riverside developments in the borough, including the potential development of Battersea Power Station, meanwhile offers new opportunities for piers to enable riverbus operators to provide a viable service. The Council will consider such proposals favourably, subject to environmental impact.

4.25 The borough has six London Underground stations and eight overground rail stations. These offer a high capacity rail service, which primarily serves central London. However, many of these services are operating at capacity in the peak periods and measures are required to increase this to meet both existing and future predicted demand. The Council will support both short to medium term enhancements including access, capacity, pedestrian, environmental, improved ticketing facilities and other upgrade work to stations and rail infrastructure. The Council will support enhanced facilities at Clapham Junction station which provides a key rail and bus interchange in south west London. Existing and predicted capacity issues at the station will need to be addressed. The Council will support the provision of major transport infrastructure schemes, where these are shown to offer a sustainable improvement to local accessibility. These include East London Line Extension Phase 2 (2011), Airtrack (late 2010s), Crossrail 2 (2020s), potential access improvements in Vauxhall/Nine Elms/Battersea Opportunity Area and a possible extension to Tramlink, together with local station interchange improvements. This may require the safeguarding of land for the future provision of transport schemes, proposals for which will be considered on their individual merits. With the exception of the potential improvements in Vauxhall/Battersea/Nine Elms (see para 2.26), all of the major transport infrastructure projects listed add to the capacity/connectivity of the local transport network rather than being necessary to unlock major development potential in the borough.

4.26 It is not just how well served an area is by public transport which is important (PTALs), but the capacity of the system to cope with present numbers of passengers and potential future increases in passengers. The Council will support proposals to improve public transport capacity, particularly in those areas already suffering from overcrowding and poor facilities and in those areas where considerable growth in passenger numbers can be expected. There is a need for a significant improvement in public transport capacity in Nine Elms/North East Battersea to unlock the potential of the Opportunity Area.

4.27 The promotion of cycling through the provision of cycle routes and better conditions on routes used by cyclists plays an important part of a balanced and integrated, sustainable transport policy. The Council’s cycling policies are consistent with and support the actions of the London Cycling Action Plan. An extensive cycle route network has been identified within the borough, as part of the London Cycle Network (LCN) and London Cycle Network Plus (LCN+).
4.28  Improved walking routes and conditions will be sought in line with the Walking Plan for London, through LIP-funded transport improvements and the provision of good pedestrian access both to and through developments. DfT guidance on “Inclusive Mobility” will be followed to ensure accessibility to the wider population. Specific named walking routes – the Thames Path, Capital Ring and Wandle Trail – will be completed and promoted. Walking improvements in town centres and other key areas (e.g. around schools) will be promoted via individual schemes, funded via the LIP or elsewhere.

4.29  Where possible, the Council will use its own funding (including that secured via LIP funding applications to TfL) to deliver transport infrastructure improvements in the borough. However, delivery of the larger infrastructure projects will be heavily dependent on the actions and investment of third parties such as rail companies, national Government and TfL. The Council will use its lobbying power to help influence and shape these improvements. Transport and accessibility improvements will also form a key element of S.106 obligations and any future Community Infrastructure Levy (see policy IS6).

Core Policies for Places: Policy PL 3

Transport

a.  Improvements to public transport will be supported including enhanced capacity on rail and underground lines, improved bus and rail services and access to stations, and enhanced riverbus services.

b.  Clapham Junction will be upgraded and improved as a major transport interchange through investment by the Council, TfL, train operators and developers (see PL13).

c.  The Council will promote major transport infrastructure schemes including Crossrail 2, East London Line Extension Phase 2, Airtrack and Tramlink extension, to be delivered by other parties including central Government, TfL, public transport companies and private developers.

d.  Land will be safeguarded for future transport functions where necessary. Specific sites will be identified in the Site Specific Allocation Document.

e.  Quality cycling conditions will be delivered on the LCN+ and local cycle route networks, via individual schemes funded through the LIP and other available sources.

f.  Improved conditions for walking, including completion of signed accessible routes (the Thames path, Capital ring and Wandle Trail) will be delivered through LIP funding and other available sources.

g.  Car and cycle parking, transport assessments and travel plans are referred to in Policy IS1.
Map 5 Cycling and Walking Routes
Open space and the natural environment

4.30 Open spaces and the green chains that connect many of the borough’s open spaces fulfil a variety of environmental functions, provide visual relief in built up areas and are important for both formal and informal recreation, sport and play, providing playing fields, walking and cycling routes. They play an important part in addressing health inequalities in the borough: the most deprived areas have a higher incidence of health problems and/or lower life expectancy. They also play an important role in the delivery of broad government objectives of urban renaissance, social inclusion and community cohesion, health and well being, and in promoting more sustainable development. They are important in addressing climate change: the retention of soft landscaping, such as front gardens, can reduce the risk of flooding from run-off, as well as providing opportunities for biodiversity. Open spaces also provide “green lungs” in the borough, important to improving air quality. Private residential gardens also represent a valuable open space resource which should, where appropriate be protected from development. Trees are important as a visual amenity, contributing to historic landscapes, and in adapting to climate change. The Council has an adopted Tree Strategy providing a policy framework for the management of trees. The Sustainable Community Strategy aims to provide healthy environments by promoting wise stewardship of natural resources, encouraging access to high quality and safe parks, commons and other open spaces to improve people’s physical and mental well being. New and improved facilities will be supported, including increasing public use of private facilities, using planning obligations where necessary to deliver improvements in targeted areas of need.

4.31 Open spaces in the borough are not just green spaces but include small urban squares, spaces and piazzas that contribute to the character and enjoyment of an area. New successful spaces have been created along the riverside, such as at Putney Wharf, and in other locations, such as at Battersea Square. New urban public spaces will be encouraged in major developments, particularly at focal points of activity on the riverside (see policy PL9 and supporting text) and in the major areas of change (see policies PL11-15).

4.32 Wandsworth is well served by all types of open space, including Metropolitan Open Land which contributes to London’s network of strategically important open spaces. However, both public and private open spaces are under pressure from development and Government guidance makes it clear that developing more housing should not mean building on urban green spaces. Moreover, the projected significant increases in the borough’s population will create additional demand for accessible open space, sport and play facilities. The Council commissioned consultants to carry out an Open Space Study in 2006, which undertook a quantitative and qualitative audit of open spaces and an assessment of current and future needs, including evaluating the strategic role of the borough’s open spaces. Given the limited potential for urban areas such as Wandsworth to provide new open spaces, the study assessed the potential for improvements and increased access to existing open spaces to better meet the needs of users. This has helped inform the Council’s Parks Management Strategy, and will also inform planning contributions towards open space provision.
4.33 Areas of the borough that are deficient in local open space have been identified using the London-wide methodology contained in the Mayor's Best Practice Guidance to Preparing Open Space Strategies. These are areas more than 400m (walking) distance from a local park /local open space which typically provides some court games, children's play, sitting out or nature conservation. This methodology has been refined to include spaces outside the borough and smaller open spaces that generally fulfil local park functions and areas of open space deficiency are identified in parts of Balham, Battersea and Tooting. The Council’s adopted Play Strategy aims to increase access to play and informal recreation and has identified priority areas for action based on both deficiency in play opportunities and areas of highest social deprivation. Parts of Tooting are deficient in play for all age groups, whereas parts of East Putney and Roehampton are deficient for 0-11 year olds. Opportunities to redress these deficiencies will be pursued, including seeking planning obligations to secure the creation of new and improved play and recreation facilities as part of new developments in these areas. The Council has an adopted Sports Strategy, aimed at promoting sport and physical activity to improve health and well-being, and includes an action plan and framework to set priorities and to meet the changing needs of the community. This will inform proposals for sports development in the borough.

4.34 The River Thames is an important natural asset of strategic importance in terms of recreation, visual amenity and natural habitat. Green chains have been identified, which extend along the Wandle Valley and along some railway embankments, for example linking Wandsworth and Tooting Commons with other open spaces in neighbouring boroughs as does the Thames Path National Trail. A long distance walking route – the Capital Ring – is a strategic way-marked route linking large areas of open space in inner London which in Wandsworth links Wimbledon Common, Putney Heath, Wimbledon Park and Wandsworth and Tooting Bec Commons. Within the borough are large areas of European, metropolitan and local ecological importance: Wimbledon Common has been designated a Special Area of Conservation (SAC) a strictly protected designation under the EC Habitats Directive. Parts of Putney Heath and Wimbledon Common are a Site of Special Scientific Interest and a locally important site for geodiversity, and there is a Local Nature Reserve in Battersea Park. There are also several other important sites for biodiversity in the Borough and the Council has set up a local Biodiversity Partnership which includes an action plan for wildlife. The London Plan has identified areas of deficiency in access to nature and this includes parts of central Wandsworth, north Battersea and Tooting. New development will be expected to improve habitats and increase access to nature, with priority to the deficiency areas and to achieving the targets set out in the local Biodiversity Action Plan.

4.35 The Council has developed a programme of environmental enhancements to Beverley Brook which has become the first river-based Local Nature Reserve in Wandsworth. The Wandle Valley Regional Park has been identified in the London Plan as a strategic park opportunity and the Council is working with adjoining boroughs, Groundwork and the local community to achieve regeneration through environmental and sustainable transport improvements (see section on Wandle Valley and policy PL10).
Core Policies for Places: Policy PL 4

Open space and the natural environment

a. The Council will protect public and private open space and improve the open space network in the borough, including Metropolitan Open Land, such as the major commons, parks, allotments and playing fields as well as the smaller spaces, as identified in the Open Space Study.

b. New developments will be expected to incorporate appropriate elements of public open space, and to make a positive contribution to the wider network of open spaces.

c. Playing fields will be protected and opportunities for participation in sport, recreation and children’s play will be promoted. Where there is no future demand for playing fields or other outdoor sports use, other open space uses will be sought.

d. The Council will require contributions towards new or improved facilities, or secure public access to private facilities, in appropriate developments, and as a priority in areas identified as deficient in open space, play or sport and recreation and/or to meet priorities identified in the Council's Play Strategy and Sports Strategy.

e. The borough’s green chains and the open spaces along them will be protected and enhanced.

f. The biodiversity value of the borough will be protected and enhanced including that of the River Thames, River Wandle and Beverley Brook and species and habitats identified in the London Biodiversity Action Plan.

g. New development should avoid causing ecological damage and propose full mitigation and compensation measures for ecological impacts which do occur. Where appropriate new development should include new or enhanced habitat or design and landscaping which promotes biodiversity, and provision for management, particularly in areas identified as deficient in nature conservation.

h. The Council will work with partners to develop and implement proposals for the Wandle Valley Regional Park.
Map 6 Public Open Space Network and Areas of Local Park Deficiency
The provision of new homes

4.36 One of the main issues the spatial strategy addresses is how many new homes are needed to meet the demands of those seeking accommodation in the borough and where they are to be built. The population of the borough is projected to increase by over 20,000 in the years up to 2020, resulting in a population of approximately 308,500. The London Plan originally set a target for Wandsworth of 16,470 additional homes over the twenty year period 1997-2016. At the end of 2007 (55% of the period), 65% of the target had been met. A new, slightly lower target, taking into account the need for some land to be allocated for waste management activity, has now been set by the Mayor and is included in the consolidated London Plan 2008, of at least 7,450 additional homes over the ten year period 2007/8-2016/17. In line with PPS3 the Council has undertaken a housing capacity assessment looking at housing delivery over 0-5, 6-10 and 11-15 year periods. A joint statement in March 2008 by Government Office for London, the GLA and London Councils on addressing PPS3 requirements states that in the absence of a Strategic Housing Land Availability Assessment (SHLAA) prepared by the GLA, boroughs should project forward their ten year target for a further five years as an indicative figure rather than a target. This the Council has done and considers a borough target of at least 7,500 additional homes for the ten year period up to 2017, comprising around 7,000 new dwellings and 500 non self-contained household spaces such as hostels and student halls of residence, and a further 3,750 homes as an indicative figure for the following five years, is achievable based on:

- housing capacity study assessment of known and possible windfall sites;
- limited release of industrial sites for mixed use development;
- development at densities in line with the ranges in the London Plan matrix, related to the type of housing, accessibility and character of the area;
- no increase in the rate of house conversions (see policy IS5), to protect the stock of family housing.

4.37 It is important that new housing is not provided at the expense of employment land needed to support the prosperous, local economy in Wandsworth. Nonetheless, having assessed the demand for employment land in the light of the needs of the local economy it is considered that a balanced approach can both retain sufficient employment land while releasing some existing employment land for housing including for mixed use employment led development (see policy PL6 and supporting text). New housing can therefore be located on a range of different types of sites and locations across the borough, including:-

- some existing low density commercial or industrial sites, in particular around Wandsworth town centre and in Nine Elms;
- obsolete office blocks in accessible locations near or within town centres as part of high density mixed use development;
in locations where the redevelopment of employment sites for mixed uses will contribute towards Thames riverside regeneration objectives, in particular in the Wandle Delta area, Battersea and in Nine Elms;

on other employment, non-residential and windfall sites throughout the borough, subject to other policies in the strategy.

4.38 Within Wandsworth, taking account of these broad locational types and schemes in the pipeline, it is anticipated that over the next ten years at least 2,000 homes can be provided in central Wandsworth and the Wandle delta, 1,500 in the Vauxhall/Nine Elms/Battersea Opportunity Area, 1,000 on other sites on the Thames riverside, 500 in Clapham Junction, 1,000 in and around the other town centres and 1,500 elsewhere in the borough. While not all these schemes will necessarily come forward this will be compensated by the development on large numbers of small sites and the bringing forward of proposals on sites currently considered as longer term possibilities. Many of these sites are within flood zones; development on these sites will be necessary to meet the housing targets but it is important that development can be designed to overcome the risks of flooding (see policy PL2).

4.39 Further sections in this chapter set out policies for these broad locations in more detail, identifying locations and situations where new housing is considered appropriate. The Site Specific Allocations Document will identify individual sites and the contribution they can make to the provision of new housing in the borough.

Core Policies for Places: Policy PL 5

Provision of new homes

The Council will make provision for at least 7,500 net additional homes between 2007/08 and 2016/17 including at least 2,000 in central Wandsworth and the Wandle delta, 1,500 in the Vauxhall/Nine Elms/Battersea Opportunity Area, 1,000 on other sites on the Thames riverside, 500 in Clapham Junction, 1,000 in and around the other town centres and 1,500 elsewhere in the borough. The Council will also seek to achieve a further 3,750 net additional homes in the borough between 2017/18 and 2021/22. This can be achieved by:

a. The development of sites identified in the Housing Capacity Study Assessment and windfall sites.
b. Development in the borough's five town centres, along the Thames riverside and the limited release of surplus industrial land and sites.
c. Development which achieves higher densities compatible with the local context, the principles of good design and public transport capacity. In assessing new development regard will be had to the density ranges set out in the London Plan. Where necessary consideration will be given to enhancement of the existing transport network to support regeneration and higher density developments.
Meeting the needs of the local economy

4.40 Changes in economic activity have affected the nature, location and size of employment in Wandsworth, with a decline in traditional industry and growth in logistics, business services and the creative industries. Latest forecasts from the GLA predict that by 2021 the number of jobs in the borough could increase by up to 23,000 to a total of over 150,000 jobs. Most of this increase would be in these growth activities. The resident workforce is predicted to increase by 10,000 over the same period to a total of 171,000. The local economy is therefore important for local businesses, workers and residents. The Sustainable Community Strategy encourages a viable and prosperous economy in Wandsworth, particularly for small enterprises and new businesses.

4.41 Regular surveys carried out by the Council, including those undertaken to inform the employment land study "The Future of Employment Land and Premises in Wandsworth, December 2004" carried out by consultants Roger Tym and Partners show that vacancy rates in the borough's industrial employment areas are low, amongst the lowest in central London, but some accommodation does not meet contemporary needs. The Employment Land Study and other evidence reveals there is a particular need for flexible, affordable, serviced business accommodation, particularly in or near the town centres. Offices are concentrated in the town centres, in particular Putney, but much of the accommodation is from the 1960s and 70s and in need of updating. Wandsworth is largely a small firm economy, with 90% of firms employing less than ten people.

4.42 New employment space should be designed to meet the likely future needs of Wandsworth's businesses, most of whom tend to be very small companies, and of these companies a significant proportion grow and require properties within which to expand. Employment space has been lost over a number of years to residential development and the local economy would be restricted without replacement of this space with more employment space on employment and mixed use sites. One of the major reasons for Wandsworth's on-going economic success has been the availability of space that meets the needs of commerce and industry. The maintenance of a continuous supply of such space is of critical importance in order to attract and retain businesses in the borough and to maintain prosperity and job opportunities for local residents. The growing creative industries sector is strongly represented in Wandsworth's economy, with a higher proportion of employees in this sector than in any other of the south London boroughs, London or nationally.

4.43 Policies in the UDP safeguarded certain employment sites, particularly Industrial Employment Areas (IEAs), and promoted new employment activity, particularly in the town centres and in the Thames Policy Area. However the need to restructure to provide for the new growth activities, to identify sites for significant additional new housing and to identify land for waste management have required changes to this approach.

4.44 The strategic reservoir of land for industry and waste, including logistics, warehousing and related uses, will be based on the former IEAs and in particular the Strategic Industrial Locations (SILs) at Queenstown Road, Battersea and Summerstown. These areas will be
supported by a number of Locally Significant Industrial Areas (LSIAs) in the Wandle Valley. More information is set out in the section “The main locations for industry and waste management” and policy PL7. However, having reviewed all employment land designations in the light of PPS3, it is considered that there is scope for the release for mixed use development of a limited number of former IEAs without significantly compromising the overall range and quality of employment land available in the borough. This can also help meet other objectives, such as the regeneration of town centres and/or the riverside, the provision of modern flexible business space and the provision of additional housing.

4.45 In central Wandsworth and the Wandle Delta three areas in particular are considered suitable for mixed uses:- the Osiers Road area, which is north of the railway line immediately adjoining the new Riverside Quarter; the area south of Armoury Way - the former Ram Brewery and land on the opposite bank of the Wandle - which adjoins the town centre, with the closure of the brewery providing the opportunity to complete the riverside link and improve accessibility between the riverside and the town centre, a key objective of the Wandsworth Town Centre Partnership; and the Business Village area, where there is scope for the consolidation of its much needed business floorspace and the strengthening of links to the town centre, to be financed through the introduction of a residential component. Detailed options for the development of the central Wandsworth area, taking account of these employment land releases, are set out in the section central Wandsworth and the Wandle Delta and policy PL12.

4.46 There are other small and relatively isolated former protected employment areas particularly close to the Thames riverside where a more flexible approach could assist regeneration and help link the riverside area to the adjoining residential areas, including the Chatfield Road/ Mendip Road, Howie Street and Gwynne Road areas in Battersea. There are also some small, fringe areas of the employment area in north-east Battersea, including the Gas Works at Prince of Wales Drive, where mixed uses would aid regeneration objectives (see policy PL11).

4.47 Redevelopment proposals in these former IEAs identified as suitable for mixed uses would need to include a substantial employment element at least equivalent to existing employment floorspace providing modern employment floorspace of the type identified as required to serve the needs of the local business community. These areas, including the central Wandsworth sites, account for around 12% of the area of the borough’s former IEAs. This approach strikes the right balance between safeguarding land for logistical, industrial and waste management purposes while allowing for the provision of modern, flexible business space.

4.48 The Nine Elms/north-east Battersea area is the borough’s largest existing employment area and will continue to provide significant employment opportunity. Detailed proposals for this area are set out in the section on Nine Elms and north-east Battersea and policy PL11.
4.49 The town centres will continue to be the main focus for offices, in particular Putney, with improvements in the quality of the office stock sought. The strategy for achieving this is set out in the section "Town and local centres and important local parades" and in Policy PL8 and in particular in the section on "East Putney and Upper Richmond Road" and Policy PL14. Clapham Junction, with its good public transport links, is also a suitable location for offices, and the provision of new office space in developments around the station is encouraged (see policy PL13).

4.50 Mixed uses including employment floorspace will be sought on sites in the Wandsworth Thames Policy Area, in particular those well served by public transport and at focal points. Five safeguarded wharves will continue to be safeguarded for the transhipment of freight. More information is set out in the section "The River Thames and the Riverside" and policy PL9.

4.51 Many small firms operate outside these areas and their continued operation is supported where they are not harming the amenity of surrounding areas. However, given the emphasis of promoting employment in accessible locations such as the town centres, and the need to provide additional housing, it is not considered appropriate to require the inclusion of employment floorspace in developments outside the designated areas, although in areas lacking local jobs, like Roehampton, measures to promote additional employment through regeneration initiatives will be supported.

4.52 Employment floorspace specifically targeted at the needs of the local economy, in particular the provision of flexible business space will be sought. Flexible business space includes adequate flexible/adaptable floorspace to cater for the full range of Class B1 use to accommodate a range of business uses. The space would usually enable a variety of unit sizes to be achieved and incorporate a range of services, such as broadband and telecommunications, within each unit. The units should incorporate communal facilities for uses and customers and ensure disabled access throughout. Flexible leases and management responsibilities should also be considered as part of a scheme.
Core Policies for Places: Policy PL 6

**Meeting the needs of the local economy**

a. The strategic reservoir for industry and waste will comprise the Queenstown Road, Battersea and Summerstown SILs supported by a number of Locally Significant Industrial Areas in the Wandle Valley (see policy PL7).
b. In Mixed Use Former Industrial Employment Areas (MUFIEAs) outside the strategic reserve, where it can be demonstrated that wider town centre, riverside or other regeneration benefits can result from proposals, mixed use redevelopment including a residential component, will be acceptable where:

   i. Net employment floorspace equivalent to at least existing employment space is provided. In particular space catering for small and medium sized enterprises will be sought.

   ii. New uses are compatible with neighbouring uses and will not harm the viability of the surrounding employment area.

   iii. Existing surrounding uses will not have an adverse impact on the amenity of new residential space.

c. The Nine Elms area will continue to be a significant employment area (see policy PL11).
d. The town centres, in particular Putney, will be the main focus for office development (see policies PL8 and PL14).
e. Employment floorspace will be sought as part of mixed use development on sites in the Wandsworth Thames Policy Area, in particular those well served by public transport and at focal points (see policy PL9).
f. In areas lacking local jobs, like Roehampton, measures to promote additional employment through regeneration initiatives will be supported (see policy PL1 and PL15).
g. Employment floorspace specifically targeted at the needs of the local economy, in particular the provision of flexible business space, will be sought in units of up to 2000 sq ms where appropriate.
The main locations for industry and waste management

4.53 It is vital for the health of Wandsworth’s and the wider London economy that there is an adequate supply of land to meet industrial needs. Although traditional manufacturing activities play a smaller role in Wandsworth’s economy, activities such as warehousing and logistics are still significant, while industrial land provides vital capacity to accommodate industries such as waste management, recycling and land for transport activities which are essential for sustainability objectives.

4.54 The existing industrial areas (the former IEAs) of north-east Battersea and the Wandle Valley are the most appropriate locations to provide the main strategic reserve of employment land for business, industry, warehousing, logistics, recycling, certain transport functions, utilities, wholesale markets and some creative industries. They are typically large, coherent areas with good access to the main road network. The Queenstown Road industrial area is identified as a Preferred Industrial Location (PIL) under the London Plan’s Strategic Industrial Location designations, as is the Summerstown Road industrial area which is part of the larger north Wimbledon PIL. These two areas are part of London’s strategic reservoir of industrial land and are also the most suitable locations for the provision of waste management facilities. They are identified as Strategic Industrial Locations on the Proposals Map. The evidence base, including the Employment Land Study, also indicates that many of the smaller industrial areas still fulfill an essential function in the local economy, with low vacancy rates indicating continuing demand for sites and premises within these areas. These sites are identified as Locally Significant Industrial Areas (LSIAs) on the Proposals Map and will continue to provide a reservoir of land for local businesses. However, having reviewed all employment land designations in the light of PPS3, it is considered that there is scope for the release for mixed use development of a limited number of former IEAs without significantly compromising the overall range and quality of employment land available in the borough. This can also help meet other objectives, such as the regeneration of town centres and/or the riverside, the provision of modern flexible business space and the provision of additional housing (See section Meeting the needs of the local economy and policy PL6).

4.55 The Council’s Business Improvement Scheme, a loan and grant scheme helping improve the business environment and promoting business growth and private sector investment, is targeting the Stewarts Road area in Battersea and Garratt Business Park in Tooting, two key areas of the strategic employment reservoir. Both areas have significant problems of access and a degraded environment coupled with scope for growth and the intensification of use and business innovation. The scheme is helping unlock this potential while developing business networks in these areas.

4.56 The GLA has set a waste apportionment figure for waste to be managed within the borough at 489,000 tonnes per year. This figure represents the share of London’s overall waste to be managed within Wandsworth. The apportionment figure was predicted using a model based on predicted waste arisings, the borough’s potential waste management land capacity, and a number of sustainability criteria which were specifically weighted including capacity, proximity to transport modes and social factors. This figure translates into the
need to allocate approximately 6.1ha of land for waste management purposes based on the
GLA’s figures of an average waste management facility throughput of 80,000 tonnes per ha
per annum. This figure may change due to subsequent technological advances. “Waste
management” includes energy recovery such as anaerobic digestion, pyrolysis/gasification,
incineration, or waste recycled at materials recycling facilities for reprocessing, but not the
transfer of waste. The requirement is therefore over and above the capacity of existing
waste transfer stations. The London Plan suggests this land should normally be found in
existing employment locations, and that sites generally need to be at least 0.3 ha to work
efficiently.

4.57 Sites dealing in waste services currently occupy over 8 ha of land in the borough,
with the majority of this land located in the Strategic Industrial Locations, but only 0.8 ha
of this is currently used for waste management purposes, and this land is assumed to process
64,000 tonnes under the GLA’s advisory figure. The proposed Materials Recycling Facility
(MRF) at Western Riverside Waste Transfer Station will occupy a further 0.65 ha of land and
process over 84,000 tonnes of recyclable material. On the basis of this figure it is likely that
the amount of land required to meet the apportionment figure will reduce as further
efficiencies in the processing of waste are introduced. Nevertheless, at present land to
process a further 341,000 tonnes is required to meet the apportionment figure, which at the
GLA’s ratio of 80,000 tonnes per ha equates to 4.26 ha. Safeguarding for future waste
management purposes the Western Riverside Waste Transfer Station at Wandsworth, already
a safeguarded wharf, will provide a further 1.83 ha (excluding the MRF), which together with
safeguarding other existing sites dealing with waste services but which could be re-orientated
to provide waste management capacity within the SILs gives a total of 3.79 ha, sufficient to
process 303,200 tonnes under the GLA’s figure. This would indicate a shortfall of 0.47ha or
37,800 tonnes to meet the overall apportionment figure. However there is sufficient land to
make up this shortfall within the SILs, which cover approximately 53 ha of land, based on a
historical analysis of the availability of sites. Over the period 2002 to 2008, 11 sites over 0.3
ha totalling over 17 ha have come on the market, changed hands or been subject to
development proposals within these areas. In particular surveys show that over the period
2004 to 2006 there has been around 30% turnover of units within the north-east Battersea
SIL. Continuation of these trends will ensure that enough suitable sites are potentially available
within the employment land reservoir. Within these areas appropriate developments for
manufacturing related to recycled waste will be supported.
Core Policies for Places: Policy PL 7

Land for industry and waste

a. The Queenstown Road and Summerstown Strategic Industrial Locations (SILs) 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, and Thornsett Road areas. Together these areas comprise the strategic reservoir of industrial land in the borough.

b. (i) Appropriately located sites for waste management will be identified in the SSAD to provide the capacity to meet, over the plan period, the borough's waste apportionment figure as set out in the London Plan. These sites, which generally need to be at least 0.3ha in size are likely to be located within the SILs will need to have good access to the main road network, rail or water transport and be located where the operation of waste management services does not adversely affect the operations of adjoining firms or the amenities of the surrounding area. (ii) Additionally they will need to be considered against the locational criteria set out in Annexe E of PPS10, Planning for Sustainable Waste Management. Until the SSAD is adopted the Council will safeguard all existing waste management and other waste sites including wharves, unless appropriate compensatory provision is made in appropriate locations. Development on sites adjacent to new and safeguarded allocated waste sites that may prejudice use for waste management purposes will not be permitted unless satisfactory mitigation measures can be provided. Appropriate developments for manufacturing related to recycled waste will be supported. (iii) Where waste cannot be dealt with locally, waste facilities that have good access to water or rail transport will be considered.
Town and local centres and important local parades

4.58 The town centres - Balham, Clapham Junction, Putney, Tooting and Wandsworth - are already the focus for the provision of services, in particular shopping, offices and entertainment and are significant locations for employment opportunities. The policy of promoting the role of the five town centres as the focus for a range of shopping and complementary activities is well established and in line with the Sustainable Community Strategy and the London Plan. Town centre partnerships, involving the public, private and voluntary sectors and individual Business Plans enhance and sustain the vitality and viability of each centre. Developments and improvements within the centres are promoted, but no centre will be encouraged to grow substantially at the expense of the others.

4.59 New retail development will be concentrated within the town centres. Each of the town centres has different characteristics and strengths and provide a distinctive range of facilities serving different parts of the borough. Within the centres themselves are areas of different character, such as in Clapham Junction where the small independent shops of Northcote Road contrast with and complement the large floorplate chain stores in St John’s Road. They are backed up by nine local centres and twenty-four Important Local Parades which together provide a well distributed and sustainable hierarchy of shopping and related services.

4.60 Clapham Junction, Putney, Tooting and Wandsworth town centres are positioned reasonably high in London's shopping hierarchy in terms of multiple retailer representation. However, these centres are ranked considerably below the larger centres in central London and south west London such as Kingston and Croydon which are easily accessible to borough residents. It is important therefore that the borough’s town centres continue to offer a good mix of both lower and higher order non-food shopping for residents who do not wish to travel to larger centres, and remain competitive providing modern shopping floorspace in an attractive environment. The Council commissioned a Retail Needs Assessment to look at current and future need for retail development in the borough, including projections for 2010, 2015 and 2020. The study identified that projected future growth in expenditure from increasing disposable incomes and population growth would provide opportunities to improve the range and quality of shopping and leisure facilities in the borough and identified potential for further convenience (food) and comparison goods (non-food) sales floorspace within the borough. The study does not identify the need for any significant expansion of any of the town centres, projecting that in total around 31,500 sq ms of additional retail (A1) floorspace could be required in the borough by 2015 rising to nearly 51,000 sq ms by 2020.

4.61 The report predicts there is scope for approximately 5,300 sq ms of additional net convenience floorspace within large food stores (of over 1,000 sq ms), and an additional 4,900 sq ms net in small stores by 2015, rising to a total of 13,300 sq ms boroughwide by 2020.
Table 4.1 Convenience sales, additional floorspace projections (before commitments/proposals)

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing floorspace sq ms</th>
<th>Additional sales floorspace sq ms (net)</th>
<th>2015</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clapham Junction</td>
<td>7,952</td>
<td>1,200</td>
<td>1,800</td>
<td></td>
</tr>
<tr>
<td>Wandsworth Town</td>
<td>6,584</td>
<td>2,800</td>
<td>3,300</td>
<td></td>
</tr>
<tr>
<td>Balham</td>
<td>5,469</td>
<td>2,300</td>
<td>2,700</td>
<td></td>
</tr>
<tr>
<td>Tooting</td>
<td>8,865</td>
<td>-300</td>
<td>-100</td>
<td></td>
</tr>
<tr>
<td>Putney</td>
<td>6,167</td>
<td>2,300</td>
<td>2,600</td>
<td></td>
</tr>
<tr>
<td>Elsewhere in borough</td>
<td>16,094</td>
<td>1,900</td>
<td>3,000</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>51,131</strong></td>
<td><strong>10,200</strong></td>
<td><strong>13,300</strong></td>
<td></td>
</tr>
</tbody>
</table>

4.62 Although there is significant leakage of comparison goods expenditure to central London, the study indicated scope within the borough for approximately 21,300 sq ms additional net comparison floorspace by 2015, increasing to 37,700 sq ms net by 2020. Based on current patterns of expenditure the broad distribution of additional floorspace needed is indicated in the table below.

Table 4.2 Comparison sales additional floorspace projections (before commitments/proposals)

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing floorspace sq ms</th>
<th>Additional sales floorspace sq ms (net)</th>
<th>2015</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clapham Junction</td>
<td>22,798</td>
<td>4,800</td>
<td>8,500</td>
<td></td>
</tr>
<tr>
<td>Wandsworth Town</td>
<td>29,486</td>
<td>7,800</td>
<td>13,800</td>
<td></td>
</tr>
<tr>
<td>Balham</td>
<td>6,665</td>
<td>1,500</td>
<td>2,500</td>
<td></td>
</tr>
</tbody>
</table>
If additional dwellings are developed in the Vauxhall/Nine Elms/Battersea Opportunity Area, an additional 600-1,700 sq ms net additional floorspace could be added to the projections, assuming between 1,000 and 3,000 completions by 2015. However, in line with the sequential approach in PPS6 and the London Plan, town centres should be prioritised for new retail opportunities.

This projected growth in retail floorspace can be accommodated in the town centres and will be achieved by a combination of committed and potential sites for retail floorspace, including significant proposals in Wandsworth and Clapham Junction town centres, and by improvements in floorspace trading efficiencies. There is no need for significant expansion of any of the town centres.

Each centre has different opportunities for development to strengthen their distinctive roles:

- **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 the Upper Richmond Road to enhance overall provision in the centre.

- **Wandsworth** - 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.

### Location Table

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing floorspace sq ms</th>
<th>Additional sales floorspace sq ms (net)</th>
<th>2015</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tooting</td>
<td>19,251</td>
<td>2,000</td>
<td>3,500</td>
<td></td>
</tr>
<tr>
<td>Putney</td>
<td>18,327</td>
<td>3,300</td>
<td>6,100</td>
<td></td>
</tr>
<tr>
<td>Elsewhere in borough</td>
<td>19,439</td>
<td>1,900</td>
<td>3,300</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>115,966</strong></td>
<td><strong>21,300</strong></td>
<td><strong>37,700</strong></td>
<td></td>
</tr>
</tbody>
</table>
• **Clapham Junction** - opportunities to provide 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. Here 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.

• **Tooting** - there is a high proportion of independent retailers, especially catering for specialist Asian shopping, and a number of specialist outlets as well as the covered markets. Together with the high proportion of Asian businesses and important Afro-Caribbean sector, this gives Tooting a distinctive identity and character to protect and build on. There is a need to secure large modern retail units, and there is some scope to add or improve floorspace through renewal of existing buildings and modernisation of the markets. Opportunities will be sought to resolve the longstanding problems of buses in Tooting Broadway through the provision of improved facilities for buses.

• **Balham** - this is the smallest centre but recent improvements to the market have been complemented by significant convenience shopping provision, including independent shops, daily street market, and a weekly farmer’s market. The area also benefits from a growing evening economy.

4.66 The high public transport accessibility of the centres and their general characteristics make them suitable for additional higher density mixed use development including housing, particularly in Wandsworth, Clapham Junction and Putney, providing infrastructure capacity can be increased accordingly. The Retail Needs Assessment identified that the borough has a reasonable range of commercial leisure, entertainment and cultural facilities, and that residents have good access to facilities in central London and adjoining boroughs, which would limit the potential for large scale leisure and entertainment facilities in the borough. The report identified scope for additional health club facilities and the need to provide additional space for food and drink uses, which would complement town centres' shopping role and provide vitality into the evening. In line with National Guidance (PPS6), the London Plan and the Council’s Cultural Strategy the town centres will continue to be the focus for leisure, entertainment and cultural facilities in the borough.

4.67 Transport has a significant impact on many of the centres. Measures to reconfigure the road network in Wandsworth to reduce the impact of traffic on the town centre in partnership with TfL are at the heart of the strategy to improve the area (see policy PL12) while in Clapham Junction improvements to the station, including access and interchange facilities are central to the vision (see policy PL13). Improvements will be made to the pedestrian environment including improving facilities and links between the High Street and
the riverside in Putney, at the junction of Falcon Road/St John’s Road in Clapham Junction and to pedestrian connections within the town centre and from the town centre to the Thames riverside in Wandsworth.

4.68 The town centres, particularly Putney, are the main focus of office accommodation in the borough. However, much of the existing floorspace dates from the 1960s and 70s, particularly along the Upper Richmond Road, and some of this appears to be becoming outdated. At the same time there is a shortage of affordable accommodation for small and medium-sized enterprises for which an accessible town centre location is ideal. Apart from Putney the borough has never been a particularly strong office location and even in Putney there is evidence that office only redevelopment to provide modern flexible floorspace is unviable. The Council wishes to see Putney continue as an important office location but in order to achieve this and to secure the provision of new office floorspace considers a flexible approach is required allowing higher value uses such as residential to help cross-subsidise the provision of modern office floorspace (see policy PL14 and supporting text).

4.69 Local centres fulfil an important role in the overall hierarchy of shopping and related service provision in the borough. The Retail Needs Assessment undertook audits of the local centres and Important Local Parades (ILPs) identified in the UDP, identifying the "needs" of the local residents and how far each centre is meeting those needs, in terms of access to key local shops and services within walking distance from home. The study identified that the shopping area at Balham Hill, Westbury Parade and Clapham South, identified as an ILP in the UDP, has a significant number of retail units and was effectively trading as a local centre, in part due to the large superstore and other shops located opposite in the London Borough of Lambeth. Accordingly this area is now redesignated as a local centre. The nine local centres, including the eight other local centres - Battersea Park Road, Bellevue Road, Earlsfield, Lavender Hill/Queenstown Road, Mitcham Lane, Roehampton, Southfields and Tooting Bec - provide shopping facilities throughout the borough and together with the twenty-four ILPs, ensure that most residential areas are no further than 400 metres from local shops. The local centres, most of which are relatively well served by public transport, provide a range of facilities for food and household goods shopping as well as service and other employment, leisure and recreation functions. There is scope for further development in some of these centres, in particular Roehampton and Earlsfield, including mixed uses with a housing element. The extent of protection of individual shopping parades in the town and local centres and in the designated ILPs will be reviewed, and any changes to boundaries will be identified in the Development Control Policies Document.
Core Policies for Places: Policy PL 8

Town and local centres

a. The five town centres, Balham, Clapham Junction, Putney, Tooting and Wandsworth will continue to be the focus for shopping and complementary activities, including business, cultural, leisure and entertainment uses in line with the Sustainable Community Strategy. Each centre will be promoted to provide a distinctive range of facilities serving their local area, but no centre will be encouraged to grow substantially at the expense of the others.

b. New shopping (A1) floorspace will be promoted in all five town centres to meet projected future needs. Where no suitable town centre sites can be identified, a sequential approach to identifying suitable edge of centre locations will be applied.

c. A diversity and mix of appropriate uses is encouraged to locate in the centres, including shopping, restaurants and bars, leisure, recreation, entertainment, cultural, offices and other business uses, educational, institutional, medical and healthcare, community and housing, and other uses which contribute to the vitality and viability of the centres including the development of the evening economy. The existing street markets in Clapham Junction and Balham will be promoted and local shops and distinct areas of important, unique character, such as Northcote Road, will be supported. Detailed policies will be set out in the Development Control Policies document.

d. The town centres, particularly Putney, will remain the focus for office activity. Where it can be shown that existing office space is unsuitable and incapable of being adapted to modern business use then a variety of town centre uses, including retail, leisure, health and other services, and residential within mixed developments, will be acceptable, subject to the requirements of policy PL14 in Putney. The provision of suitable space for small and medium sized enterprises will be encouraged.

e. High density mixed use development, including residential, will be encouraged to locate within the centres, particularly along the main road network. Appropriate areas are identified below for those centres where most change is anticipated, in particular at Wandsworth, Clapham Junction and East Putney.

f. The nine local centres will continue to be promoted as local shopping centres, suitable for a wide range of services and facilities, supporting the overall provision of shopping facilities in the borough.
Map 8 Town and local centres
The River Thames and the riverside

4.70 The borough has five miles of Thames riverside stretching from Putney in the west downstream to Nine Elms in the east. Originally developed for industry, wharves and warehousing, the release of land on the riverside through de-industrialisation in the second half of the twentieth century has enabled considerable redevelopment to take place in the last twenty years with over 3,000 homes and 50,000 sq ms of new commercial floorspace provided. Development has also secured the provision of a riverside path for pedestrians and cyclists and it is now possible to walk or ride along 6.4kms of the 8km of riverside in the borough, with a further 1.3kms in the pipeline. The ultimate aim is the completion of the Thames Path, which is a National Trail. The River Thames itself is an important recreational, environmental and transport asset.

4.71 The Strategic Flood Risk Assessment (SFRA) reveals that a significant number of potential development sites on the Thames riverside fall within flood zones 2 and 3a. The section on Strategic Flood Risk sets out why it is necessary to develop these sites in principle, thereby satisfying the Sequential Test in PPS25. Therefore the riverside, with the exception of the open spaces and the conservation areas at Putney Embankment, Deodar Road and Battersea Village, will continue to be the focus of major development, subject to proposals for individual sites being able to demonstrate that development is acceptable within terms of the PPS25 Exceptions Test. Residential-led mixed use development will be sought particularly at focal points and in those areas well served by public transport. In these areas employment generating floorspace will be required as well as new homes, in order to help provide safe attractive environments, interesting and varied development, local facilities, job opportunities and new floorspace to allow the local economy to prosper. Floorspace that meets identified specific needs such as serviced space for small businesses, or the provision of space for appropriate social infrastructure such as health, education or childcare, will be encouraged. Other uses such as leisure, small-scale shops and cafes, bars and restaurants may be appropriate in certain circumstances, particularly at the focal points of activity. Under this approach there is scope to provide at least an additional 3,000 homes and up to 60,000 sq ms of employment space, with most development concentrated either in Nine Elms or around the Wandle Delta area. More detailed strategies for these areas are set out at policy PL11 and PL12.

4.72 Focal points of activity have already been created by new development at Putney Wharf and Wandsworth Riverside Quarter/Point Pleasant and partially implemented at Ransome’s Dock, and these are very successful in attracting people to the riverside. New focal points will be created at the Wandle Delta and around Battersea Power Station. In these locations 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. There is one remaining development site at Ransome’s Dock and its redevelopment is the final part of a long-term strategy for the area. It provides a unique opportunity to link this off Thames dock with the adjoining area where a significant amount of new development has taken place, and a dockside walk through to the River Thames. The inclusion of an area of public
open space is important to ensure that the dock basin becomes an urban space of substance, with access around it and appropriate uses adjoining it as well as providing the opportunity to enjoy the space itself.

4.73 Five working wharves, Western Riverside Waste Transfer Station and Pier Wharf in Wandsworth and Cringle Dock, RMC Battersea and RMC Vauxhall at Nine Elms are safeguarded for the trans-shipment of waterborne freight, particularly waste and aggregates. The movement of goods by water rather than road can help relieve traffic congestion and air and noise pollution, and is consistent with the principle of sustainable development. These wharves are located in the main areas for change identified at the Wandle Delta and Nine Elms and it is important to minimise the conflict between new and old land uses. Development next to or opposite these wharves should be designed to minimise the potential for conflicts of use and disturbance. The redevelopment of safeguarded wharves should only be accepted if the wharf is no longer viable or capable of being made viable for cargo handling uses. Assessments as to whether a wharf is or can be viable will be made using the criteria set out in para 4.163 of the London Plan 2008.

4.74 Safeguarding the working wharves will contribute to ensuring the Thames continues to be an important transport artery. Meanwhile the range of new and potential riverside developments in the borough offers new opportunities for riverbus operators to launch a viable service, subject to the provision of piers in suitable locations. The council will consider such proposals favourably, subject to environmental impact (see also policy PL3 and supporting text).

4.75 There is scope to promote river-related recreational activities especially at Putney Embankment where there is a concentration of boat servicing and repair facilities, moorings, boathouses, slipways, steps, stairs and landing places particularly those used in connection with river sports and general recreational use of the river. The grouping of boathouses, boat clubs and chandlers’ premises at Putney Embankment gives it a character unique not only to London but to the whole of the country. It is internationally famous as the starting place of the University Boat Race, and also hosts many other events. However, these river-related facilities can be vulnerable to redevelopment pressures from competing land uses, and need to be protected both to preserve the character of the area and to allow for the continued sporting and recreational use of the river itself.

4.76 The River Thames is a major ecological resource, it provides an important ecological corridor across London. The habitats and species supported by the river and its tributaries especially at the mouth of the River Wandle are important to ecology in the borough. The river, riverbanks and rivercourse provide habitats for a diverse range of flora, fauna, invertebrates and birdlife. Development proposals will need to take account of this and opportunities will be sought by the Council, either as local planning authority when determining relevant planning applications or through its own corporate activity, to enhance and improve the ecological value where appropriate. The River Thames is also a major linear open space of strategic importance. The river and adjoining open spaces form the backbone of London’s open space framework. In the borough, the River Thames and its tributaries Beverley Brook
and the River Wandle are important parts of the Green Chain network. They link areas of MOL and link through to areas in adjoining boroughs. They provide opportunities, which can be taken by the Council through its corporate actions, for enhancing and developing these linkages and nature conservation value.

Core Policies for Places: Policy PL 9

River Thames and the riverside

a. 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. Development next to or opposite safeguarded wharves should be designed to minimise the potential for conflicts of use and disturbance.

b. Greater use will be made of the river. Five wharves will continue to be safeguarded for the transhipment of freight, including waste and aggregates, and for freight related activities. The redevelopment of safeguarded wharves should only be accepted if the wharf is no longer viable or capable of being made viable for cargo handling uses. Assessments as to whether a wharf is or can be viable will be made using the criteria set out in para 4.163 of the London Plan 2008.

c. Existing river infrastructure that provides access to the river and the foreshore, such as piers, jetties, drawdocks, slipways, steps and stairs will be protected and new facilities, including piers for riverbuses, promoted. Enhanced riverbus services will be promoted and supported.

d. Putney Embankment’s special recreational character and function, particularly in connection with river sports, will continue, with facilities and activities which contribute to this character supported and protected.

e. Development will not be permitted which encroaches onto the river foreshore or which harms the stability or continuity of flood defences. Opportunities will be taken, in consultation with partner agencies such as Natural England, the Port of London Authority and the Environment Agency, to create habitat and reduce flood risk.

f. Measures to protect and enhance the river as a valuable resource for wildlife and biodiversity, including wildlife corridors and green chains, will be supported, in particular at the mouth of the River Wandle.
Map 9 The Thames riverside

- Safeguarded wharves
- Focal point
- Proposed focal point
- Opportunities for new development
- Open space
- Putney Embankment

Putney Embankment special recreational character
Putney Wharf
Wandsworth Park
Wandsworth Riverside Quarter
Wandle Delta

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The Wandle Valley

4.77 The Wandle Valley corridor, which runs from Croydon to the mouth of the Wandle on the Thames in central Wandsworth, is characterised by established industrial sites and open spaces. It contains many of Wandsworth’s strategic and locally significant industrial sites and areas and provides a strategic reservoir of land and buildings for business, industry and warehousing. Some of these areas are also suitable for future waste management activities. Much of the area also falls within flood zones 2, 3a and 3b (see section on Flood Risk and policy PL2), which may have significant implications for the potential use of individual sites. The area has been identified in the London Plan as a strategic opportunity for the South West London sub-region, particularly for improved local transport links and the regeneration that this could bring forward, and the London Plan Alterations identify potential for a Wandle Valley Regional Park. The development of a spatial strategy and implementation plan for the Wandle Valley Regional Park is being explored by Groundwork and key stakeholders including Merton, Sutton and Croydon Councils and the Wandle Forum. Community participation in future projects, such as those involving environmental improvements, riverside enhancements and development of home zones is being developed.

4.78 Part of the Wandle Valley area is identified in the London Plan as an Area for Intensification (AFI). As part of the AFI Framework, the Council is working with Merton council on a joint study which will identify areas for regeneration within the AFI. This study will explore potential for intensification and how improvements in public transport could enhance local accessibility. The study will also take account of flood risk issues as well as spatial issues of the Wandle Valley Regional Park. The Council will seek to ensure that the outcomes of the study will enhance the objectives of the Core Strategy.

Core Policies for Places: Policy PL 10

The Wandle Valley

a. Sites within the Wandle Valley will continue to provide a strategic reservoir of land for employment uses, including logistics, services and industry, and for future waste management facilities, subject to flood risk assessment.

b. Improved accessibility within the corridor and to the riverside will be pursued including the provision of pedestrian and cycle ways.

c. Opportunities for formal and informal recreation that support the concept of the Wandle Valley Regional Park will be developed, including within King George's Park and north of Wandsworth town centre to the Wandle mouth (see section on central Wandsworth and the Wandle Delta).

d. Measures to protect and enhance the River Wandle as a valuable resource for wildlife and biodiversity, including wildlife corridors and green chains, will be supported.
Nine Elms and north-east Battersea

4.79 Nine Elms and north-east Battersea has long suffered from a lack of functional identity. The area extends from the eastern edge of Battersea Park in the west to Vauxhall in the east, and includes Battersea Power station and the Prince of Wales Drive gasholders in the west, the former industrial riverside strip north of Nine Elms Lane, traditional industrial areas around Stewarts Road and Silverthorne Road to the south west and a collection of warehousing to the south of Nine Elms Lane built in the 1970s on redundant railway land, including the New Covent Garden Market (NCGM). Much of the area suffers from a generally impoverished appearance with poor quality buildings and spaces, under-utilised land, and poor connections. It is one of the most impermeable areas in London with no north-south connections.

4.80 There is the opportunity and scope to intensify activity in the area to create a dynamic new quarter providing new homes, jobs, social infrastructure, local shops and transport provision over the period of the Core Strategy and beyond. This will help reduce deprivation in the local wards of Queenstown and Latchmere, two of the wards targeted for priority action in the Council's Priority Area Overview initiative (see policy PL1), in line with Sustainable Community Strategy objectives. The London Plan identifies the area as part of the Vauxhall/Nine Elms/Battersea Opportunity Area (including part of Vauxhall in Lambeth) within the Central Activities Zone (CAZ), with scope for intensification and the potential capacity to provide 8,000 jobs and 3,500 homes by 2026. The Plan identifies the need to review the designation of much of the area as a Strategic Employment Location (SEL). It considers that an extensive area of low intensity uses does not belong this close to the heart of London, and that there is scope for higher density mixed uses (including employment). However, it accepts that some industrial uses, especially where of value to the CAZ, are appropriate in a rationalised Strategic Industrial Location (SIL).

4.81 This area will be the focus for considerable new development in the medium to long term. The key will be provision of adequate access both to and within the area. The Core Strategy outlines the broad strategic approach to how this will be achieved. This will be developed in more detail by an Opportunity Area Planning Framework (OAPF) being prepared jointly by Wandsworth, the GLA and Lambeth, which aims to guide the comprehensive redevelopment of the whole area and to ensure that adequate infrastructure is available, including new public transport infrastructure. The quantum and mix of development that could be permissible would need to be reviewed in light of the emerging OAPF and the additional public transport that is achievable.

4.82 Transport provision, in particular improvements to public transport provision, is the key to unlocking the development potential of the area. Public transport accessibility is highest around the existing nodes around Battersea Park station in the west and Vauxhall in the east, both areas served by railway lines and several bus routes. Even here improvements in public transport capacity will be necessary to fully exploit the development potential. Elsewhere significant improvements to public transport provision will be essential if land between these two nodes is to be developed more intensively. The proposed East London
line extension using Wandsworth Road station will improve accessibility to the southern part of the Opportunity Area around the industrial areas. The OAPF is carrying out a transport assessment, funded by potential development partners, to look at ways transport provision can be improved. Delivering transport improvements will require substantial contributions from landowners and developers and this will be set out in the OAPF. As part of this work, TfL is considering major new public transport infrastructure including bus, rail, river bus and pedestrian/cycle facilities. Significantly improved transport links will be required to increase capacity at Vauxhall and improve public transport accessibility at the western end of the corridor at Battersea Park and Queenstown Road stations. TfL is also considering a development-led option for extending the Charing Cross branch of the Northern line to two new stations in the Opportunity Area. Other potentially viable options, such as Cross River Tram and City Tram are also being considered. Major landowners in the area have been invited to form a key stakeholder group as part of the consultation process, which informs the delivery of the Opportunity Area Planning Framework (OAPF). A tariff based financial contributions mechanism will come forward as part of the OAPF to ensure that major transport proposals are both viable and deliverable.

4.83 Most of the area falls within Flood Zones 2 and 3a. In order to regenerate the area, to provide a sustainable, dynamic quarter providing new homes and jobs and to meet the London Plan aspirations for the area, it will be necessary to develop on sites within the flood zones. The issue of the "Sequential test" as set out in PPS25 has been addressed in the section on Flood Risk (see policy PL2). There is no alternative large-scale area of land in the borough this close to central London outside these flood zones available for redevelopment which can deliver the economic, social and environmental benefits to meet the wider sustainability objectives of the Core Strategy. Individual sites will be appraised as part of the level 2 SFRA and sites will need to comply with the Exceptions Test set out in PPS25.

4.84 Land in the west of the Opportunity Area has already been the focus of regeneration initiatives to create a new quarter around Battersea Park Station. The area includes Battersea Power Station and adjoining land, a strip of large sites on Queenstown Road facing Battersea Park which have been or are in the process of being redeveloped to provide high density mixed uses including residential, and the Prince of Wales Drive gasholders site. Development on sites close to the gasholders is subject to Health and Safety Executive advice which could, in principle, restrict the development potential of the area. National Grid have indicated that the gasholders could be declared redundant by 2009 and the redevelopment of this site for residential-led mixed uses will be encouraged, thereby enhancing the development potential of the surrounding area. Significant landmark buildings to define a new centre around the Power Station may be justified, and there is scope for retail and other related uses to serve the increasing population in the area, but not of such a scale as to compete with the existing town centres. The Retail Needs Assessment considered a number of scenarios for retail development at Battersea Power Station and considered that the largest development scenario (60,000sq m) could lead to a trade draw from Clapham Junction which could limit scope for further retail development and investment in the centre for the foreseeable future. Investment in public transport improvements will be necessary to improve rail links and public transport accessibility, including improved facilities at Battersea Park Station.
4.85 The former industrial riverside strip north of Nine Elms Lane has already seen some residential redevelopment where it narrows to the east near Vauxhall. There is scope to provide further new homes and jobs along the riverside through the redevelopment of existing low density industrial and warehouse sites. The strip is home to three safeguarded wharves and new development on adjoining sites will need to be designed so that existing operations of these wharves are not prejudiced.

4.86 South of Nine Elms Lane the area contains many firms serving the central London area, including the New Covent Garden wholesale market. Recent changes in the law enable the market to sell meat and fish as well as fruit, vegetables and flowers, and the New Covent Garden Market Authority (NCGMA) is exploring ways of consolidating and intensifying activity to enable the market to continue operating. They are preparing a planning brief for the site. It is likely that a consolidated market operation will result in some land being released for other purposes, with higher value uses such as residential helping pay for the market restructuring. The Council supports the continuation of a wholesale market on the site and considers there is scope to create a food related hub of activity, a 'Centre for Food in London', providing one-stop facilities for customers, such as central London hotels and restaurants, seeking fresh fruit and veg, flowers, fish and meat and related food processing activities. Consolidation of the market and related activities onto the main market site offers scope for high density housing to be provided on land released at the Vauxhall end of the site, in particular the existing Flower Market. In the longer term the opportunity exists to create a new mixed-use quarter south of Nine Elms Lane and provide a new permeable structure with high quality buildings and streetscapes, provided that the accommodation needs of existing logistical firms and other uses serving central London are met and improved public transport provided.

4.87 The release of land at the Flower Market site, together with adjoining sites including Market Towers, provides the opportunity to create a better centre at Vauxhall, including the provision of new shops and services and improvements to the Nine Elms Lane and Wandsworth Road frontages. Much of Vauxhall is in Lambeth, and it is important to ensure that improvements to the centre are coordinated. Significant landmark buildings may be justified, subject to the criteria set out in policy IS3. While the area has good public transport accessibility there are concerns about the capacity of the transport system to carry additional passengers. This issue will be looked at in detail as part of the OAPF.

4.88 The Stewarts Road area is identified as a Strategic Industrial Location (SIL) in the London Plan and will continue to provide a reservoir of sites for industrial, business and logistical uses, and will also be a preferred location for the siting of further waste management activities. Measures will be introduced, as part of local regeneration initiatives, to improve access to and the environment of this area.
Core Policies for Places: Policy PL 11

Nine Elms and the adjoining area in north-east Battersea

a. High density mixed use development will be promoted around Battersea Power Station and nearby sites to help create a "sense of place" and a dynamic mixed use quarter, including local shops and services, with improved public transport links.

b. New homes and jobs along the riverside will be provided through the redevelopment of existing low density industrial and warehouse sites, taking care to ensure that existing operations of the three safeguarded wharves are not prejudiced.

c. South of Nine Elms Lane the retention, consolidation and intensification of the wholesale market within the NCGM site and the development of a food hub will be supported, enabling the release of land near Vauxhall, in particular the Flower Market site, for high density housing. There is scope to maximise the potential of the area to contribute to London's housing and employment needs, providing that capacity for those specific uses serving central London is met and adequate improved public transport provided. New residential led mixed use development can be developed around a permeable framework of streets with new urban spaces to provide valuable amenity space and giving a spatial setting and adding value to new urban development.

d. High density mixed use development will be promoted around Vauxhall to help create a sense of place and improve the centre including improving local shops and services. Improvements to public transport will be sought. Tall buildings may be appropriate in this area in line with Policy IS3.

e. The Stewarts Road/Silverthorne Road area will continue to provide a reservoir of employment land for industry and waste management and enhancements will be sought to the environment of and access to the industrial area.

f. The Council will work with the GLA and Lambeth on developing the Opportunity Area Planning Framework to guide the comprehensive redevelopment of the whole area and to ensure that adequate infrastructure is available, including significant new public transport provision and strategic sustainable energy infrastructure.

g. Funding will be sought from planning obligations linked to developments on sites within the opportunity area.

h. Development in the Vauxhall/Nine Elms/Battersea Opportunity Area (including part of Vauxhall in Lambeth) within the Central Activities Zone (CAZ) should aim to meet targets of at least 8,000 jobs and 3,500 homes by 2026.
Map 10 Nine Elms and north-east Battersea

- Battersea Park
- Queenstown Road
- High density mixed use quarter focused around Battersea Power Station and Battersea Park Station
- Residential and some commercial use, along riverside
- Potentially for mixed uses following transport improvements
- High density mixed uses, suitable for higher buildings and enhancement of Vauxhall as a local centre
- Consolidation & intensification of wholesale market, potential food hub
- Strategic reservoir of employment land suitable for industry and waste management
- Wandsworth Road

Key:
- Safeguarded wharves
Central Wandsworth and the Wandle Delta

4.89 Wandsworth town centre is one of the oldest settlements in the borough. It is almost all within a conservation area and contains many fine listed buildings. The A3 and South Circular trunk roads form an orbital one-way system cutting the town centre in two and causing considerable harm to the character and appearance of the conservation area and to the quality of the pedestrian environment within the High Street in particular. The impact of traffic fundamentally affects the viability of the High Street as a shopping environment and is a disincentive to investment in the buildings.

4.90 The Arndale Centre and Arndale Estate were built in the 1960s covering over the river Wandle on the south side of the High Street. The Arndale complex comprised a monolithic, inward facing shopping mall, with 4 high-rise residential blocks and a long spine block running north south across the top of the shopping mall.

4.91 In the 1990s the town centre was showing clear signs of economic depression and the Arndale Estate had become a serious pocket of deprivation. In response the council was successful in its bid for central government regeneration funding and between 1997 and 2004 the Wandsworth Challenge Partnership was established to oversee the expenditure of Single Regeneration Budget (SRB) funding on projects within the town centre, focusing in particular on the Arndale Estate. This SRB funding was then further extended to cover regeneration projects within the wider area known as the Wandle Delta – the area on either side of the Wandle that extends north from the town centre to the Thames. The Challenge Partnership commissioned the Wandle Delta Urban Design Framework to guide regeneration within the Delta area. SRB funding enabled considerable improvements to be made to the Arndale Estate housing and prompted major private sector investment in the shopping centre culminating in its re-launch as the Southside Centre. It also assisted in smaller scale townscape improvements within the town centre and projects to enhance the amenity potential of the Wandle. The Challenge Partnership also commissioned the preparation of the Hardwicks Way Public Realm Strategy. This study set out guidance on establishing a network of public routes through an area of industrial land to the south of Wandsworth High Street focused on the Hardwicks Way industrial estate. The release of the estate from its zoning for industrial employment use in the last UDP review prompted two mixed use development projects to come forward. One project has been completed and includes the laying out of Hardwicks Square, a new pedestrian priority public space. The other development is under construction and will provide a pedestrian link from Chapel Yard to the new Square.

4.92 In 2006 brewing at the Ram Brewery ceased and the site was sold for development. The Ram Brewery site occupies a strategically important location within the town, lying to the north of the Southside Centre between the High Street and Armoury Way. Development of the site presents a number of significant opportunities to further the regeneration of the town centre to create an attractive focal point of activity for the local community and to provide opportunities to link the town centre to the Thames riverside.
4.93 It is important that Wandsworth town centre remains competitive by improving both its attractiveness and retail offer to retain and improve its market share of expenditure. The Retail Needs Assessment found that the town centre has a good selection of convenience (food and grocery) provision, for both main and top-up shopping. It also has a good range of comparison goods (non-food) shops, including major national multiple retailers, although current major refurbishment of Southside shopping centre explains the higher than average vacancy rate and below average representation of comparison goods shops. Whilst convenience shopping tends to be carried out locally, for comparison goods catchment area analysis found that Wandsworth town centre serves shoppers from elsewhere in the borough and beyond including parts of Fulham and Clapham. Taking into account expenditure and population growth, the assessment identified scope for an additional 2,800 sq ms net of convenience floorspace by 2015, whilst capacity analysis identifies a need for 7,800 sq ms net of comparison floorspace over the same time period. Pipeline developments with planning permission, and other proposals could contribute 1,500 sq ms net of convenience floorspace, and 11,300 sq ms net of comparison floorspace (including sites at Battersea Reach, the Ram Brewery and Riverside Quarter). Even if all of the pipeline development does not come on stream, the area should continue to offer a good mix of retail facilities for residents not choosing to travel further afield. The study also identified the good choice of leisure and entertainment facilities as one of the strengths of Wandsworth town centre.

4.94 In the next ten years Wandsworth town centre has the opportunity to become a safe and attractive place in which to live, work and shop. The impact of through traffic in the High Street should be reduced to enable the High Street to become an attractive place for pedestrians to enjoy, subject to TfL identifying appropriate measures. The town centre should provide a high quality environment and a vitality that will attract the local community to use its extensive facilities rather than travel to other more distant centres. Development at the southern end of Southside Centre is already underway with the construction of a block of 159 flats, while there is scope for further intensification of other retail sites in and close to the centre, including development over and above Sainsbury’s and its car park in Garratt Lane to provide additional town centre uses. The development of the Ram Brewery should be a major catalyst to the revitalised town centre and should complement and contribute to the continued successful investment in the Southside Centre, which will remain the focal point for shopping activity. The Hardwicks Square quarter should continue to develop as a vibrant mixed-use district where pedestrians have priority through an extended network of routes linking the High Street to King George’s Park. The heritage asset represented by the town’s listed buildings will be safeguarded and the special character of the Wandsworth Town Conservation Area will be respected and repaired. With the relocation of the museum a new library will be provided in the heart of the centre. The river Wandle will be a resource for informal recreation and an asset to the town centre and this will act as a natural link for pedestrians to and from the town centre and the Thames riverside. The London Plan supports the development of a Wandle Valley Regional Park, which would include most of central Wandsworth and the town centre. This would offer major and diverse potential to improve the quality of the environment, improve transport links along the corridor and form an integrated part of the wider regeneration of the Wandle Valley. Although the exact boundaries
of the Park are still being explored, the development of a potential Wandle Valley Regional Park Project for habitat restoration in King Georges Park is underway. Achieving this vision could lead to the provision of over 2,000 homes and 40,000 sq ms of new employment floorspace in the area by 2020.

4.95 Much of the area falls within Flood Zones 2 and 3a. In order to achieve the regeneration of the area as outlined above, to provide a sustainable, dynamic quarter providing new homes and jobs and to improve connections between the town centre and the Thames riverside it will be necessary to develop on sites within the flood zones. The case for passing the Sequential Test as set out in PPS25 has been made at policy PL2 and supporting text. There are no alternative sites of suitable size located outside the flood zones available for redevelopment which can deliver the economic, social and environmental benefits to meet the wider sustainability objectives of the Core Strategy and contribute towards the regeneration of the town centre and riverside area. Individual sites will be appraised as part of the level 2 SFRA and sites will need to comply with the Exceptions Test set out in PPS25.

4.96 There is a large gasholder at Armoury Way in the centre of the area. Development on sites close to gasholders is subject to Health and Safety Executive (HSE) advice which could, in principle, restrict the development potential of the area. Safety issues will need to be taken into account when designing development within the HSE’s PADHI zones.

4.97 The cumulative impact of development in the area will cause significant additional pressure on both the road and rail networks. While individual developments can fund localised improvements they are not able to provide significant changes in overall transport capacity. Therefore the Council has identified a package of measures, large and small, that can be pursued in order to improve the local travel experience. These measures range from major long-term schemes for implementation by other agencies through to shorter-term local measures and include improvements to Wandsworth Town Station, increasing the number of routes and frequency of buses, improving the Wandsworth One-Way system and improving the pedestrian and cycling environment. Developer contributions towards implementation of the package will be negotiated through Section 106 agreements, allowing for flexibility to enable the contributions to be deployed towards elements of the overall package that can be delivered in the appropriate timescale, and if implemented, through the Government’s proposed Community Infrastructure Levy (see policy IS 7 and supporting text). The package will also be used to unlock other funds from Transport for London and other transport infrastructure providers.
Core Policies for Places: Policy PL 12

Central Wandsworth and the Wandle Delta

a. Southside Shopping Centre will be the main focus for shopping floorspace in the town centre, especially for the location of large floorplate "multiples". The further improvement of shopping facilities in the Centre, particularly at the dated northern end of the centre, in order to attract retailers and strengthen its function, and the opening up of its frontages onto Garratt Lane and Merton Road is a key objective and will be supported.

b. Development on the Ram Brewery site should deliver a high quality public realm, good quality housing accommodation and retailing that complements the retail offer within the Southside Centre and provides an opportunity to create a new public space of civic significance at the High Street to connect with an enhanced entrance to the north mall of the Southside Centre. This new public space will be the focal point of pedestrian activity in the town centre. The development of the Brewery will also enable the enhancement of heritage buildings and increased public access and high quality pedestrian connections through the site within a close-grained public realm, including public access, initially to the east bank of the river Wandle and facilitating the opportunity to open up the west bank of the Wandle with bridge links. A connection from the Brewery to the junction of Wandsworth Plain and Armoury Way will be the link to a new enhanced pedestrian and cycling connection north to the Thames riverside. Pedestrian routes between the town centre and Wandsworth Town station will also be improved.

c. 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 S.106 legal agreements linked to developments within the Delta area.

d. Mixed use development on land previously set aside for employment use between the town centre and the riverside will help both open up the Thames riverside and improve links with the town centre while not prejudicing the continued operations of the two safeguarded wharves in the area. Redevelopment schemes would need to provide sufficient employment floorspace to comply with the criteria set out in policy PL6.

e. Mixed use development will be encouraged on employment sites containing the Wandsworth Business Village and former Young and Co's offices and warehouse at Buckhold Road, providing pedestrian and cycle links to the south via a new park.
side promenade at Neville Gill Close. This will connect with a new route through the Hardwicks Square quarter and facilitate access to King George’s Park and the town centre. The link will be designed on ‘Home Zone’ principles where pedestrians have priority and will be accompanied by landscape improvements that will considerably improve the attractiveness of the eastern boundary of the Park. Funding will be sought from S.106 legal agreements linked to developments on adjoining sites within the town centre.

f. Development in central Wandsworth and the Wandle Delta should aim to meet targets of at least 2,000 new homes and 40,000 sq ms of new employment floorspace.

g. The impact of traffic on the town centre should be reduced in partnership with TfL, by reconfiguring the road network if practicable, by maintaining and improving accessibility to bus services and access to bus stops and by improvements, including access, to Wandsworth Town railway station. The Council will seek the implementation of a package of transport improvement measures through developer contributions and funds from TfL and other transport infrastructure providers.

h. The heritage core of the town centre will be safeguarded, protecting the Conservation Area from any possible harmful development, by ensuring that new development at the Ram Brewery, Southside Centre and within the Hardwicks Square quarter will be set away from listed and other sensitive High Street buildings. A new library is to be provided in the heart of the town centre at the Old Court House. Higher buildings reflecting the status of the town centre while respecting existing landmark buildings may be appropriate on some sites, such as at the northern end of the Ram Brewery site.
Map 11 Central Wandsworth and the Wandle Delta
Clapham Junction and the adjoining area

4.98 Clapham Junction developed as a town centre after the opening of the railways in the mid-19th century. It is a coherent piece of townscape with its rhythm of mixed use terraces. It has a tight knit urban grain and the permeable street network connects well to residential areas to the south. Its connection to the north though is confined to Falcon Road, due to the barrier of the railway.

4.99 The station remains almost unchanged from its nineteenth century appearance. Growing passenger numbers mean that its existing connections become cramped due to overcrowding. The increasing importance of Clapham Junction as an interchange warrants the creation of a station fit for the twenty-first century. It should have first class facilities for passengers, be inclusive in design, as well as being a quality civic building. The existing station approaches from the south and north offer a limited retail experience. The opportunity exists to re-structure the station approaches and provide an enhanced shopping area, together with a substantial residential and employment content. The good public transport connections to central London, Gatwick and Heathrow airports and south London and south-east England make the area a suitable location for high trip generating office development. Given the strategic importance of the station there may be justification for some taller buildings. These may help to reinforce and add visual significance to the town centre and a significant level of additional housing would make more efficient use of transport infrastructure, reducing dependency on car travel.

4.100 With the town centre largely confined on its northern boundary by the railway the limited recent expansion around Falcon Lane has resulted in a fragmentation of the urban fabric, an under utilisation of the development potential, and a degradation of the public realm. An opportunity exists to realise the full development potential of the area by repairing the urban fabric and creating a quality shopping street frontage with residential and other uses above. The area may be suitable for taller buildings given the proximity to Clapham Junction Station. There is an opportunity to create a new urban public space of high quality. The Council considers there is potential for a Primary Care Centre to be located in Clapham Junction/north Battersea (see policy IS6 and supporting text).

4.101 To the north of the station there are considerable opportunities to regenerate the area through more intensive development, primarily for housing but also incorporating other uses, particularly business and retail to the Grant Road and Falcon Road frontages. Much of the post war development is characterised by buildings isolated from street frontages resulting in poor natural surveillance and limited opportunities for through routes. There are opportunities to replace buildings of poor quality and to restructure areas through infilling and carrying out improvements to the public realm, particularly street frontages. There are opportunities to provide high quality sustainable development with street frontages with taller buildings.
4.102 Within the York Road and Winstanley Estates there are opportunities to create new linkages, integrate buildings with street frontages and provide new housing infill. There are also opportunities to improve public spaces and natural surveillance to make areas safer for pedestrians, which will encourage more walking activity.

4.103 The main development potential lies north of St John’s Hill/Lavender Hill. However, the Peabody Estate south of St John’s Hill just outside the town centre offers potential for substantial new housing of all types through redevelopment, and the ability to integrate better with surrounding streets.

4.104 The Retail Needs Assessment found that Clapham Junction town centre has a good selection of high quality national multiple retailers for its size (although a slightly lower proportion of comparison (non-food) goods stores than the national average) and a good selection of convenience (food) stores suitable for both main and top-up shopping. The study also considered that the town centre provided a good range of evening uses, with restaurant and cafe representation significantly higher than the national average. Capacity analysis identified scope for an additional 1,200 sq ms net of convenience shopping and 4,800 sq ms net of comparison floorspace by 2015. Pipeline developments with or without planning permission could accommodate a further 1,400 sq ms net (convenience) and 8,400 sq ms net (comparison) over the same timeframe. This analysis takes into account an estimated allowance for the proposals for new retail floorspace as part of the Clapham Junction station redevelopment.

4.105 The Clapham Junction station proposals, as well as providing a modern accessible station, will offer potential to provide attractive modern shopping floorspace which should relieve pressure on the independent shops in Northcote Road, allowing this area to continue its specialist and complementary shopping role.

4.106 Northcote Road represents a special part of the town centre, with its own distinctive character. It is the focus for small businesses often of a specialist nature and a vibrant street market, and has a buoyant night time economy with restaurants and wine bars. This results in active building frontages and a vibrant public realm with alfresco eating and drinking. In 2007 the Council commissioned consultants to undertake a study of the area. Their 2008 report reaffirmed the special function and character of the street and the proposals are subject to consultation with residents and businesses. These are focused around two themes; to develop and improve the street market, as this represents an essential ingredient of the character of Northcote Road and is a means to encourage more small independent traders; and to enhance the role of the street as a meeting place by making it more attractive to families and young people. The report identified opportunities to improve the appearance of the street and to allocate more space for pedestrians. Improvements to enhance the pedestrian environment will also help enhance the distinctive role of Northcote Road as a specialist retail area.
Core Policies for Places: Policy PL 13

Clapham Junction and the adjoining area

a. The role of Clapham Junction as a major transport interchange will be enhanced creating a new station fit for the twenty-first century through improvements to the station including new entrances in St John’s Hill and Grant Road, lifts to the platforms and improved bus/rail interchange facilities.

b. A comprehensive retail and residential led mixed-use redevelopment of the station approach shopping centre and the adjoining land bounded by St John’s Hill and Falcon Road will enable substantial improvements to take place to the station and access to it, which are a priority for planning gain objectives. Public realm improvements will also need to be provided. The provision of new retail floorspace will help integrate the area better into the town centre and strengthen its retail function. New residential accommodation will help meet housing targets in a highly accessible location. Development at Clapham Junction and other sites in and around the town centre should aim to meet targets of at least 500 homes in the medium term rising to 1,500 with the development of all identified sites by 2023, with up to 30,000 sq ms of employment space. Other appropriate uses in this highly accessible location include offices, hotel, cultural, leisure and entertainment. A high quality street frontage can be created around the existing station entrance in St John’s Hill, building upon the established urban grain of the town centre. Taller buildings could not only help deliver significant regeneration benefits but also give a visual focus to the town centre.

c. Enhanced linkages to the north of the Station and town centre, notably to Falcon Road and Winstanley Road and re-structuring of the area to the north of the station can be achieved through new mixed-use development with quality street frontages, particularly to Grant Road and enhanced public realm.

d. The pedestrian environment on Lavender Hill/ St Johns Hill/ St Johns Road/Falcon Road will be enhanced with improved facilities for buses, taxis and cyclists.

e. The area around Falcon Lane should be restructured to secure an extension to the town centre in a compact and sustainable form consistent with the distinctiveness of Clapham Junction. This should take the form of a mixed-use development with good quality streets. Additional new housing can be provided in higher density mixed use redevelopment of low density retail facilities on the north side of the town centre on or close to Lavender Hill, to include enhanced retail provision where appropriate. Taller buildings in this location could be justified due to the proximity of Clapham Junction station and its accessibility to high frequency public transport. New public space should be provided within any redevelopment.

f. The potential redevelopment of the Peabody Estate on the south side of Lavender Hill provides the opportunity to restructure the area and integrate it with the residential areas on the edge of the town centre.

g. St John’s Road will continue to be the main focus for shopping provision.
h. Measures which help maintain the distinctive character of Northcote Road as a specialist retail and restaurant area will be supported, including improvements to the pedestrian environment and enhancements of the street market.

i. Funding contributions from developers towards the cost of specific off-site improvements, in particular for transport and other infrastructure provision, will be sought where necessary (see policy IS7).
East Putney and Upper Richmond Road

4.107 Putney is a historic, riverside town centre which plays a key role as one of the borough’s five town centres, providing services for the west of the borough in particular. The centre is concentrated on the frontages of Putney High Street and the Upper Richmond Road, with most retail floorspace, including the core shopping frontages, concentrated in Putney High Street. The Upper Richmond Road frontage fulfills a secondary shopping function but is the location of the largest cluster of office space in the borough.

4.108 Most of this office space was built in the 1960s and 1970s, and was intended for large single occupiers. This space is now becoming outdated and in need of modernisation and the buildings are now considered to be unattractive. There is however a good occupancy level, with recent surveys indicating approximately 1,800 sq ms of vacant space available in April 2008 out of a total stock of 49,000 sq ms, although some of the stock is empty pending redevelopment or refurbishment proposals. At the same time there is a shortage of affordable accommodation for small businesses for which an accessible town centre location is ideal. Despite this demand there has been no significant office-only redevelopment in Putney in recent years, indicating that office only redevelopment is not viable given the level of rents which can be achieved in this location, and this is backed up by evidence from developers and advice from commercial agents surveyed in April 2008. The Council wishes to see Putney continue as an important office location but in order to achieve this and to secure the provision of new floorspace, considers a flexible approach is required allowing higher value uses such as residential to help cross-subsidise the provision of the type of modern office floorspace that would meet demand for the next ten years or so. This flexibility would be likely to encourage investment in buildings that would otherwise remain unattractive to developers. The appearance of the buildings could be improved and the introduction of an element of residential use will also help meet other objectives, such as increasing the vitality of the centres and helping meet housing targets. However, given the significance of Putney as an office location, the important contribution that office workers make to the vitality and viability of the centre, in particular their patronage of local shops, restaurants and services, and the continued level of demand for office space in Upper Richmond Road, it is important that the overall amount of office space in the centre is not significantly reduced.

4.109 On Upper Richmond Road, particularly the south side, the introduction, in redevelopment or refurbishment schemes, of retail or restaurant uses on the ground floor with the inclusion of residential use of part of the upper floors would help revitalise this area and improve vitality, the streetscape and the public realm. It is important that the provision of retail space is not of such a scale that would be likely to undermine the core shopping frontages in Putney High Street. The Retail Needs Study 2008 projected an overall need for 5,600 sq ms of new floorspace in Putney by 2015, and while most of this new space should be provided in Putney High Street, some of this space can be provided in new developments on Upper Richmond Road.
There are several sites, mainly existing office blocks on the Upper Richmond Road, including sites opposite and next to East Putney Station, that offer scope for major redevelopment. Any development proposals for these sites would be expected to meet all of the criteria set out in the policy below and to show how they would improve pedestrian conditions adjoining the station. There may be scope to increase building heights, particularly on sites located near the station. Proposals for tall buildings would need to demonstrate that they would cause no harm to the amenities of adjoining properties and show how they would bring significant benefits to the quality of the townscape and the public realm.

A significant increase in the amount of new development in the area, both homes and employment space, would put increased pressure on local infrastructure, in particular the public transport system. Transport capacity in particular may restrict the amount of development possible; while East Putney has a tube station and bus services, capacity is limited. New developments will be expected to demonstrate their impact on local infrastructure provision and make financial contributions (see policy IS7 and supporting text), to improve capacity where necessary.
Core Policies for Places: Policy PL 14

East Putney and Upper Richmond Road

a. The redevelopment and refurbishment of existing office blocks clustered around East Putney Station and on the south side of Upper Richmond Road offer opportunities to deliver modern office floorspace, new housing including affordable housing, new retail/restaurant space and an improved public realm. In order to achieve this developments are likely to be at a higher density than existing buildings.

b. Redevelopment proposals should meet the following criteria:

i. The provision of replacement office floorspace, designed to be capable of being used flexibly, including by small firms, unless designed for a specific occupier.

ii. The provision of the type of retail floorspace that would be complementary to and not threaten the viability of Putney’s core shopping frontages in Putney High Street.

iii. The provision of affordable housing in line with policy IS5, taking into account the nature of the town centre location.

iv. The provision of ground floor commercial uses, including active frontages that include entrances to both offices and residential accommodation that together would enhance the appearance and vitality of this part of Upper Richmond Road.

v. The transformation of the appearance of the monolithic 1960s and 1970s office buildings that currently present a canyon-like frontage to the street.

vi. Proposals for tall buildings would need to demonstrate how they would bring significant benefits to the quality of the townscape and the quality of the public realm, in line with the criteria for high buildings set out at policy IS3.

vii. Funding contributions from developers towards the cost of specific off-site improvements, in particular for transport and other infrastructure provision, will be sought where necessary (see policy IS7).
Roehampton

4.112 Roehampton is an area of considerable contrasts, with substantial areas of MOL, large family houses and private sports clubs but with some of the most deprived areas in the borough concentrated on the large social housing estates.

4.113 The expansion of Roehampton University and the new Queen Mary’s Hospital offer an opportunity to regenerate Roehampton and contribute to making the area more attractive to non-local residents. The National Tennis Centre opened in 2007, with the Council securing community use of the facilities for local children. However, despite extensive private sector investment and significant regeneration funding, Roehampton has not enjoyed the same levels of economic success as the rest of the borough and levels of deprivation persist.

4.114 The Council commissioned a study to develop proposals to regenerate the centre of Roehampton, and consultation on options in 2006 indicated that there is substantial support, including from the private sector and certain supermarkets, for investment. The "Heart of Roehampton" initiative identified five key sites centred around Danebury Avenue, comprising the library, recreation centre, local flats and shops, a community centre, police and housing offices. The key objectives are to attract new investment into the area to create a vibrant new heart for Roehampton, improve the appearance of the area, make the area safer, provide better shopping and leisure facilities and attract people from outside the immediate area to use the local centre. Provision of additional workspace to grow the area’s business base and promote employment opportunities for Roehampton residents will also be essential to achieving regeneration. The Council has been working in partnership with local organisations and the public to draw up further options for redevelopment, and consultants have been appointed to submit outline planning applications along with environmental impact assessments of each of the options and detailed traffic and access studies to ensure that transport infrastructure requirements are fully met.

4.115 Development has already been achieved at one of these sites. Roehampton Recreation Centre re-opened in spring 2008 following substantial extension and refurbishment. It is proposed to redevelop the four remaining central sites and demolish and rebuild most of the houses and flats to achieve a wider mix of residential accommodation, increased floorspace for business, and a wider range of shops and other commercial, and community uses, including options for a new library and primary care facility. Redevelopment of these sites will also be expected to deliver improvements to safety, by designing out crime, and environmental improvements, retaining open space and including traffic calming measures in Danebury Avenue. Better transport linkages will continue to be pursued, such as new pedestrian and cycle links to Richmond Park, Barnes Station and to Queen Mary’s Hospital and the University. The Council is lobbying TfL to improve bus links, and in early 2008 a direct bus was introduced to link Roehampton to Wandsworth Town, Clapham Junction and Victoria station.
4.116 Investment is continuing at Roehampton University which is still implementing its masterplan, approved in 2004, to secure improvements to both teaching and student accommodation. This is due to be completed by 2011 and will contribute to the local economy and make the area more attractive and accessible to people from elsewhere.

Core Policies for Places: Policy PL 15

Roehampton

The "Heart of Roehampton" will be the main focus for comprehensive regeneration and new development will be supported to deliver:

a. Improved housing, new business floorspace, new and improved shops, new community facilities and environmental improvements.
b. Improved employment opportunities for Roehampton residents.
c. Environmental improvements including making the area safer.
d. A more attractive area to encourage people and businesses into Roehampton.
e. Enhanced transport linkages to and from the "Heart of Roehampton", to Barnes Station, Queen Mary's Hospital, Roehampton University, along with improved pedestrian and cycle access to and from Richmond Park.

Continued improvements at Roehampton University will be encouraged and supported in line with the approved masterplan.
Map 14 Roehampton

Key
- Access improvements
- Heart of Roehampton Regeneration Initiative
  Includes:
  - New shops including food store
  - New health & leisure facilities
  - New housing

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Core Policies for issues

Promoting sustainable development

4.117 Sustainable development, development that meets the needs of the present without compromising the ability of future generations to meet their own needs, is central to all aspects of Government policy and the London Plan and is a key objective of the Sustainable Community Strategy. It is the central theme of the Core Strategy, in particular setting out how to adapt to and mitigate the causes and effects of climate change. The strategy focuses on the balance to be struck between economic, social and environmental objectives and makes provision to meet needs for housing, business activity, community services and infrastructure, in a sustainable way, protecting both the built and natural environments.

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

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

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

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

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

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

4.124 The council recognises that a lack of secure parking and storage is a major deterrent to wider cycle use. The amount of cycle parking provided in Wandsworth has increased significantly over recent years, but this effort needs to be sustained. The provision of cycle parking facilities is seen as an integral part of any cycling policy as without it the attraction of other cycling improvements will be diminished. Major new developments are expected to show, in Transport Assessments and Travel Plans, how they will encourage cycling through the provision of permeable cycle access routes, and secure parking, showers, changing and storage facilities.

4.125 Detailed criteria for Transport Assessments, the amount of car and cycle parking, and the role of Travel Plans and car clubs, will be included in the Development Control Policies document.
Core Policies for Issues: Policy IS 1

Sustainable Development

The Council will support measures that mitigate and adapt to climate change and reduce emissions of carbon dioxide, and will promote a sustainable relationship between development and transport so as to minimise the need to travel. This will be achieved by:

a. Maximising the use of previously developed land and vacant and underused buildings, taking account of the suitability of sites for high density mixed-use development and the impact that development will have on the borough’s natural resources, environmental and cultural assets and the health of local people.

b. Ensuring developments, particularly large trip generating developments, are sited in locations that are currently, or are planned to be, accessible by public transport, on foot and by cycle. Development proposals should be accompanied by robust Transport Assessments in accordance with TfL's best practice guidance. The provision of affordable, serviced business space and other space suitable for small and medium sized enterprises (SMEs) will be sought, particularly in town centres and other accessible locations, in order to meet the identified needs of small firms within the borough. Town centres and other accessible locations will also be suitable for community facilities and services. The movement of freight, waste and other bulk material by water or rail will be encouraged where practical and the retention of rail and water freight facilities supported.

c. Promoting the need for robust travel plans for all major developments and the provision of car clubs within new and existing residential developments. Maximum car parking standards will be applied in line with the London Plan. Car free developments will be promoted in appropriate locations, particularly where there is a good level of public transport accessibility with spare capacity, but it is also important to ensure adequate off-street provision is made in less accessible areas, and that the needs of specific groups, such as people with disabilities and residents of affordable housing, are adequately provided for. The provision of cycle parking and parking for motorcycles and other powered two wheelers should be provided as appropriate within new developments. The provision of cycle parking should be according to minimum standards. Detailed parking standards, in line with the London Plan, will be set out in the Development Control Policies Document.
Sustainable design, low carbon development and renewable energy

4.126 Sustainable design and construction, energy efficiency, low carbon development and increased use of renewable energy are key components of the Council’s strategy of mitigating and adapting to climate change. There is a wide range of measures which developers can incorporate, where appropriate, to make their developments more sustainable. These may include passive solar design, natural ventilation, green and brown roofs, sustainable drainage systems (SUDS) and rainwater harvesting, the sustainable use of building materials and the management of construction waste. The Code for Sustainable Homes sets out standards for energy, water use and other elements of sustainability for new housing development. Minimum levels of the 6-stage code are scheduled to become mandatory for new homes under future changes to building regulations. Level 3 of the Code is equivalent to a reduction in carbon emissions of 25% beyond that already required by building regulations. This is technically feasible to achieve without the use of renewable energy but would require exceptional standards of design and build quality. In most cases an element of renewables will have to be included to meet the target. The Building Research Establishment Environmental Assessment Method (BREEAM) is a similar measure of sustainability which can also be applied to non-residential developments.

4.127 Combined heat and power (CHP) and combined cooling heat and power (CCHP) schemes, while not necessarily ‘renewable’ in all cases, can be a more sustainable and efficient means of supplying heat and power than traditional energy supply systems. There are particularly good opportunities for the application of these technologies in large mixed-use developments and in the development areas such as Nine Elms, central Wandsworth and in Clapham Junction. In these areas of major development and particularly in Nine Elms, the Council will work with development partners to promote necessary strategic sustainable energy infrastructure. This may include developers identifying land and access for CHP/CCHP plant and district heating connections where appropriate.

4.128 The London Plan states that boroughs should require developments to achieve a reduction of carbon dioxide emissions of 20% from on site renewable energy generation. Renewable energy technologies such as photovoltaics, solar water heating, wind power, biomass power, and ground and air-source heating and cooling are evolving constantly and each type of technology may have particular strengths and weaknesses when applied to a specific development. Proposals for biomass schemes should not have a detrimental impact on local air quality. Measures to reduce the overall carbon footprint of a development are as important as the use of renewable energy. The Council will publicise best practice, promote innovative solutions and encourage exemplary projects.
Core Policies for Issues: Policy IS 2

Sustainable design, low carbon development and renewable energy

a. The Council supports measures to improve energy conservation and efficiency and contributions to renewable energy generation.

b. All development will be required to make efficient use of natural resources (e.g. energy and water), employing good standards of sustainable design and construction, including sustainable drainage, working towards low carbon and zero carbon standards. The Council will encourage new residential development to achieve at least level 3 of the Code for Sustainable Homes and other development to meet the equivalent BREEAM standards. New buildings should be designed for the climate they will experience over their lifetime. Major development proposals will be expected to demonstrate and justify their approach as part of an Energy Assessment.

c. The feasibility of combined cooling, heat and power should be assessed for all major development and all new development should be designed to connect to decentralised energy, heating and cooling networks wherever possible. Energy master plans for cumulative developments in the areas of major change such as Nine Elms, north-east Battersea, central Wandsworth and the Wandle Delta and Clapham Junction will be promoted and ways of delivery explored with relevant development partners.

d. Developments will be required to achieve a reduction in carbon emissions in line with London Plan targets (currently 20%) through on site renewable energy generation unless it can be demonstrated that such provision is not feasible.
Promoting good quality design

Design and Townscape

4.129 The quality of much of Wandsworth's built environment, with 45 Conservation Areas, many listed buildings, distinct areas that have maintained an individual character, and its open spaces, are principal reasons why it is such an attractive place to live. Conservation of existing quality and character may restrict the extent of new development opportunities but to do otherwise could easily devalue the quality of the environment and this would be unsustainable.

Promoting good quality design

4.130 Good urban design, architecture, landscape design and public art are key elements to achieving sustainable development. Good quality design is sustainable, durable and adaptable. Good design is also key to creating a sense of place, well-being and safe environments, as well as reducing crime, the fear of crime and anti-social behaviour, and making developments accessible, including facilities for people with disabilities. New development should have regard to the design principles adopted by the Government in 'Safer Places' and Secured by Design'. Quality of design can make all the difference to the success of busy public spaces. Making Wandsworth Safer is a strategic objective in the Sustainable Community Strategy. Planning legislation now makes it a requirement for most types of planning application to be accompanied by a design and access statement. This should articulate the design concept, in particular how the scheme relates to the existing context, as well as explain how issues such as access have been addressed and should give local communities a better understanding of what is proposed.

Scale and density of development

4.131 The scale and density of development must be sustainable, to ensure the most effective use is made of land and buildings, particularly in accessible locations. The London Plan sets a density matrix based on the character of the area and public transport accessibility of a site, and encourages more intense development to locate in town centres and other areas well served by public transport. While the characterisation of areas in the matrix is relatively coarse grained, nonetheless it sets out an approach to ensure that development proposals achieve the highest possible intensity of use compatible with local context. This is in line with Wandsworth's approach of relating the scale and density of development to the character of the surrounding area, the site's public transport accessibility and capacity, and existing and proposed infrastructure. Within this context there is scope to take account of individual site specific circumstances, such as where the character of residential areas varies greatly, and in some areas, a relatively low density is an important part of this character. Appropriate provision must be made for amenity space and, for family housing, playspace.
Tall buildings

4.132 Tall buildings, that is those which significantly exceed the prevailing height of surrounding buildings, can, if well designed, create attractive landmarks underlining aspects of the borough's character and act as a catalyst for regeneration, providing they are located in appropriate locations and acceptable in terms of design and impact on their surroundings. They can be an efficient way of using land, in line with sustainability objectives, and add definition to the borough's skyline, although it is important that they do not harm existing important views and skylines. Tall buildings and/or small clusters of tall buildings which can demonstrate these benefits may be justified in areas well served by public transport such as the town centres, particularly Clapham Junction, Wandsworth and Putney and at Nine Elms near Vauxhall and at focal points of activity (see policies PL8, PL9, PL11, PL12, PL13 and PL14). However large areas of the borough are characterised by low to medium rise housing where tall buildings are inappropriate. Detailed criteria for assessing the design and impact of tall buildings will be set out in the Development Control Policies Document, based on the criteria in policy 4B.10 of the currently adopted and emerging London Plan and the Vauxhall/Nine Elms/Battersea Opportunity Area Planning Framework (OAPF).

Core Policies for Issues: Policy IS 3

Good quality design and townscape

a. The Council will protect and reinforce the existing varied character and heritage of the borough.

b. The layout, form and design of new buildings and the spaces around them should contribute positively to the local environment, creating places, streets and spaces which meet the needs of people, are visually attractive, safe, accessible to all, sustainable, functional, adaptable, durable, inclusive, and while having their own distinctive identity maintain and reinforce local character. Designs and layouts which make efficient and effective use of land, including innovative approaches that help deliver high quality outcomes will be promoted.

c. The scale and density of development should make the most effective use of land and buildings without harming the character of the surrounding area, paying regard to the site's accessibility and existing and proposed infrastructure and the London Plan density matrix. In new housing development appropriate provision must be made for amenity space and, for family housing, playspace.

d. Tall buildings, that is those which significantly exceed the prevailing height of surrounding buildings, may be appropriate in locations which are well served by public transport, such as the town centres and Nine Elms near Vauxhall, or at other defined focal points of activity, providing they can justify themselves in terms of the benefits they bring for regeneration, townscape and public realm.
Protecting and enhancing environmental quality

4.133 One of the major impacts of climate change will be to increase the possibility of flooding. The Council has undertaken a Strategic Flood Risk Assessment (SFRA) to establish the need to mitigate against flood risk and protect and enhance the important watercourses of the Thames and Wandle, in conjunction with the neighbouring boroughs of Merton, Sutton and Croydon. The findings of the SFRA have informed policies within this document and this is set out in detail at policy PL2 and supporting text.

4.134 Poor air quality can have damaging impacts on people’s quality of life and health. The borough has been within an Air Quality Management Area since 2001 due to concentrations of pollutants exceeding national air quality standards. As a result the Council has produced an Air Quality Action Plan to achieve air quality improvements in the borough by reducing polluting emissions through measures such as reducing the need to travel by car, setting out criteria for sustainable design and construction and promoting sustainable construction in the demolition and construction process. This approach is in line with the Mayor’s Air Quality Strategy. Policies to ensure that air quality is taken into account at the planning application stage and air quality assessments are undertaken where appropriate will be set out in the Development Control Policies and Site Specific Allocations Documents.

4.135 Noise pollution can have a harmful effect on people’s health and well-being. It is an increasing problem in Wandsworth as much of the borough's area is distinctly urban in character resulting in many different causes of noise pollution. Noise in the borough is intensified by busy roads, the London Heliport, aircraft flight paths and the major rail lines. Noise from late night activities can also be a problem. The Council is committed to reducing all forms of noise pollution in the borough in line with the Mayor's Ambient Noise Strategy and detailed policies to address the need to lower noise pollution will be set out in the Development Control Policies Document.

4.136 Some potential redevelopment sites in the borough may have been occupied by industrial activities and utilities which are likely to have resulted in some contamination of the land. Where this is the case any pollutants will need to be capped or removed and the Council satisfied that development can be safely built and occupied. Similarly the location of development involving hazardous substances and processes will need to be carefully considered. Where appropriate advice will be sought from the Health and Safety Executive (HSE). Development on sites close to gasholders is subject to HSE advice. The HSE's most recent guidance, Planning Advice on Development near Hazardous Installations, known as PADHI+ recommends the application of zones around hazardous installations, which vary depending on the risk but can be up to 300 ms, within which certain development, in particular residential, should not be located. There are two gasholder locations in the borough, both within major areas of growth, and the implications are addressed in the sections on Nine Elms and north-east Battersea and central Wandsworth and the Wandle Delta.
Core Policies for Issues: Policy IS 4

Protecting and enhancing environmental quality

The Council will support measures to protect and enhance the environmental quality of the borough and work with partner agencies to help deliver this. In particular measures will be taken to:

a. Mitigate the impact of flood risk in line with the findings of the Strategic Flood Risk Assessment.

b. Improve air quality in line with the Council’s Air Quality Action Plan.

c. Reduce the impact of noise, in line with the approach set out in London Plan policy 4A.20.

d. Ensure development is safe regarding the re-use of contaminated land, in relation to proposals involving hazardous processes and materials and development located close to hazardous installations.
Achieving a mix of housing including affordable housing

4.137 PPS3 requires policies to be informed by a Strategic Housing Market Assessment (SHMA). In the absence of a SHMA or sub-regional HMA to inform the Core Strategy, GOL advice has been to proceed with the preparation and delivery of the Core Strategy. Accordingly the Council's annual assessment of housing needs and demand in the borough, while not being a fully fledged HMA has been designed to address local housing market issues for Wandsworth in advance of the production of a sub-regional HMA or London wide SHMA.

4.138 Within the overall London housing market, Wandsworth reflects the characteristics of its location on the fringe of central London and within the prosperous and attractive south west London sector. Wandsworth is one of the most popular areas of London for people to live and the local housing market is thriving. It is also characterised by a large existing stock of social housing, a substantial pool of relatively low cost market housing resulting from the sale of properties on Council estates, and an active private rented sector. Additional homes are needed to provide for the demand created by new household formation and inward migration, and to address housing needs that are not currently being met. The London Plan has set a target of at least 7,450 new homes to be provided in Wandsworth over the ten year period 2007/08-2016/17, based on predicted demand as well as potential capacity, which the Council has raised to a target of at least 7,500 over this period (see policy PL5 and supporting text).

4.139 Meeting housing needs is a strategic priority of the Sustainable Community Strategy, with policies aimed at the maintenance and improvement of the housing stock, both public and private, and increasing the stock to better match the requirements of existing and future residents. By 2020 the population of the borough is expected to increase by 20,000, with a further increase in the number of one and two person households.

4.140 The Council encourages a mix of dwelling sizes in new developments. In recent schemes, most have been one and two bedroom flats. This reflects the increasing proportion of the population in small households and the fact that most new housing is provided in relatively high density flats rather than houses. However, new housing only accounts for a small proportion of the overall housing stock. The target of 7,500 new homes (see above) will only increase the stock by about 6%. It is therefore crucial, as part of providing an overall balanced housing stock in Wandsworth, that the range of dwelling sizes available in the existing stock is maintained, particularly family housing with gardens. The Council has long-established policies to protect small family houses from sub-division and to ensure that family sized flats with access to the garden are retained when larger houses are converted. There is also scope for houses which have previously been converted into flats to be reinstated as single houses. Detailed policies on the protection of family-sized housing and the circumstances where conversion to flats is permissible will be set out in the Development Control Policies Document. It is also important to promote a reduction in the under-occupation
of large dwellings in the public sector and to encourage new developments that will facilitate this, in order to address the shortage of family-sized social-rented accommodation (see below).

4.141 Given the level of housing need, it is important to prevent the loss of existing housing, including affordable housing where possible and appropriate. Where redevelopment is proposed, the Council will seek to ensure replacement provision at existing or higher densities.

Affordable housing

4.142 The Council set a target of 1,000 new affordable homes between 2002 and 2006, and some 980 gross (916 net) were completed during that period, including over 550 secured by S106 agreements in private development schemes and over 420 provided directly by Housing Associations and the Council. The London Plan sets an overall target of 50% of new dwellings, from all sources, to be affordable, with 70% of these to be for rent. Within this context, councils are to set their own targets.

4.143 The Council’s annual Housing Needs Assessments (known as an Annual Housing Market Assessment for 2008) review information on the supply of, and demand for, affordable housing. Wandsworth is the second highest provider of social housing in the South West London sector, but the increasing levels of affordable housing are not keeping pace with need. The Housing Needs Assessments have indicated substantial requirements both for social rented dwellings and for equity share (intermediate) homes.

4.144 The London Plan target equates to the provision of 3,725 affordable homes in the borough over the period 2007/8-2016/17 or 373 a year. In setting targets for the amount of affordable housing within private schemes, account must be taken of the contribution from schemes which provide 100% affordable housing, including the Council’s Hidden Homes programme, and schemes where more affordable housing is provided than is required under planning obligations. The Council’s Hidden Homes initiative has produced 126 new homes in the last five years, with another 28 under construction and over 100 more in the pipeline subject to feasibility issues. The bulk of new affordable housing provision in the borough is likely to continue to come from private development secured by S106 agreements. The maximum reasonable amount of affordable housing will be sought on individual sites taking into account local and strategic needs, individual site costs, the availability of public subsidy and other scheme requirements including infrastructure costs, and the need to avoid compromising other planning and design objectives. Proposals will be subject to viability testing by an appropriate appraisal model such as the Three Dragons Development Control Toolkit. Taking account of the level of provision being achieved both locally and across London, including schemes whose viability has been subject to testing, it is reasonable to expect a proportion of at least one third affordable housing can be achieved within private developments, but higher provision will be encouraged in line with the London Plan target. Affordable housing will be sought on all schemes of ten or more units. Taking the above factors into account the Council believes an overall target of 3,725 affordable homes between
2007/08 and 2016/17 is deliverable, with an indicative target of 1,863 affordable homes for the following five years. The rate of delivery will be monitored and adjustments to the policy may be required if the target is not being met.

4.145 The Council promotes a mix of affordable housing types, particularly on large strategic sites. Most affordable housing provided to date has been for shared ownership, including Key Worker housing, and in an increasing variety of formats, reflecting the substantial demand for access to low cost home ownership in the borough. However, concern has been expressed over the high level of household income necessary to enter some shared equity schemes. The Council will therefore seek, through S106 agreements, to ensure that the gross household income needed by purchasers to cover the total annual expenditure upon rent, mortgage and service charge is within the range quoted in the London Plan Annual Monitoring Report or such relevant government or other guidance that might apply at the time of the offer by the RSL, currently up to £60,000 per annum. In addition, schemes should, where possible, ensure that a significant majority of purchasers (at least two thirds) can be households with gross household incomes of £38,000 or less per annum current at March 2008, to be revised from time to time in accordance with statistical information supplied by the Council’s Home Ownership Team.

4.146 Recent Wandsworth Housing Needs Assessments have identified an increasing, significant need for social rented accommodation, with the Housing Market Assessment 2008 identifying need over and above the demand for shared ownership schemes. The provision of a significant element of social rented housing in new developments can facilitate local movement within the social rented sector in particular helping to reduce under-occupation of local rented properties. Evidence compiled in the Housing Market Assessment 2008 indicates that a split of 70% social rented and 30% intermediate accommodation within overall affordable housing provision would reflect the balance of demand between the different affordable housing types, a proportion which also reflects London Plan targets. This split equates to a target of 2,607 social rented and 1,118 intermediate homes within the Council’s overall target of 3,725 affordable housing units to be provided in the ten years to 2016/17. However, the split achievable on individual sites will depend on the nature of the scheme and its location, the characteristics of other nearby housing and the need to maintain mixed and balanced communities, as well as scheme economics.

4.147 The Housing Market Assessment also considers the housing needs of specific groups, including families with children, older people and people with disabilities. Evidence from the 2008 Assessment indicates that there is significant demand for family units, that is units of 3 bedrooms or more, within the social rented sector with approximately 40% of those on the Council’s housing waiting list seeking family-sized units. Family housing can be provided in a number of ways, including building new family-sized units and by providing suitable smaller social rented housing to facilitate local movement from larger units to reduce under-occupation of larger rented properties. However, a large number of family-sized units with adequate and appropriate play and other facilities may be difficult to accommodate.
within some high-density flatted developments. Some sites are therefore more suited than others to the provision of social-rented family accommodation, and this will be taken into account when considering individual residential and mixed use schemes.

4.148 The “Lifetime Homes” standard allows for new dwellings to be adapted as residents’ circumstances change over time, and increases flexibility in the housing stock. All new developments should be built to this standard. The London Plan requires DPD policies to seek to ensure that 10% of new housing is designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users, and this level will be sought in new developments. On suitable sites, developers will also be encouraged to help meet the priority needs for specific types of affordable housing as identified in the annual Housing Market Assessment.

4.149 The Council has a long-established Gypsy and Traveller site at Trewint Street with 10 residential pitches. The London Boroughs’ Gypsy and Traveller Accommodation Needs Assessment (Fordham Research for the GLA, 2008) identified a need for 1-7 additional pitches within the borough between 2007-2012 and a further 2-3 pitches between 2012-2017. The Council will continue to protect the existing Gypsy and Traveller site. A preferred site to meet any future need will be sought by the Council in conjunction with the Gypsy and Traveller community and will be subject to consultation.
Core Policies for Issues: Policy IS 5

Achieving a mix of housing including affordable housing

a. New housing developments should include a mix of types and sizes of dwellings to reflect the varying needs in the borough, having regard to the particular location and nature of the individual sites concerned.

b. Existing small family-sized houses and flats with gardens will be protected from conversion into non-family flats. Detailed policies on the protection of family-sized housing and the circumstances where conversion to flats is permissible will be set out in the DC Policies document. Proposals to merge flats in order to reinstate family houses will generally be supported.

c. The Council will seek the maximum provision of affordable housing with a target of at least 3,725 affordable homes to be provided in the borough between 2007/08 and 2016/17 from all sources. The Council will also seek to achieve a further 1,863 net additional affordable homes between 2017/18 and 2021/22. A mix of intermediate (equity share) and social rented accommodation will be sought taking into account the findings of the borough’s Housing Market Assessment and the London Plan target of 70% social rented and 30% intermediate. Significant levels of family accommodation will be sought in appropriate locations. These targets have been drawn up taking account of the potential provision of affordable housing from all sources including provision by the Council’s hidden homes initiative and by Registered Social Landlords and affordable housing secured through planning agreements or conditions on private residential or mixed use development.

d. The Council will seek the maximum reasonable amount of affordable housing on individual private residential and mixed-use schemes of ten or more units (net), having regard to the above targets, the need to encourage rather than restrain residential development and the individual circumstances of the site. The targets will be applied flexibly, taking into account individual site costs, the availability of public subsidy and other scheme requirements and economic viability. Where re-development involving the loss of housing is proposed, the Council will seek to ensure replacement housing provision at existing or higher densities where appropriate.

e. Shared ownership accommodation should be priced so that a significant majority of the units can be purchased by households with low to medium household incomes within a range to be determined by the Council which will be updated to reflect changes in incomes and house prices.

f. New dwellings should be built to Lifetime Homes standards; at least 10% of new homes provided should be wheelchair accessible.

g. The Council will continue to protect the existing Gypsy and Traveller site at Trewint Street and will seek to identify a new site for additional permanent facilities within the borough to meet the long-term needs of Gypsies and Travellers, having regard to:
i. The need for safe access to the road network
ii. The impact on the local environment and the character of the area and safety and amenity considerations
iii. The availability of essential services, such as water, sewerage and drainage and waste disposal
iv. The proximity to shops, services and social and community facilities
v. The need to avoid areas at high risk from flooding
vi. Proximity to existing Gypsy and Traveller site.
Community services and the provision of infrastructure

4.150 The Core Strategy supports provision of a wide range of community services, including education and childcare, health facilities, police and other emergency services and the prison service, as well as infrastructure provision, in particular transport (see policy PL3 and supporting text) but also including utilities, telecoms, and waste. The provision of infrastructure, both social and physical, is essential in delivering the Core Strategy, with the amount of development identified for the major areas of change, in particular Nine Elms (see policy PL11), central Wandsworth (see policy PL12), Clapham Junction (see policy PL13) and East Putney (see policy PL14), closely related to the capacity, both existing and proposed, of the areas to accommodate this growth. The provision of infrastructure is also important on other sites where a substantial amount of development is likely to be proposed, such as at Springfield Hospital. The Core strategy provides a spatial dimension to the Sustainable Community Strategy to help the delivery of proposals by partner agencies, who provide much of the social infrastructure in the borough. Making provision for these needs locally will make an important contribution to sustainability objectives.

4.151 Delivering regeneration initiatives to the borough’s priority neighbourhoods of Roehampton, Tooting and Battersea (see policy PL1) is a key objective of the Sustainable Community Strategy, and these initiatives include improvements to health, social care and education. Wandsworth’s vision for tackling deprivation in Roehampton (see policy PL15) includes options for a new library: similarly, the Council is facilitating the regeneration of Wandsworth town centre by relocating the library and museum within the heart of the centre, improving its vitality and attractiveness to the local community (see policy PL12).

4.152 Community premises include places of worship, meeting halls, social clubs and clubrooms and are operated by a variety of bodies including the Council, religious institutions and private organisations. They are used for a wide variety of community, social, cultural and religious activities as well as welfare, advice or supplementary educational activities, often run by the voluntary sector on a non-commercial basis. Ethnic minority groups, especially new communities, have faced particular difficulties in identifying suitable premises for meeting and places of worship. Safeguarding existing community premises will help realise the full potential for community use of existing buildings and encourage re-use of appropriate buildings when they come available. To meet the needs of the growing population and to redress deficiencies, new provision or dual use of existing community facilities will be delivered by Council and other agency funding, and by using planning obligations in appropriate developments.

4.153 Ensuring all young children and young people achieve their full potential is a key objective of the Sustainable Community Strategy, including the provision of childcare. Good quality childcare is important both for providing the child with the best start in life, and is key in enabling parents and carers to work, thereby improving families’ economic well-being. The Council is developing 16 Integrated Children’s Centres, to be achieved by 2010 starting with the 3 in the borough’s most deprived areas. These will provide improved access to childcare and integrated support services. Similarly the Extended Schools Initiative, involves
extended opening hours, and often the provision of additional buildings or facilities, to provide childcare before and after school and during the school holidays. The provision of new facilities will be supported, and a new secondary school, St Cecilia's was opened in 2003 in Southfields. The Government’s “Building Schools for the Future” (BSF) initiative provides investment for new or improved buildings for every school in Wandsworth. Much recent provision has been in the private sector, whilst consultation is taking place for a new co-educational Catholic secondary school in Battersea. The Council will continue to work with partner agencies to identify future needs. The LDF will continue to support new and improved childcare and educational facilities, and to respond to changes to child population by seeking developer contributions towards new provision where appropriate. The Council will continue to support improvements at Roehampton University and has approved a masterplan for delivering new academic and student accommodation up to 2011.

4.154 Indicators of health in Wandsworth place it close to the London and national average, although there are significant inequalities between different wards within the borough. Improving health and social care is a key objective of the Sustainable Community Strategy. The health services in the borough provide a variety of services to the community, as well as being major employers in their own right and a major user of land and buildings. Changes to their organisation and funding have led to major land use changes and many services previously provided by hospitals are now provided in doctors practices and local health centres. Wandsworth Primary Care Trust (PCT) has worked in partnership with the Council to develop a Joint Strategic Needs Assessment (JSNA) to identify future primary, acute mental health and community care needs for the borough and to deliver national and local healthcare targets. It will inform the commissioning of both GP and hospital services, including the type and distribution of provision. The London Strategic Health Authority is consulting on options for the development of polyclinics whereby London boroughs will have a small number of such clinics to provide lower tier health services currently accommodated in hospital outpatients. The release of hospital sites has provided opportunities for other uses but has also given rise to a need for new local facilities including community based support activities particularly in residential areas. The need for new premises has also arisen because of the unsuitability of premises, such as traditional doctors surgeries located in part of a house or shop, which provide poor access and limited opportunities for expansion to provide the wider range of services now expected from GPs. New, more suitable premises can be delivered in areas of need, often as part of redevelopment schemes and secured through S106 agreements. Several new health facilities have been provided in the borough in recent years, including a new hospital at Queen Mary's in Roehampton and a new therapy centre at St John’s Hill in Battersea, while permission has been granted for a new primary care centre as part of the redevelopment of the former Putney Hospital. The PCT is consulting on a range of options for investment over the next 10 years for improved GP and “local hospital” facilities in the Battersea/north Wandsworth area. The Council is also seeking improved health care facilities in the “Heart of Roehampton” as part of its vision for regenerating the area. 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
Hospital site, which caters for local needs as well as specialist needs of the UK. 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.

4.155 The PCT's Healthy Living Initiative for Wandsworth prioritises improvements to sexual health, a reduction of drug and alcohol abuse and the need for smoking cessation. Key elements of the Core Strategy will help contribute towards general public health initiatives, including the promotion of measures that support walking and cycling.

4.156 The Metropolitan Police Authority undertook a review of the infrastructure requirements necessary to support the effective policing of the borough in its Asset Management Plan (November 2007). The Council will support the provision of new police facilities identified in the plan in appropriate locations including: a custody centre in an accessible location; a patrol base appropriate to an employment location; and the provision of a number of "front counters" throughout the borough where the public can contact the police.

4.157 Wandsworth Prison is one of the largest in the country, as well as a major employer. Development at the prison, exclusive of the area currently identified as 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.

4.158 Delivering the spatial strategy depends on the provision of adequate and appropriate infrastructure. The Council will seek to ensure that there is adequate transport (see policy PL3 and IS1), electricity, gas, water supply, surface water, foul drainage and sewerage, telecommunications and waste and recycling facilities to serve all new developments. A schedule of the infrastructure projects which are necessary in order to effect the delivery of the development set out in the Core Strategy is contained in Appendix 1. Details of a number of projects which will be required in the medium to long term have yet to be confirmed. This schedule will be reviewed and updated as part of the Annual Monitoring Report. Developers will be required to demonstrate that there is adequate capacity both on and off the site to serve the development and that it would not lead to problems for existing users. In some circumstances this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing infrastructure. Where there is a capacity problem and no improvements are programmed the Council will require the developer to fund appropriate improvements which must be completed prior to occupation of the development.

4.159 In order to meet the requirements of the EU Urban Waste Water Treatment Directive, Thames Water has been asked by the Government to implement a scheme which reduces and limits pollution for the Beckton and Crossness sewerage system. The Council supports the implementation of the Thames Tideway Sewer Tunnel scheme which has been endorsed by the Government and supported in Policy 4A.18 of the London Plan.
Core Policies for Issues: Policy IS 6

Community services and the provision of infrastructure

a. The Council will support the provision and/or improvement of facilities for community services including education and childcare, health and social welfare, police and other emergency services and the prison service. It will work with partner organisations to support the provision of adequate, high quality social and community facilities by:

i. Resisting the loss of social and community facilities unless there is no current or future demonstrable need.

ii. Seeking to secure the provision of new, or improvements to existing, social and community facilities.

iii. Supporting the dual use of social, educational and community facilities, particularly the use of schools after hours, for a mix of sporting, social, cultural and recreational uses.

iv. Supporting the provision of improved health services, including mental health care, GP and local hospital services, having regard to scale of development and public transport availability.

b. The provision of infrastructure including transport, particularly improvements to public transport and facilities for walking and cycling, utilities, telecommunications, waste and recycling facilities, water and sewerage capacity will be supported. The provision of the infrastructure necessary to support development set out in the Strategy, particularly in the areas identified for major change, will be sought as identified in the Infrastructure Schedule in Appendix 1. The availability of infrastructure both existing and potential will be taken into account in considering development proposals.

c. The Council will support an enabling approach to the provision of public services, which allows them to be incorporated within developments as proposals are brought forward by partner organisations, with funding secured through planning obligations.

d. The Council will work with Thames Water to support the timely implementation of the Thames Tideway Sewer Tunnel project, including the connection of the combined sewer overflows in the borough.
Planning obligations

4.160 Government guidance on planning obligations is set out in Circular 05/2005. This advises that planning obligations should meet the five tests of being: relevant to planning; necessary to make the proposed development acceptable in planning terms; directly related to the proposed development; fairly and reasonably related in scale and kind to the proposed development; and reasonable in all other respects. The Government has been engaged in a review of planning obligations for several years. It is concerned that a lack of clarity has arisen about what sort of contributions can be sought, and that contributions may not accurately reflect the true impact of development on services and infrastructure. The Government also believes that planning agreements take too long to negotiate and can involve unnecessarily high legal costs.

4.161 The Planning Act 2008 sets out provisions for a Community Infrastructure Levy (CIL). This is a new charge which will enable the Council to capture greater levels of funding to provide new infrastructure and support local development. Once regulations are in place, the Council will set out its planning charge policies in a DPD. The proceeds of the levy will be spent on local and sub-regional infrastructure to support the development of the borough. The Council will develop and maintain an infrastructure schedule identifying key infrastructure projects required to support the delivery of the Core Strategy (Appendix 1). The levy is additional to locally negotiated Section 106 agreements which will still be required for local measures, and in particular for the provision of affordable housing.

4.162 The Council seeks planning obligations from developers to provide or fund local infrastructure improvements directly related to their scheme, and/or additional facilities where these are necessary to enable the development to proceed or would help improve a scheme. Large developments have traditionally been accompanied by Section 106 planning agreements, which have included local measures relating to the impact of each particular site. Over 150 such agreements have been completed in the last 10 years. These have secured a wide range of planning benefits necessary to make the developments in question acceptable. One of the main benefits sought through these agreements is affordable housing, and over 600 new affordable dwellings have been provided on this basis in the last 5 years. Applied robustly this approach has ensured that major developments make a reasonable and realistic contribution to offset their impact on local communities.

4.163 The Council has, in the past, found it difficult to justify seeking a general contribution from all large schemes towards transport or other infrastructure investment, because proposals for investment by other agencies remain unclear or uncommitted and because of the uncertainty regarding the Government’s intentions. On-site contributions collected from S.106 agreements have rarely been able to provide major step changes in infrastructure provision, such as raising transport accessibility and capacity, in areas where such a step change is necessary to accommodate new development. To achieve this, in a number of recent schemes, contributions have been negotiated towards the cost of specific off-site improvements, such as local station improvements or enhanced bus services, in some cases with match funding from the transport operators. In particular this approach has been
adopted for development in the central Wandsworth area (see policy PL12 and supporting text). This approach is particularly suited to areas where major change is proposed, such as Nine Elms and north-east Battersea (see policy PL11), Clapham Junction (see policy PL13) and East Putney (see policy PL14) as well as for the central Wandsworth area.

Core Policies for Issues: Policy IS 7

Planning obligations

a. Planning obligations will be sought on a site-by-site basis to secure the provision of affordable housing in development schemes (see policy IS5) and to ensure that development proposals provide or fund local improvements to mitigate the impact of development and/or additional facilities made necessary by the proposal, subject to the five tests set out in Circular 05/2005. These will include contributions towards infrastructure and transport schemes, in particular public transport, walking and cycling improvements, educational, community and health facilities and services, open space and play facilities, addressing barriers to employment by developing learning and skills and child care provision, emergency services and ecological and environmental enhancements where appropriate. In the areas of major change (see policies PL11, PL12, PL13 and PL14) contributions towards the cost of specific off-site improvements will be sought, in particular for transport and other infrastructure provision where necessary.

b. Once CIL regulations are in place, the Council will develop its charging schedule to support the implementation of infrastructure projects necessary to deliver the Core Strategy.
5 Implementation and monitoring

Implementation and delivery

5.1 The Core Strategy will be implemented and delivered through a combination of private sector investment, the work of other agencies and bodies and the Council's own strategies and initiatives. Much of the new development identified in the strategy, particularly the investment in new housing and jobs, will be delivered by the private sector with, in the case of affordable housing, funding from the Housing Corporation where appropriate. Chapter 1 sets out the range of plans, programmes and strategies of organisations and agencies which together make up the Wandsworth Local Strategic Partnership, and the implementation of these will be key to delivering the strategic vision. Additionally government agencies and bodies such as TFL have a key role in delivering transport improvements necessary for the full implementation of the strategy. The Council will continue to work with all its partners and use all its relevant powers and programmes to ensure that conditions exist to deliver the strategy.

5.2 New homes, at least 7,500 of which will need to be built by 2017 (see policy PL5), will largely be delivered by the private sector in housing only or mixed use schemes. The main locations for new housing are identified throughout the strategy. Affordable housing will be provided through S.106 agreements, with funding from the Housing Corporation where appropriate criteria are met, from developers and from Registered Social Landlords (RSLs). Further affordable housing will be provided by RSLs' own schemes and by the expansion of the Council's Hidden Homes programme (see policy IS5).

5.3 The provision of employment space to meet the anticipated growth in the local economy, will be delivered by the private sector in employment only or mixed use schemes in locations identified throughout the strategy (see policy PL6). The provision of flexible, small units to serve the particular needs of the Wandsworth economy will be secured through S.106 agreements in appropriate locations.

5.4 A limited amount of new retail floorspace has been identified as being needed to reflect social and demographic changes in the borough. This will be delivered by the private sector in the town centres, in particular as part of a major mixed use redevelopment including upgrading the station at Clapham Junction (see policy PL13), through refurbishment of the Southside Shopping Centre and a mixed use redevelopment to including complementary retail floorspace on the former Ram Brewery site and adjoining land in Wandsworth (see policy PL12), and at key sites in Putney High Street supported by complementary retail space as part of office redevelopment/refurbishment schemes on the Upper Richmond Road (see policy PL14) and in other town centres as development proposals come forward. New retail floorspace to support the growing population at north-east Battersea/Nine Elms will be provided as part of a mixed use redevelopment of the Power Station and nearby sites and by mixed use redevelopment of sites at Vauxhall.
5.5 Regeneration activity tackling the pockets of deprivation in Battersea, Tooting and Roehampton will be delivered by the focusing of resources from the Council and its partner agencies, including health, education, employment and police agencies, and through private sector redevelopment schemes (see policies PL1, PL11 and PL15).

5.6 Improvements to transport infrastructure, particularly to public transport, is essential to deliver in full the spatial vision. The Council will support improvements to public transport including enhanced capacity on rail and underground lines, improved bus and rail services and access to stations. A detailed list of proposals supported is set out in policy PL3. These improvements will largely be delivered by central Government, Transport for London and public transport operating companies. Contributions will also be sought from developers (see policies IS6 and IS7).

5.7 In Nine Elms/north-east Battersea, the key to unlocking the potential of the central part of the area and of enabling high densities throughout, is by significant improvement to public transport provision. The Opportunity Area Planning Framework (OAPF) is assessing various options for improving transport capacity to and within the area, and funding for improvements will come primarily from contributions from developers who will directly benefit from the improvements. The Council will be guided by the OAPF in the development of its approach to implementing a Community Infrastructure Levy charging schedule to secure the delivery of transport improvements and other physical and social infrastructure required to support the development of a new quarter here (see policy PL11).

5.8 Central Wandsworth and the Wandle Delta is an area identified for major change. Here redevelopment opportunities offer scope to address long-standing problems of through traffic in the town centre and to improve pedestrian and cycle links between the town centre and the Thames. The Council has identified a range of measures that will be delivered through transport agencies identified above and also from contributions from developers (see policy PL12 and IS6). The Council is also working with Merton Council on a joint study to identify areas for regeneration in the Wandle Valley Area for Intensification (AFI) identified in the London Plan, looking at potential for intensification, public transport enhancements and delivery mechanisms (see PL10).

5.9 The Council itself will deliver certain elements through its programmes and funding initiatives. Policy IS6 and supporting text sets out many of these programmes and initiatives including the provision of integrated Children’s Centres, the provision of a new library in central Wandsworth and community facilities in Roehampton, and a new secondary school in Battersea (see also policies PL12 and PL15). Improvements to play and open space provision are set out in the Council’s Play Strategy and Parks Management Strategy (see policy PL4).

5.10 The activities of partner agencies will also contribute to delivering the strategy. Policy IS6 and supporting text sets out the programmes of some agencies including the Wandsworth PCT, who are consulting on the location of new local hospital/improved GP facilities in Battersea/north Wandsworth, the London Strategic Health Authority who are
consulting on the options for the development of polyclinics, and the South West London and St George’s Mental Health NHS Trust which is preparing a masterplan for mixed health facilities and other development on the Springfield University Hospital site.

5.11 The Council will develop and maintain an infrastructure schedule identifying key infrastructure projects required to support the delivery of the Core Strategy (Appendix 1). Once regulations are in place, the Council will set out its planning charge policies, including an assessment of local development viability in relation to the levy, to ensure delivery of the strategy and its spatial objectives.

**Monitoring**

5.12 The Council has well established monitoring systems for a range of key planning information. Monitoring the effectiveness of the policies and strategies over time, including targets where appropriate, is essential to ensure that objectives of the Core Strategy are being delivered. Targets and indicators are set out in the Sustainability Appraisal and will be monitored in the Annual Monitoring Report. A thorough review of the indicators contained in the Annual Monitoring Report has been undertaken. New indicators have been added to ensure that the policies contained in the Core Strategy can be directly monitored. The key indicators which will be used to monitor individual policies are set out in Appendix 2. As the Core Strategy is closely linked to the Council’s Sustainable Community Strategy, a number of key indicators, e.g. those on the provision of new housing and affordable housing are shared, including indicators used in the Council’s Local Area Agreement. The information collected as part of the preparation of the Annual Monitoring Report will also feed into annual monitoring systems set up by the GLA, TfL and the LDA.

5.13 Where it would appear through monitoring that targets are not being met it may be necessary to review the policies within the Strategy to see if they need to be amended in order to secure delivery of the spatial vision. The need to review policies will be identified in the Annual Monitoring Reports.
Appendix 1: Infrastructure Delivery Schedule

Infrastructure Requirements of Local Development Framework

Projects are listed under the key policy which they relate to. Where projects impact on the delivery of more than one policy, the other policies are also referenced.

This schedule reflects the position as at February 2009. The schedule will be updated as part of the Annual Monitoring Report process.

<table>
<thead>
<tr>
<th>Title</th>
<th>Description</th>
<th>Cost (if known)</th>
<th>Delivery Agency</th>
<th>Delivery Timescale</th>
<th>Funding Arrangements</th>
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<tbody>
<tr>
<td>Transport – Policy PL3</td>
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<tr>
<td>Enhanced National Rail services (PL3)</td>
<td>Provision of 10 carriage train services with associated lengthening of</td>
<td>Unknown</td>
<td>Network Rail and train operating companies</td>
<td>10 carriage by 2014</td>
<td>Government, train operators and limited planning agreement contributions.</td>
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<td></td>
<td>platforms, to be followed by 12 carriage trains.</td>
<td></td>
<td></td>
<td>12 carriage</td>
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<td></td>
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<td></td>
<td></td>
<td>By 2020</td>
<td></td>
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<tr>
<td>Improvements to stations (PL3)</td>
<td>Enhancements to provide greater station capacity, improved access and</td>
<td>Unknown</td>
<td>Network Rail, Transport for London (TfL)</td>
<td>Ongoing to 2020</td>
<td>Government, TfL, train operators and planning agreement contributions.</td>
</tr>
<tr>
<td></td>
<td>higher quality station environment. Improvement required to address future</td>
<td></td>
<td>and train operating companies</td>
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<td></td>
<td>and predicted capacity issues at Clapham Junction, Putney, Wandsworth Town,</td>
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<td></td>
<td>Battersea Park and Earlsfield.</td>
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<td>Title</td>
<td>Funding Arrangements</td>
<td>Delivery Timescale</td>
<td>Delivery Agency</td>
<td>Cost (if known)</td>
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<tr>
<td>Crossrail 2 (Chelsea Hackney Line) (PL3)</td>
<td>DfT, TfL, businesses, planning agreements and /or Community Infrastructure Levy.</td>
<td>2024</td>
<td>Department for Transport (DfT) / TfL</td>
<td>Unknown</td>
<td>Provision of a new underground line linking south-west London and north and east London. Provides direct links to central London and should have a station at Capham Junction to enable interchange away from the central rail termini. Funding is currently under negotiation between TfL and DfT.</td>
</tr>
<tr>
<td>East London Line Extension (PL3)</td>
<td>DfT, TfL, businesses, planning agreements and /or Community Infrastructure Levy.</td>
<td>2026</td>
<td>Department for Transport (DfT) / TfL</td>
<td>Unknown</td>
<td>Possible extension of Croydon Tramlink network to Tooting Area or Cross River Tram or London Tram into Battersea / Nine Elms area.</td>
</tr>
<tr>
<td>East London Line Extension (PL3)</td>
<td>DfT, TfL, businesses, planning agreements and /or Community Infrastructure Levy.</td>
<td>2024</td>
<td>Department for Transport (DfT) / TfL</td>
<td>30m</td>
<td>Provision of an extension of the East London Line from Surrey Quays to Clapham Junction. Powers already exist and the extension to West Croydon is currently under construction.</td>
</tr>
<tr>
<td></td>
<td>DfT, TfL, businesses, planning agreements and /or Community Infrastructure Levy.</td>
<td>2026</td>
<td>Department for Transport (DfT) / TfL</td>
<td>Unknown</td>
<td>Possible extension of Croydon Tramlink network to Tooting Area or Cross River Tram or London Tram into Battersea / Nine Elms area.</td>
</tr>
<tr>
<td>Title</td>
<td>Description</td>
<td>Open space and the natural environment – PL4</td>
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<tr>
<td>Improved walking and cycling routes (PL3, PL9 &amp; PL10)</td>
<td>Improvements to local sustainable transport routes to promote greater levels of walking and cycling. Includes both strategic routes such as Thames Path, Capital Ring and Wandle Trail and more local networks and improved permeability throughout the borough.</td>
<td>To create additional public open space as part of new developments, with particular emphasis on areas identified as deficient in open space. An example of where a new public open space is being created as part of a planning permission is Battersea Reach, York Road, SW18 (under construction).</td>
<td></td>
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<tr>
<td>Transportation Funding Arrangements</td>
<td>TfL funding both direct and through LIP grant allocations, Contributions through planning agreements.</td>
<td>Funded as integral part of planning applications.</td>
<td></td>
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<tr>
<td>Delivery Agency</td>
<td>Wandsworth Borough Council (WBC), Wandle Valley Regional Park Steering Group</td>
<td>Provision through inclusion in planning application.</td>
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<tr>
<td>Delivery Timescale</td>
<td>Ongoing to 2020</td>
<td>Ongoing.</td>
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<tr>
<td>Cost (if known)</td>
<td>Ongoing.</td>
<td>Unknown</td>
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<tr>
<td>Title</td>
<td>Improved walking and cycling routes (PL3, PL9 &amp; PL10)</td>
<td>Public Open Space (PL4)</td>
<td></td>
<td></td>
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<tr>
<td>Description</td>
<td>Improvements to local sustainable transport routes to promote greater levels of walking and cycling. Includes both strategic routes such as Thames Path, Capital Ring and Wandle Trail and more local networks and improved permeability throughout the borough.</td>
<td>To create additional public open space as part of new developments, with particular emphasis on areas identified as deficient in open space. An example of where a new public open space is being created as part of a planning permission is Battersea Reach, York Road, SW18 (under construction).</td>
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<tr>
<td>Title</td>
<td>Description</td>
<td>Funding Arrangements</td>
<td>Delivery Timescale</td>
<td>Delivery Agency</td>
<td>Cost (if known)</td>
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<tr>
<td>Wandle Valley Regional Park (PL4)</td>
<td>To provide a linear park and secure regeneration, including environmental improvements and better transport links to, and along the Wandle Valley</td>
<td>TBC</td>
<td>TBC</td>
<td>Wandle Valley Regional Park</td>
<td>Unknown</td>
</tr>
<tr>
<td>Meeting the needs of the local economy – PL6</td>
<td>Provision of flexible business units of up to 2000 sq m. Examples of where this has already been achieved is Battersea Studios, 80 Silverthorne Rd, SW8 (2007/1306) and 102-104 Stewarts Rd, SW8 (2006/4701).</td>
<td>Unknown</td>
<td>Ongoing</td>
<td>Provision through inclusion in planning application</td>
<td>Unknown</td>
</tr>
<tr>
<td>Land for industry and waste – PL7</td>
<td>Completion of the Western Riverside Transfer Station MRF. Provision of additional waste management sites of at least 0.3 ha.</td>
<td>Unknown</td>
<td>Ongoing to 2020</td>
<td>Waste Authority</td>
<td>Unknown</td>
</tr>
<tr>
<td>Title</td>
<td>Funding Arrangements</td>
<td>Delivery Timescale</td>
<td>Delivery Agency</td>
<td>Cost (if known)</td>
<td>Description</td>
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<tr>
<td>River Thames and the riverside – PL9</td>
<td></td>
<td></td>
<td>Ongoing</td>
<td>Developer / WBC</td>
<td>Unknown</td>
</tr>
<tr>
<td>River infrastructure (PL9)</td>
<td></td>
<td></td>
<td></td>
<td>Unknown</td>
<td>New and enhanced facilities, including piers, jetties, slipways etc. To include piers for riverbus services.</td>
</tr>
<tr>
<td>Nine Elms and the adjoining area in north east Battersea – PL11</td>
<td></td>
<td></td>
<td>Variable</td>
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<tr>
<td>Title</td>
<td>Description</td>
<td>Cost (if known)</td>
<td>Delivery Agency</td>
<td>Delivery Timescale</td>
<td>Funding Arrangements</td>
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<tr>
<td>Queenstown Road and Vauxhall stations. Provision of extension of Northern Line to Battersea Power Station, trams or enhanced bus services.</td>
<td></td>
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<tr>
<td>Stewarts Road / Silverthorne Road – access improvements (PL11)</td>
<td>Access improvements to the industrial area.</td>
<td>Unknown</td>
<td>WBC</td>
<td>2014</td>
<td>Contributions through planning agreements. Tfl grant.</td>
</tr>
<tr>
<td>Central Wandsworth and the Wandle Delta – PL12</td>
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<tr>
<td>Wandsworth one way system (PL12)</td>
<td>Rearrangement of one way system, allowing two way traffic on Armoury Way and local access and buses only in Wandsworth High Street.</td>
<td>£35 to £45m</td>
<td>Tfl and WBC.</td>
<td>2015</td>
<td>Planning agreement contribution.</td>
</tr>
<tr>
<td>Wandsworth Town Station (PL3 &amp; PL12)</td>
<td>A range of improvements including new entrance and ticket office, new canopy to Platform 4 etc.</td>
<td>£4.8m</td>
<td>Network Rail, SW Trains, WBC</td>
<td>2012</td>
<td>Contributions through planning agreements. DfT Rail, Network Rail and Train operator.</td>
</tr>
<tr>
<td>Public Open space (PL10 &amp; PL12)</td>
<td>New public open space and environmental</td>
<td>Unknown</td>
<td>Tfl, WBC and developers.</td>
<td>2015</td>
<td>Contributions through planning agreements. Tfl grant.</td>
</tr>
<tr>
<td>Title</td>
<td>Description</td>
<td>Funding Arrangements</td>
<td>Delivery Timescale</td>
<td>Delivery Agency</td>
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<tr>
<td>New Pedestrian and cycle access. (PL12)</td>
<td>Enhancement within the town centre and Wandsworth Delta.</td>
<td>Contributions through planning agreements.</td>
<td>2015</td>
<td>TfL, WBC and developers</td>
<td>£500K</td>
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<tr>
<td>Neville Gill Close (PL12)</td>
<td>Provision of a new park side promenade, providing a pedestrian priority access between King Georges park and the Southside shopping centre.</td>
<td>Contributions through planning agreements.</td>
<td>2015</td>
<td>TfL, WBC and developers</td>
<td>£400K</td>
</tr>
<tr>
<td>Clapham Junction and the adjoining area - PL13</td>
<td>Improved station infrastructure. (PL13 &amp; PL113)</td>
<td></td>
<td>2018</td>
<td>Network Rail, train operators, TfL, WBC.</td>
<td>Unknown</td>
</tr>
<tr>
<td>Interchange improvements (PL13 &amp; PL113)</td>
<td>Improved bus / rail interchange, including improved stopping facilities on street and standing</td>
<td></td>
<td>Ongoing</td>
<td>WBC and TfL</td>
<td>Unknown</td>
</tr>
<tr>
<td>Title</td>
<td>Description</td>
<td>Funding Arrangements</td>
<td>Delivery Timescale</td>
<td>Delivery Agency</td>
<td>Cost (if known)</td>
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<td></td>
<td>Improved access to the north of the station. (PL13)</td>
<td>Contributions through planning agreements. TfL grant.</td>
<td>2015</td>
<td>WBC, TfL</td>
<td>Unknown</td>
</tr>
<tr>
<td></td>
<td>Clapham Junction Exemplar (PL13)</td>
<td>Contributions through planning agreements. TfL grant.</td>
<td>2012</td>
<td>WBC</td>
<td>£6.7m</td>
</tr>
<tr>
<td></td>
<td>Improved social and community infrastructure (IS6)</td>
<td>Contributions through planning agreements. TfL grant.</td>
<td>Ongoing</td>
<td>WBC and other agency funding and through planning agreements where appropriate.</td>
<td>Unknown</td>
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<tr>
<td>Title</td>
<td>Description</td>
<td>Funding Arrangements</td>
<td>Delivery Timescale</td>
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<td></td>
<td>extensions and alterations at Roehampton Recreation Centre, SW15; a new adventure play building, Kimber Road Activity Centre, SW18; refurbishment of former Granada Cinema, St John's Hill, SW11 as a church; and a new Scout hall at Jack Skillen Hall, Balham High Road, SW12. Permission has been granted for: refurbishment and extensions to Tooting Library, SW17; a new community hall at 648 Garratt Lane, SW17; a replacement community hall at Lebanon Road, SW18; and a community resource centre at 220-222 Upper Tooting Rd, SW17. Space for a new Wandsworth Museum has been negotiated as part of the Ram...</td>
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<tr>
<td>Title</td>
<td>Description</td>
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<tr>
<td>Improved health provision (150)</td>
<td>Brewery planning permission subject to legal agreement. Provision of improved health care facilities will include: a new health centre serving North Battersea; a primary care centre at Putney Hospital; enhancements to St George’s Hospital in Tooting; the rebuilding of the mental health care facilities at Springfield Hospital; and improvements to localised healthcare (doctors surgeries) including facilities to be provided in major developments. The PCT is working with WBC to produce a Joint Strategic Needs Assessment. Schemes currently under construction include: a residential mental health rehabilitation unit at</td>
<td>Primary Care Trust and other health care providers.</td>
<td>Ongoing</td>
<td>Unknown</td>
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<tr>
<td>Title</td>
<td>Description</td>
<td>Delivery Agency</td>
<td>Funding Arrangements</td>
<td>Cost (if known)</td>
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<tr>
<td>Further &amp; Higher Education (IS6)</td>
<td>New and extended further and higher educational facilities.</td>
<td>South Thames College and Royal College of Art</td>
<td>TBC</td>
<td>Unknown</td>
<td>Ongoing</td>
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<tr>
<td></td>
<td>Major extension to South Thames College, Wandsworth High Street, SW18 under construction.</td>
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<td></td>
<td>Permission granted for a new educational centre for the Royal College of Art in</td>
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<td>Title</td>
<td>Description</td>
<td>Cost (if known)</td>
<td>Delivery Agency</td>
<td>Delivery Timescale</td>
<td>Funding Arrangements</td>
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<tr>
<td>Howie Street/Battersea Bridge Road, SW11</td>
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<tr>
<td>Secondary Schools (IS6)</td>
<td>Rebuild or renewal of 16 school premises through Building Schools for the Future. Includes new 7 form entry Roman Catholic (RC) school on the former Salesian College site, replacing the outdated facilities at Elliott School, new teaching blocks and new or enlarged 6 form facilities at a range of schools. Construction phase to begin in autumn 2010 (Burntwood and Southfields Schools). Work on new RC school and Elliott school due to begin summer 2011.</td>
<td>£250m</td>
<td>WBC</td>
<td>2016</td>
<td>National Building Schools for the Future, from Department for Children, Schools and Families (DCSF).</td>
</tr>
<tr>
<td>Primary Schools (IS6)</td>
<td>Provision of new and enhanced facilities at primary schools to meet identified and forecast increase in</td>
<td>21.6m short term. Unknown longer term.</td>
<td>WBC</td>
<td>2011 onwards</td>
<td>Primary Capital Programe (DCSF), WBC Capital Programme, Locally Controlled Vountary</td>
</tr>
<tr>
<td>Title</td>
<td>Funding Arrangements</td>
<td>Delivery Timescale</td>
<td>Delivery Agency</td>
<td>Cost (if known)</td>
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<tr>
<td>Integrated children's centres (156)</td>
<td>Aided Programme and other minor sources. Longer term it is expected that contributions will be provided through development. Current proposals at Springfield Hospital and Battersea Power Station both propose new primary school provision.</td>
<td>2010</td>
<td>WBC</td>
<td>Unknown</td>
<td>Completion of the borough’s network of integrated children’s centres.</td>
</tr>
<tr>
<td>Sure Start Programme</td>
<td></td>
<td></td>
<td>Metropolitan Police and WBC</td>
<td>Unknown</td>
<td>Provision of a custody centre, patrol base appropriate to an employment location and a range of 'front counters' in accessible accommodation.</td>
</tr>
<tr>
<td>Policing (156)</td>
<td></td>
<td></td>
<td>Metropolitan Police</td>
<td>Unknown</td>
<td></td>
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<tr>
<td>Title</td>
<td>Description</td>
<td>Funding Arrangements</td>
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<tr>
<td>Thames Tideway</td>
<td>Implementation of the Thames Tideway Sewer Tunnel Scheme including connection</td>
<td>By 2020 Thames Water, WBC locally.</td>
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</tr>
<tr>
<td>Sewer Tunnel (IS6)</td>
<td>of the combined sewer overflows in the borough.</td>
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<td></td>
<td>Police front counter included in outline for the “Heart of Roehampton” (2008/4552).</td>
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<td></td>
<td>Total cost of Thames and Lee Tunnels £2.2b</td>
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<td></td>
<td>locations, e.g. town and local centres, to support effective policing of the borough.</td>
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</tbody>
</table>
Appendix 2: Key Indicators

The table below sets out 50 key indicators which will be monitored to indicate how the Core Strategy is being delivered. A full list of indicators and results of the monitoring will be set out in the Annual Monitoring Report.

<table>
<thead>
<tr>
<th>AMR Indicator</th>
<th>NI Reference</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>PL1 – Attractive and distinctive neighbourhoods and regeneration initiatives</td>
<td>1</td>
<td>Indices of deprivation in Wandsworth and Regeneration areas.</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>Amount of employment floorspace completed by type in Wandsworth and Regeneration Areas.</td>
</tr>
<tr>
<td>PL2 – Flood risk</td>
<td></td>
<td>Percentage of new dwellings permitted within 1 in 100 year flood risk zone.</td>
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<td></td>
<td>3</td>
<td>Number of planning permissions incorporating flood risk measures.</td>
</tr>
<tr>
<td>PL3 – Transport</td>
<td>4</td>
<td>Percentage of borough (by geographical area) in each PTAL band.</td>
</tr>
<tr>
<td></td>
<td>5</td>
<td>Length of cycle routes in the borough.</td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>Length (m) of pedestrian links and/or area (sq ms) of pedestrian space on completed developments.</td>
</tr>
<tr>
<td>PL4 – Open space and the natural environment</td>
<td>7</td>
<td>Number of developments completed involving a loss of designated open space.</td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>Area (ha) of public open space on completed new developments.</td>
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<tr>
<td>No.</td>
<td>Description</td>
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<tr>
<td>10</td>
<td>Developments completed involving a loss or gain of sports and recreation facilities, specifically playing fields lost.</td>
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<tr>
<td><strong>PL5 – Provision of new homes</strong></td>
<td></td>
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<tr>
<td>11</td>
<td>Housing trajectory – dwelling completions and pipeline. NI 154 Net additional homes provided (PSA 20)</td>
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<tr>
<td><strong>PL6 – Meeting the needs of the local economy</strong></td>
<td></td>
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<tr>
<td>12</td>
<td>Amount of employment floorspace completed by type in Strategic Industrial Locations (SILs), Locally Significant Industrial Areas (LSIAs), Town Centres (TCs) and the Thames Policy Area (TPA).</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Loss of employment floorspace to residential use in SILs, LSIAs, TCs and the TPA.</td>
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<tr>
<td><strong>PL7 – Land for industry and waste</strong></td>
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<td>14</td>
<td>Amount of land in waste management use (ha).</td>
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<td>15</td>
<td>Amount and percentage of employment floorspace (gains and losses) completed in SILs and LSIAs</td>
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<td><strong>PL8 – Town and local centres</strong></td>
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<tr>
<td>16</td>
<td>Amount and percentage of completed retail development in Town Centres and Local Centres by type.</td>
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<tr>
<td>17</td>
<td>Percentage of vacant units within Town Centres.</td>
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<tr>
<td>18</td>
<td>Number and proportion of dwelling completions in Town Centres.</td>
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<tr>
<td><strong>PL9 – River Thames and the riverside</strong></td>
<td></td>
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<tr>
<td>19</td>
<td>Dwelling completions in the Thames Policy Area (TPA).</td>
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<tr>
<td>20</td>
<td>Length of riverside walk along the River Thames (m).</td>
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<tr>
<td><strong>PL10 – The Wandle Valley</strong></td>
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<td>Description</td>
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<tr>
<td>21</td>
<td>Length of riverside walk along the Wandle (m).</td>
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<tr>
<td><strong>PL11 – Nine Elms and the adjoining area in north-east Battersea</strong></td>
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<tr>
<td>22</td>
<td>Dwelling completions in Nine Elms and the adjoining area in north-east Battersea.</td>
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<tr>
<td>23</td>
<td>Amount of employment floorspace completed by type in Nine Elms and the adjoining area in North East Battersea.</td>
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<tr>
<td><strong>PL12 – Central Wandsworth and the Wandle Delta</strong></td>
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<tr>
<td>24</td>
<td>Dwelling completions in central Wandsworth and the Wandle Delta.</td>
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<tr>
<td>25</td>
<td>Amount of employment floorspace completed by type in central Wandsworth and the Wandle Delta.</td>
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<tr>
<td>26</td>
<td>Length of new pedestrian links between Town Centre &amp; Thames, including links along Wandle and to Wandsworth Town Station.</td>
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<tr>
<td><strong>PL13 – Clapham Junction and the adjoining area</strong></td>
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<tr>
<td>27</td>
<td>Dwelling completions in Clapham Junction.</td>
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<tr>
<td>28</td>
<td>Amount of employment floorspace completed by type in Clapham Junction.</td>
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<td>29</td>
<td>Length of street pedestrian enhancements.</td>
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<tr>
<td><strong>PL14 – East Putney and Upper Richmond Road</strong></td>
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<tr>
<td>30</td>
<td>Dwelling completions in East Putney and Upper Richmond Road.</td>
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<tr>
<td>31</td>
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<tr>
<td><strong>PL15 – Roehampton</strong></td>
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<tr>
<td>32</td>
<td>Dwelling completions in Roehampton.</td>
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<td></td>
<td>Description</td>
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<tr>
<td>33</td>
<td>Amount of employment floorspace completed by type in Roehampton.</td>
<td></td>
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<tr>
<td>34</td>
<td>Public transport improvements from heart of Roehampton to Barnes station,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Queen Mary’s Hospital and Roehampton University.</td>
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</tbody>
</table>

**IS1 – Sustainable development**

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<thead>
<tr>
<th></th>
<th>Description</th>
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<tbody>
<tr>
<td>35</td>
<td>Percentage of new build developments completed on brownfield land.</td>
</tr>
<tr>
<td>36</td>
<td>New build residential dwelling completions by PTAL score</td>
</tr>
<tr>
<td>37</td>
<td>Number of cycle parking spaces on completed large residential developments</td>
</tr>
</tbody>
</table>

**IS2 – Sustainable design, low carbon development and renewable energy**

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
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<tbody>
<tr>
<td>38</td>
<td>Developments completed with renewable energy installations.</td>
</tr>
</tbody>
</table>

**IS3 – Good quality design and townscape**

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<thead>
<tr>
<th></th>
<th>Description</th>
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<td>39</td>
<td>Relation of density to London Plan matrix.</td>
</tr>
<tr>
<td>40</td>
<td>Number of tall buildings built outside Town Centres, Nine Elms and focal</td>
</tr>
<tr>
<td></td>
<td>points.</td>
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</table>

**IS4 – Protecting environmental quality**

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
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<tbody>
<tr>
<td>41</td>
<td>Annual mean and number of days when air pollution (PM10 and NO2) exceeds</td>
</tr>
<tr>
<td></td>
<td>acceptable levels.</td>
</tr>
<tr>
<td>42</td>
<td>Number of noise abatement notices served.</td>
</tr>
</tbody>
</table>

**IS5 – Achieving a mix of housing including affordable housing**

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>43</td>
<td>Affordable dwelling completions by tenure.</td>
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<td>Description</td>
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<tr>
<td>44</td>
<td>Type and size of dwelling completions by tenure.</td>
</tr>
<tr>
<td>45</td>
<td>Number of family sized units lost through conversion to smaller units.</td>
</tr>
<tr>
<td>46</td>
<td>Number and proportion of completed dwellings that meet Lifetime Homes standard.</td>
</tr>
<tr>
<td>47</td>
<td>Number and proportion of completed dwellings that are wheelchair accessible.</td>
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<td>IS6 – Community services and infrastructure</td>
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<tr>
<td>48</td>
<td>Amount of community premises floorspace completed.</td>
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<tr>
<td>49</td>
<td>Amount of hospital and healthcare floorspace completed.</td>
</tr>
<tr>
<td>IS7 – Planning obligations</td>
<td></td>
</tr>
<tr>
<td>50</td>
<td>Local improvements funded by planning obligations.</td>
</tr>
</tbody>
</table>
Appendix 3: List of Expired and Superseded Wandsworth Unitary Development Plan Policies

Under government legislation policies in the Unitary Development Plan (UDP) were automatically "saved" until September 2007 while work on the new Local Development Framework (LDF) progressed. However, following a review of policies in the UDP, the Secretary of State has determined that a number of these policies are no longer required or are replaced by Central Government or London Plan policy and has directed that they expire on 27th September 2007.

Regulation 13 (5) of The Town and Country Planning (Local Development)(England) Regulations 2004 requires that “where a development plan document (DPD) contains a policy that is intended to supersede another policy, it must state that fact and identify the superceded (sic) policy”.

The table below indicates all the Wandsworth UDP polices which have expired or will be superseded by the Core Strategy (CS) when adopted. Where a policy has been superseded the relevant Core Strategy policy number which supersedes it is quoted.

<table>
<thead>
<tr>
<th>Wandsworth UDP Policy</th>
<th>Expired/Superseded</th>
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<tbody>
<tr>
<td><strong>Regeneration and Development Principles</strong></td>
<td></td>
</tr>
<tr>
<td>GEN1</td>
<td>Superseded by CS Policy IS1</td>
</tr>
<tr>
<td>GEN2</td>
<td>Superseded by CS Policy IS1</td>
</tr>
<tr>
<td>GEN3</td>
<td>Superseded, integral to policies throughout the Core Strategy/adopted London Plan</td>
</tr>
<tr>
<td>GEN5</td>
<td>Expired</td>
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<tr>
<td>RDP3</td>
<td>Expired</td>
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<tr>
<td>RDP7</td>
<td>Superseded by CS Policy IS 6</td>
</tr>
<tr>
<td>RDP8</td>
<td>Superseded by CS Policies PL4 and IS6</td>
</tr>
<tr>
<td>RDP10</td>
<td>Superseded by CS Policy PL2</td>
</tr>
<tr>
<td><strong>Townscape and the Built Environment</strong></td>
<td></td>
</tr>
<tr>
<td>GEN6</td>
<td>Superseded by CS Policy PL1</td>
</tr>
<tr>
<td>TBE6</td>
<td>Superseded by CS Policy IS3</td>
</tr>
<tr>
<td>TBE7</td>
<td>Expired</td>
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<tr>
<td>Policy Category</td>
<td>Policy</td>
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<tr>
<td>---------------------------------</td>
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</tr>
<tr>
<td>Wandsworth UDP Policy</td>
<td>TBE9</td>
</tr>
<tr>
<td>The River Thames and the Riverside</td>
<td>GEN8</td>
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<td></td>
<td>GEN9</td>
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<td>R13</td>
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<tr>
<td>Housing</td>
<td>GEN12</td>
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<td>GEN13</td>
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<td>H14</td>
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<tr>
<td>Business and Industry</td>
<td>GEN15</td>
</tr>
<tr>
<td></td>
<td>BIN2</td>
</tr>
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<td></td>
<td>BIN5</td>
</tr>
<tr>
<td>Town Centres and Shopping</td>
<td>GEN18</td>
</tr>
<tr>
<td></td>
<td>TCS2</td>
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<tr>
<td>Community Services</td>
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<tr>
<td>Wandsworth UDP Policy</td>
<td>Expired/Superseded</td>
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<tr>
<td>GEN19</td>
<td>Superseded by CS Policy IS6</td>
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</tbody>
</table>

**Leisure and Recreation**

| GEN20                                 | Superseded by CS Policies PL4, PL8 and IS1 |
| LR6                                   | Superseded by CS Policies PL8, PL11 and IS1 |

**Open Land and the Natural Environment**

| GEN21                                 | Superseded by CS Policies PL1 and PL4 |
| GEN22                                 | Superseded by CS Policy PL4           |
| GEN23                                 | Superseded by CS Policies PL1 and PL4 |

**Utilities and Other Infrastructure**

| GEN24                                 | Superseded by CS Policy IS6           |
| INF1                                  | Expired                               |
| INF3                                  | Expired                               |

**Transport**

| GEN25                                 | Superseded by CS Policy IS1           |
| GEN26                                 | Superseded by CS Policies PL3, PL10 and IS1 |
| GEN27                                 | Superseded by CS Policies PL3 and IS1 |
| GEN28                                 | Superseded by CS Policy IS1           |
| T1                                    | Superseded by CS Policy IS1           |

**Equalities of Opportunity**

| GEN29                                 | Expired                               |
If you have difficulty understanding this in English, please contact:
Wandsworth Interpreting Service: (020) 8672 1043/3649

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For more information write to:-
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Telephone: (020) 8871 6636, email: boroughplanner@wandsworth.gov.uk
or visit our web site: www.wandsworth.gov.uk/planning